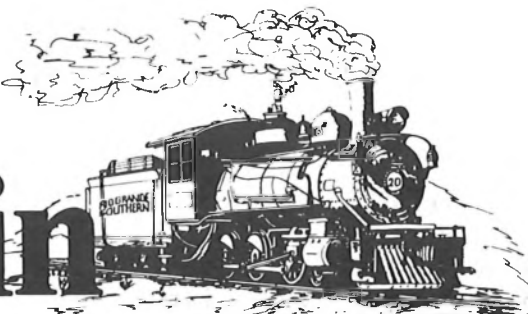


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

July 9, 1996 -- 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 August, 1996 Rail Report is due no later than July 9, 1996!!

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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  
1935 Independence  
Colorado Springs, Colorado 80920-3705

July, 1996..... No. 442  
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.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. 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 \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

## JULY 9 PROGRAM

We will once again enjoy some excellent photography by Bob Andrews who will present a program on the Burlington Northern from its inception in the early 1970's to the present.



## PUBLISHER'S STATEMENT

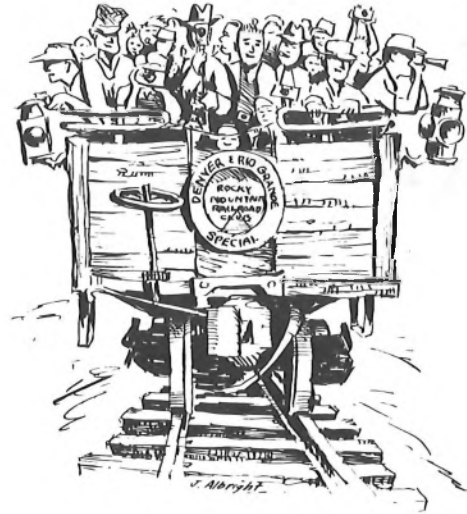
The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.

## JUNE PROGRAM AND MEETING

As expected, the Irv August 16mm movies were outstanding! The first of five reels showed the RMRRRC's excursion on the C&S from Denver to Ft. Collins and onto the Owl Branch on July 19, 1959 with some very historic footage on the end of the reel, showing the ex-RGS #42 in action on the "Magic Mountain Railroad" that was to become another "Disneyland" in Colorado. It went into bankruptcy after a couple of years, but, later returned as "Heritage Square" above Golden. The 3-foot railroad was replaced with a 2-foot line known as the High Country Railroad which we more commonly associate with fellow Club members Ed Gerlits and Stu Anderson. (Reel #6)

The second reel (#29) featured the Union Pacific Railroad on Sherman Hill during 1951 and 1952, showing the last vestage of steam pulling long freight trains up steep grades, along with steam-powered passenger trains and streamliners. The third reel (#12) started with the Memorial Day Weekend, 1961, 3-day trip from Alamosa to Durango/Silverton and return, followed by another RMRRRC excursion aboard the Great Western Railroad/C&S from Denver to Eaton and back. The fourth reel (#27) was a real surprise and worth the "price of admission!" The majority of the reel covered the opening of the Manitou & Pike's Peak Cog Railway in April of 1957 with the Cog's homemade rotary snowplow. There were outstanding scenes of this machine clearing the line through some deep drifts and up 25% grades. Then, in 1958, a special trip was arranged behind steam (oops, in front of steam--the Cog steam locomotives pushed (bumped is better) the excursion car) up to the top of Pike's Peak with photo runbys along the way!

All-in-all, this was a great program and we wish to "Thank" Irv for preserving these scenes on film, Roger Callender for arranging the program, and, Erwin Chaim for running the projector.



## 1996 SCHEDULE OF EVENTS

July 9	Regular Monthly Meeting
July 20	Denver Post/Cheyenne Frontier Days Special Train Excursion
August 13	Regular Monthly Meeting
August 24	Colorado Springs Field Trip: Western Mining Museum and Colorado Springs & Manitou Traction Company
September 10	Regular Monthly Meeting
September 29- October 12	Great Britain Rail Trip
October 12	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	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

Our Membership Chairperson, Linda Johnson, was out of town this month on vacation and the new member list will be postponed until the July issue of the Rail Report.



