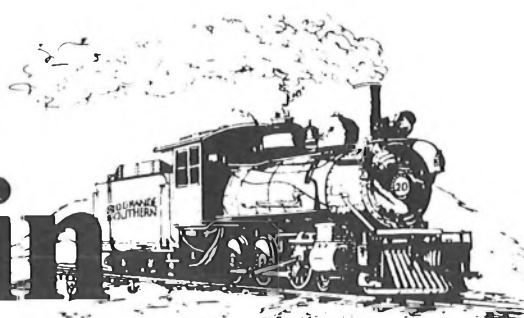


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

February 18, 1997 -- 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  
Jim Blouch..... President  
Walter Weart..... Vice President  
David Goss..... 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 March, 1997 Rail Report is due no later than February 11, 1997!!

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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.

February, 1997..... No. 449  
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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## 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



## FEBRUARY 18 MEETING

Our new Vice President and Program Chairman, Wally Weart, has dug into the Club's archives and has pulled out an old promotional film entitled "Going Railroadin'" which depicts freight and passenger trains in the 1940's with the majority being pulled by steam. This 30 minute, color film will be followed by some Otto Perry footage.

Be sure to join us on February 18th for a most enjoyable program.

## 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.

## JANUARY PROGRAM AND MEETING

As expected, Tom Klinger provided a very fine program of classic Denver & Rio Grande Western shots of both passenger and freight trains of the 1960's until present. It was particularly nice to see older equipment in unique Rio Grande paint schemes.

Our "Thanks" go out to Tom for rewarding those in attendance with such wonderful material.

## NEW MEMBERS

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

William H. Chaffer	Indianapolis, IN
James W. Coker, Jr.	Denver, CO
Bruce Eller	Lyons, CO

## ASSOCIATE MEMBERS:

Isabel Abbott	Wheat Ridge, CO
Sharon Berwick	Cheyenne, WY
Sondra Coker	Denver, CO

## RECENT DEATHS

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

Wilmer "Bud" Tabb	Westminster, CO
Member since 1985 (#596)	

And, we have also lost two well known members which the Club would like to offer additional information for interested Club members:

Christopher J. Pease	Santa Fe, NM
Member since 1981 (#458)	

Chris Pease, RMRRC member and Road Foreman for the Santa Fe Southern Railroad died November 25th of injuries sustained in a freak accident on the railroad. Club members will remember Chris as our engineer on two of the Club's major trips--on the Grans Canyon Railway in May, 1990, and, on the Santa Fe Southern Railroad in October, 1995. (Bud Lehrer)

William J. Gordon	Denver, CO
Member since 1950 (#10)	Attended the first RMRRC meeting with his Dad in April, 1938.

As mentioned in the last Rocky Mountain Rail Report, the Rocky Mountain Railroad Club suffered a major loss with the death of long time Club member and Club Secretary, William J. Gordon, just two days after the Club's December meeting where Bill had just been reelected to his position as Secretary. Although suffering health problems in recent years, his passing away on December 12, 1996, was still a shock