*Burlington Northern Santa Fe SD60M #9297, with new Northern Lines paint scheme makes its first trip to Denver on Monday, June 3, 1996. This beautiful night scene shows the BNSF's new logo on the unit's orange nose: a circle and cross with "Burlington Northern" on the top, "Santa Fe" in the middle, and "Railway" on the bottom.*

*Burlington Northern Santa Fe announced in late May that its order of 164 General Electric Dash-9's would be delivered in this new paint scheme. These new units will start arriving in September, 1996.*

*(Chip Sherman Photograph)*

## THE COMBUSTION CORNER - CURRENT RAILROAD HAPPENINGS

By Chip Sherman

NEW BNSF PAINT SCHEME DEBUTS IN COLORADO; NEW POWER TO WEAR GREAT NORTHERN INSPIRED GREEN AND ORANGE SCHEME. Burlington Northern Santa Fe's (BNSF) new Northern Lines scheme featuring Great Northern, Northern Pacific, Burlington and Santa Fe predecessor colors debuted in Colorado, June 3rd. Leading BNSF's United Parcel Service Chicago-to-Denver train #63, the BNSF SD60M #9297 chugged into Colorado via McCook, NE, and Hudson, CO, that sunny, Monday, afternoon.

The BNSF 9297 had been cascade green prior to its repainting by VMV at Paducah, KY, where it departed May 24, 1996 in its new colors: orange, forest green, red and silver. Using the SD70MAC paint design, they changed the cream to Omaha orange with the trucks and fuel tank painted silver. Two styles of striping, different on each side has been applied. The fireman's (left) side has three one-inch pinstripes running the length of the unit, two red and one blue. The engineer's side has a solid three-inch, red pinstripe (looks good!). On the orange nose is a new BNSF herald: a circle and cross with "Burlington Northern" on top, "Santa Fe" in the middle, and "Railway" on the bottom.

The units' first trip was on trains 3 and 4 via the former Great Northern line between Chicago and Seattle, WA, May 26-June 1, 1996. Its next assignment brought it west on train 63, departing Chicago, IL, June 2nd.



*This 3/4-view of SD60M #9297 shows the fireman's side of the new paint scheme for the BNSF. Your editor wishes that we could provide members with a color reproduction of this outstanding night shot by Chip Sherman! This is a wonderful scheme and should prove a favorite with photographers.*

*(Chip Sherman Photograph)*

BNSF solicited employees' comments about the new paint scheme between May 24th and June 3rd via a company, and a 800-number. They were asking if employees preferred the single red stripe, the three pinstripes or if they didn't like the paint scheme.

BNSF announced in late May, 1996 that its order of 164 General Electric Dash-9's would be delivered in this new paint scheme. These new units will start arriving in September, 1996. (BNSF, Mark B., Jon B., and Joe McMillan)

BNSF INSPECTS PROPOSED UP/SP TRACKAGE RIGHTS ACROSS COLORADO ROCKIES. BNSF business cars STAMPEDE PASS, RED RIVER and full-length track inspection car GLACIER VIEW were used to inspect Union Pacific/Southern Pacific merger proposed trackage rights in early May, 1996. They travelled on Amtrak's train #5 of May 5th to Denver on the rear

through Colorado via the old Denver & Rio Grande Western's Moffat Tunnel Route, going west via Grand Junction, CO, and SP between Salt Lake City, UT, to Sacramento, CA, arriving in California on May 6th. At Denver, SP added GP-60 #9776 to Amtrak's three F40PH's for the Denver, CO-westward portion of the trip. At Salt Lake City, the SP 9776 and the three BNSF cars became an inspection train, continuing onto California. (Jon B. & The Colorado Zephyr)

AMERICAN ORIENT EXPRESS NATIONAL PARK TOUR. The American Orient Express, 13-car National Park tour started in Santa Fe, NM, on May ??, 1996. It visited the Grand Canyon via the Grand Canyon Railway, down to Barstow, CA, back northeast to Salt Lake City, UT, and into Denver, CO, on May 17th via the Southern Pacific's Moffat Tunnel line.

AOE has leased, with an option to buy, an

Amtrak 11-double bedroom sleeper #2235, now named GRAND CANYON. The thirteen-car train consisted of seven sleepers, two diners, two club cars, one staff car, and, the round-end observation lounge car NEW YORK. Two Amtrak P32BH units, #505 and 509, were leased to handle the train.

The train laid over three days at Denver's Union Station on Track #2, where the train was thoroughly cleaned, both inside and out. Fresh supplies were added prior to its return trek, starting west over Southern Pacific's Moffat Tunnel line on May 21st..

The AOE train returned to Colorado June 5th, running east on the SP ahead of Amtrak's #6. It was transversing Glenwood Canyon, east of Glenwood Springs, CO, at 1:00 p.m. with GE model P32BH's #509 and 505 (nicknamed "cutters" due to a resemblance to the Coast Guard paint stripes). When the AOE special arrived along the Colorado Front Range area at Tunnel #1, a typical afternoon thunderstorm was well underway. The train rolled into Denver Union Station and was tied down on Track #3 for several days.

WYOMING SCENIC WASHOUT. A heavy spring thunderstorm washed out the Wyoming Scenic line at Milepost 68 on May 14, 1996, shortly after it was opened in May, 1996 by the Union Pacific rotary. The washout was expected to be repaired by June 1st.

The cargo that's being moved out is Fluorstar from the Northgate, CO, load-out. Some 800 car loads are projected to be moved this summer before the line is abandoned and ripped out come October, 1996.

NORTHWESTERN PACIFIC GP-9 #3844 OUTSHOPPED BY OMNITRAX, LOVELAND, CO. The Omnitrax crew in Loveland, CO, surprised everyone when they outshopped Northwestern Pacific GP-9 #3844 in a Southern Pacific-inspired black widow paint scheme in late May, 1996. The unit was moved from Loveland to Denver, CO, June 7th where it laid over at BNSF's 23rd Street Shops for several days. Along with the 3844, was freshly painted orange and white SW-1500 #1501 with the initials "FC-RR."

The Northwestern Pacific is the ex-Southern Pacific (SP) line north of San Francisco,

CA, which the SP and Santa Fe jointly consolidated and owned back in 1907. It runs north through the redwood country and down the Eel River Canyon to Eureka, CA. SP bought out Santa Fe's share in 1929, and sold the north end of the line in 1984. (CW, Bruce Black)

BNSF SELLS GREELEY, COLORADO BRANCH TO OMNITRAX EFFECTIVE JUNE 1, 1996. Omnitrax began operating the ex-BNSF, ex-BN Fort Collins to Greeley, CO, branch on June 1st. Great Western Railway power now serves this line. BNSF had used an SD-9 and a caboose to serve this 31.7-mile-long branch, which includes a large lumber transfer company and the Kodak plant at Windsor, CO. BNSF's Greeley Local made its last run May 31st before the line was turned over to Great Western Railway crews.

BNSF continues to spin off branch lines across its system. The BNSF sold off the ex-Santa Fe branch line in southeast Colorado between Satanta Jct., KS, through Sunflower to South Jct., near Walsh, CO, earlier this spring. (Neal Payton, Jon B.)

AMTRAK BUYING 98 GENERAL ELECTRIC LOCOMOTIVES. Amtrak announced on May 10, 1996, its purchase of 98 new locomotives from General Electric Transportation Systems, Erie, PA.

Watch for these new 4,250-horsepower units to start showing up on the Southwest Chief and California Zephyr trains come September, 1996. These new units will be based out of Chicago, IL. (Rocky Mtn. News, 5/11/96)



## 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.



*Prior to departure on the May 18, 1996, Denver Tramway and Denver & Intermountain Historic Sites Tour, the Club presented Ed Haley (right) with a plaque inscribed: "To Ed Haley--For his profound knowledge, advise and tireless help. In gratitude from the Rocky Mountain Railroad Club." Looking on are (left) Jim Kunkle, #119 bus operator, and, (center) "Bud" Lehrer, outgoing trip chairman.*  
*(Joe Priselac Photograph)*

## **REPORT ON THE DENVER TRAMWAY AND INTERMOUNTAIN RAILROAD HISTORIC SITES TOUR**

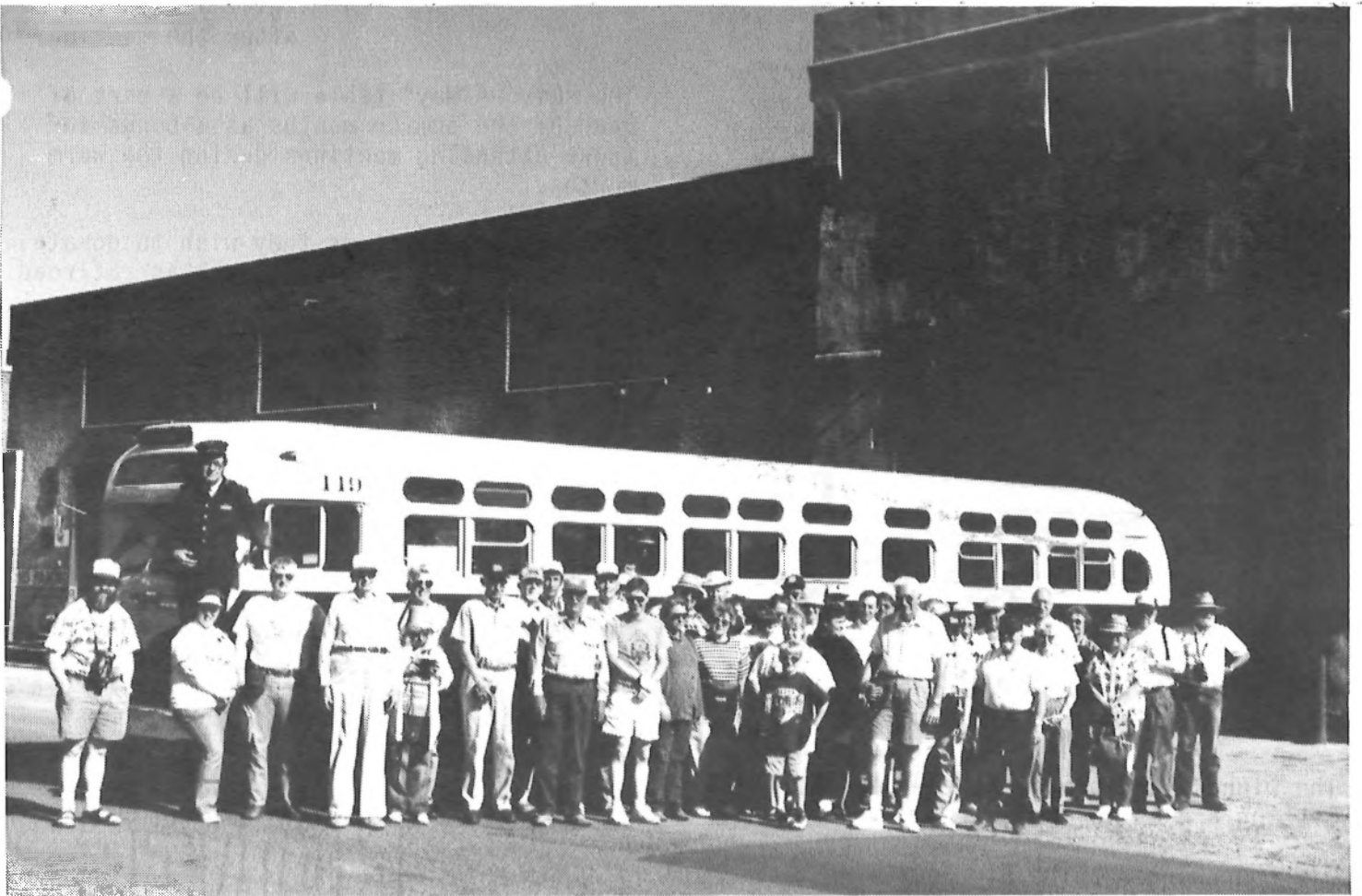
by Joe Priselac

A bright, sunny and warm spring morning greeted 44 Club members on May 18th as they boarded RTD's restored, vintage G.M.C. diesel bus #119 for the Club sponsored Denver Tramway and Denver & Intermountain Historic Sites Tour.

Prior to departure, "Bud" Lehrer, the Club's outgoing trip chairman, presented a plaque to Club member, Ed Haley, the tour commentator, in gratitude for his help in planning the tour, and, for his time and knowledge in compiling the contents of the

12-page handout that was distributed to the tour group. The handout contained short histories of the Denver & Northwestern Railway, the Denver, Lakewood & Golden RR; 12 historic photographs from Ed's vast collection; and, a large "Points of Interest" numbered map, exclusively prepared by Ed Haley, to aid tour participants in picking out historical sites and station stops.

Included in the tour were old horse car barns, power houses (all still in existence with some being over 100 years old!), old streetcar and electric trolley train lines through North Denver, abandoned grades through Arvada, Golden and Lakewood, and the site of the old coal mines in Leyden, which provided the coal for the Denver Tramway power houses. Other highlights in-



*The Gilpin Street Carhouse (later, the East Division Carhouse) at the corner of East 35th Avenue and Gilpin Street is the site of this group photograph, taken on May 18, 1996, on the Historic Sites Tour of the Denver Tramway and the Denver & Intermountain Railroad. Jim Kunkle, who holds badge #1 with RTD, stands on the front bumper of Bus #119, attired in his old Tramway uniform. The carhouse, which later became a busbarn, was abandoned in 1965 and now serves as a training school and warehouse. (Joe Priselac Photograph)*

cluded a ride on the Denver Rail Heritage Society's Platte Valley Trolley #1977 to Sheridan Boulevard on the old D&IM Route 84, plus, a stop at the Denver Federal Center to view the Club's #25 D&IM inter-urban car, now undergoing major restoration under the guidance of Darrell Arndt and other Club members.

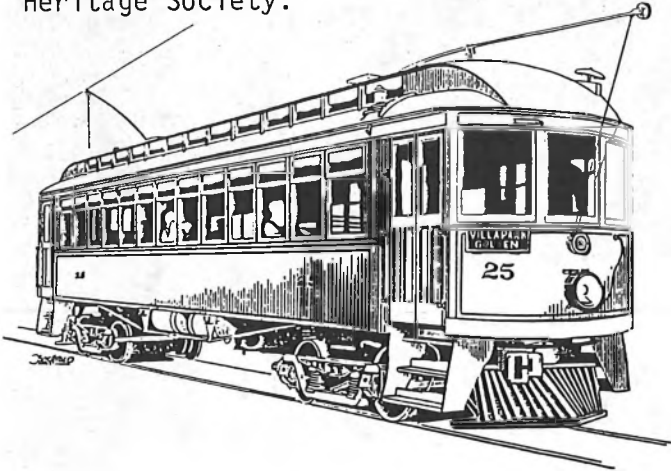
Due to unforeseeable electrical problems with #119, shortly after the tour commenced, Jim Kunkle, our bus operator, returned the tour group to RTD's bus barn and the tour continued, and completed its day on time, with a modern, air-conditioned coach.

Like so many other American cities, the streetcars are long-gone; a very few

relics of this colorful history remain. A few identifiable, abandoned road beds remain--some now occupied by cattle and horses, shopping malls, and urban sprawl. Loft apartments, warehouses, a museum, a restaurant, and, a bowling alley now occupy the remaining structures still standing; the only glimpses left of a bygone era that began in 1871 and died in the 1950's due to modernization after World War II.

A big "Thank You" and appreciation to the following for making the tour a wonderful experience: Ed Haley, for his tireless dedication, and, the wealth of historic information he provided; RTD personnel, which included Pat McGowan (Operations Department), Jim Kunkle (bus operator and Denver Tramway historian who holds badge

#1), and the RTD service personnel who gave it their best shot with the #119, and, all other personnel involved; Hugh and MarySue Alexander, who handled the artwork, copy and printing of the handout; Erwin Chaim and Keith Kirby for providing the plaque given to Ed Haley; and, The Denver Rail Heritage Society.



## PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the June 11, 1996 meeting are as follows:

- Jim Ehernberger / The Big Four
- Bob Fryml / Six Units to Sycamore
- Oren Whitwell / Farewell to Steam
- Lloyd Crews / The Seashore's Finest Train--  
The Blue Comet
- Ardie Schoeninger / Set of Employee Time-  
tables
- Bill Jacobsen / Set of Large Postcards
- Gene Martin / Set of Small Postcards
- Truman Young / Pittsburg and Lake Erie RR
- Bob Tully / British Railways--Steam in the  
1950's
- Peter Gilbert / Complete set of TRAINS  
magazines, 1977
- Wally Weart / Complete set of TRAINS  
magazines, 1978
- John Lyle / 3 Sets of Oklahoma RR Maps
- Dave Gross / 3 Sets of Oklahoma RR Maps
- Bob Slattery / 3 Sets of Oklahoma RR Maps
- "A very Large Group" / Miscellaneous RR  
Materials on the

"give-a-way" table  
after the meeting

The "Give-A-Way" table will be a part of each of the summer months as a bonus for those attending meetings during the warm months.

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

Roger thought that members might be interested in knowing the amount of monies that are collected by this drawing--the funds being used for preservation projects. In May, we collected \$58.00 and in June, the amount was \$70.00. When the fund reaches a reasonable amount, the board selects a project and requests our treasurer to make a distribution. Our "Thanks" for members' continued support.

# NOTICE

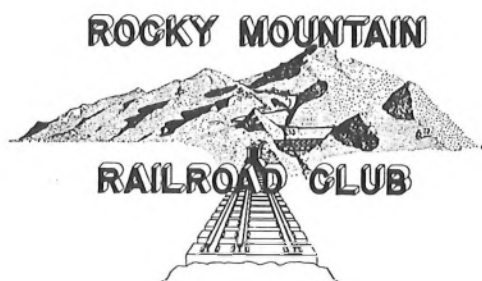
## ELECTIONS

The December Elections will be here before you know it and the Club needs your help in submitting nominations for the Club's Board of Directors and Officers for 1997.

The nominating committee, made up of the hold-over board members, is composed of the following three men: Jim Blouch, John Hallinan and Don Zielesch. 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 80201-2391.





## An Editorial

### FROM THE EDITOR

A recent Board meeting, as well as personal observation over the past five to ten years has led your editor to question how much life is left in the Rocky Mountain Railroad Club.

Our Club treasurer questioned whether we were headed toward a financial crisis and presented the Board with a possible list of financial changes to avoid spending more money than the Club takes in during the year. I too question our financial position; however, I also question some other areas that are at least as important as the Club's financial position.

It seems to me that the Club has evolved into a mold considerably different than when it was organized. Originally, the desire to share an interest in railroading, particularly photography, led a group of men to establish a regular get-together to share experiences and photographs and movies. This led to other activities, including trips. With aspiring authors/historians joining the group, the Club embarked on publishing pamphlets, newsletters, and, finally, books. Strongly interested in preserving our rail heritage, these original members began to collect artifacts, railroad papers, photographs, and even equipment. While there was strong leadership, the real strength of the Club was the unselfish willingness of all members to volunteer their time and talents to the Club's projects. Even into the seventies, it was not hard to find the needed help to plan and execute trips, equipment work-days, exhibits and shows.

Things have, indeed, changed! Whether it is a result of a more complex lifestyle or the change in society's attitude about "taking" rather than "giving," or some

other factors, it is obvious that we have changed and that the Club has been affected.

The Club's greatest challenge NOW and not in the future (the future is too late!!) is to reverse the trend toward apathy. The Club needs INVOLVEMENT by Club members, NOW!

I cite the following examples of apathy that are creating real problems for the Club and its continued existence:

Our recent Work Weekend at the Colorado Railroad Museum became just one Work Day because only five men showed up to work on the Club's equipment: Frank Stapleton, Mike Johnson, Keith Goodrich, Roger Callender, and Rich Berens. With hard work, they managed to clear and cut the weeds around the shop car, do some cleaning and rearranging, and check leaks on the #0578 caboose. This number is typical for the past number of years, with few exceptions. There is NO way that the Club's equipment can be maintained with such limited involvement by Club members! Another area where Club involvement has totally fallen off is volunteers to run the Club, whether as an officer, or a board member, or a trip chairman, or a committee chairman, or a committee member. You will note that we are requesting input for 1997 Officers and Directors NOW. We will lose the services of Mike Johnson, Roger Callender and Ardie Schoeninger as officers at the end of this year. They are tired and need a rest. We also need to replace the three Board members who are going off this year: Rich Berens, Art Ives and Ron Keiser. Bill Gordon has been the Club's secretary for over twenty years--perhaps he would like a rest too! Who will step forward and offer their services? Will YOU!? Over the past ten years or so, we have had too few people doing too many things and getting "burned out." When the Club needed to move the headquarters (meaning storage space for the Club's archives and inventory of over a thousand books), only a small handful showed up to do the work--and as usual, most were folks who already do more than their fair share.

An organization cannot continue to exist without the wholehearted support of the majority of its members. The Rocky Mountain

Railroad Club is no different! We have a fine number of members show up for the monthly meetings and programs, but only a few volunteer to present a program. We have a relatively good turnout for trips, excursions, hikes and picnics, but few volunteer to organize and execute these events. Things must change, or, we need to reevaluate the Club's goals and direction.

If all that members want from the Club is a monthly newsletter (the one thing that binds all our members together), regular monthly meetings with entertainment, and a few activities during the year that includes some trips, then we need to change of direction and bring our financial condition under control.

First, we need to sell off our railroad equipment. This will put cash back into our treasury, and, with prudent investment, the Club could go on for longer than most of us will be around, providing funds to produce the monthly newsletter, provide a meeting hall, and seed trips. We need to require the Rocky Mountain Railroad Foundation to wean itself from the Club's treasury and make it on its own. Currently, the Foundation has received in excess of \$64,000 from the Club's treasury, and, even though there is a receivable on the Club's books for \$63,992.95, it will, most likely, never be repaid. Grant monies for such projects are awarded prior to the work to provide funds to accomplish the work where the organization cannot fund its own project. Grants are not given to repay an organization for the monies it spent on its own project (as they obviously don't need the grant monies). Since the #25 was transferred to the Foundation, the RMRRC cannot EVER get the car back. Should the Foundation go under financially, the assets must be distributed to other similar tax-code entities (such as the Colorado Railroad Museum or the Colorado Historical Society)

Second, we need to stop publishing books. We currently have over \$27,000 in book inventories (at cost) and have just authorized another \$20,000-plus to be spent on the second volume of the Moffat Road series. We may need to move again as there is some doubt whether we can get another 1500 books into our current storage space.

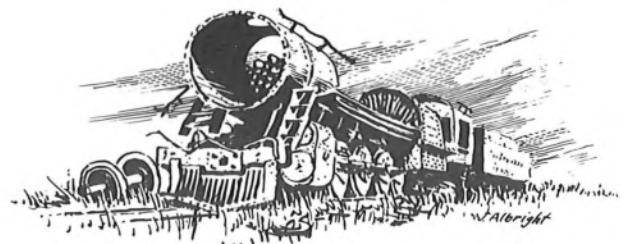
Third, we may need to raise dues. We charge \$20.00 per year, and, it has always been the desire of the Club to keep these dues as low as possible. The current dues cover the cost of the newsletter, mailing and other general expenses, but they cannot cover such projects as the #25 or books, or trip cost overages. The NRHS charges its members \$29.00 per year (with that possibly going up as much as \$3.00 next year)

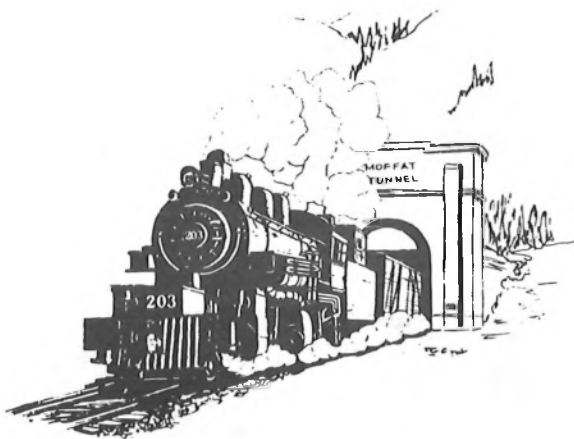
and provides a monthly newsletter nine months of the year from the local Inter-Mountain Chapter and a national publication four times a year. I would say that our dues are a bargain, especially when one considers that the NRHS is 10 times our size!

I could go on about what we need to do if we are to save the Club; but I am just one voice. Your officers and directors need your input in making some important decisions about the Club's future, and, they need that input NOW. Maybe you think that I am wrong. Let's hear from you! If you think I'm right, than let's hear from you! If you have some suggestions as to what the Club's goals should be and what direction you wish to see the Club take, let's hear from you! If you can volunteer your time and services, let's hear from you! We need answers, NOW! We cannot afford apathy anymore.

Please take the time to respond to my editorial. I will personally read every letter that is sent in, print the best of your comments, and turn over your letters to the Board and Officers for their use in planning the Club's future.

Please direct your letters to: Jim Trowbridge, editor, Rocky Mountain Rail Report, 502 So. Cody Street, Lakewood, CO 80226-3048.





## SECOND VOLUME OF MOFFAT ROAD HISTORY APPROVED BY BOARD

*The Denver and Salt Lake Railroad--1913 to 1926* is in the process of being published, and we hope the books will be finished in about 90 days. The book will be similar to *David Moffat's Denver, Northwestern and Pacific*, and it will contain almost 200 old photographs. More than one hundred drawings, maps and newspaper clippings will further enhance the history. A photographic tribute to Otto Perry will include 23 of his early pictures of Moffat Road locomotives. More details will follow as Shadow Canyon Graphics and Walsworth Publishing prepare the books. (P. R. "Bob" Griswold)



## CORRECTIONS, ADDITIONS AND OTHER THINGS

**CORRECTION:** My apologies to Midge Braisted for listing her as Midge "Brazelton" in the Preservation Fund and Book Drawing article in the June newsletter.

**ADDITION:** Platte Valley Trolley mailing address and telephone number:  
2200 7th Street  
Denver, CO 80211  
(303) 458-6255

**dition:** Santa Fe Southern Railway, Inc.  
410 South Guadalupe Street  
Santa Fe, NM 87501  
(505) 989-8600



## BOOK, VIDEO AND AUDIO REVIEWS

COMO CAPERS by Irving E. August. Self-published. Irving E. August, 1990 Applewood Drive, Lakewood, CO 80215-2524. \$9.50 ea. postpaid.

It was only last month that we let members know that Irv's Rails 'N' Tales was available once again (\$7.50 ea., postpaid), and, here comes yet another neat, little book! This work is 96 pages with 120 black and white photographs, along with a full color photo on the front cover.

While the book is, in a large part, a personal look at Irv and Elna's adventures in Como and the surrounding country, it holds much interest to rail fans and western history buffs. From the first story, Bayou Salado (the first name of South Park) which gives the history of the Park and introduces us to Irv's introduction to the area, through other interesting historical notes and a look at local activity in and around Como, the reader feels like he is getting to know the community and its residents. Irv is a good storyteller and the reading is light and fun. Many Club members are a part of this work, and, the book is dedicated to the memory of George W. Champion.

There is no doubt that Club members will find this book fun, interesting and informative and it is certainly recommended that members take advantage of obtaining a copy for their libraries.

## ANNUAL VIDEO POTPOURRI NIGHT

Why do you take photographs and videos? To put them in an album...to look at them and file them away? To pack them away in a box that someone will toss out after you are gone?

To me, the greatest satisfaction comes when I share the images with other people. To that end, may I remind you that November

12, 1996 , will be Video Potpourri Night at the Rocky Mountain Railroad Club. We know that there are many outstanding videographers in the Club! In the past two years that we have scheduled a video potpourri night, we have had a grand total of only seven different contributors!!

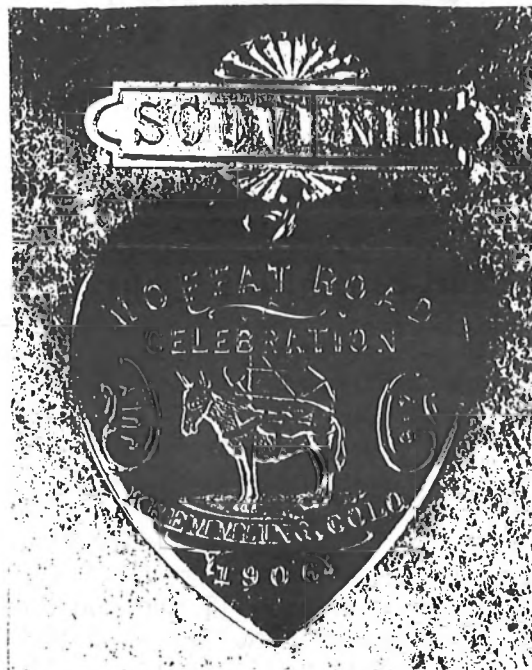
Let's make November 12, 1996, a night to remember with videos, not only from those who have submitted videos before, but contributions from several others! If you need help editing or titling your video, please feel free to contact Sherm Conners at (303) 659-5513, or, 9741 E. 157th Ave., Brighton, CO 80601. IT'S TIME TO SHARE!!!  
(Sherm Conners)



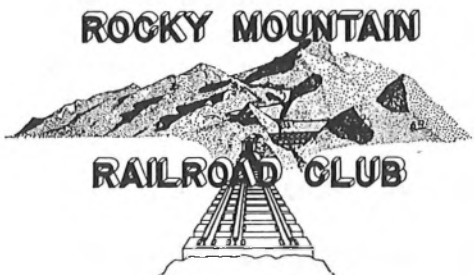
**KREMMLING 1906**

The Denver, Northwestern and Pacific arrived in Kremmling in July, 1906, and souvenir medals as shown were issued to celebrate the occasion. David Moffat's new private car, MARCIA, arrived from the Pullman Company in time to travel to the big Kremmling celebration.

As always happens, when a new book is published, just after publication, a new historic gem is found that would have enhanced the book. You may want to cut this photo copy out of the newsletter and slip it into your copy of David Moffat's Denver, Northwestern and Pacific on page 130.  
(P. R. "Bob" Griswold)



*(Sue and Bill Knous Collection)*



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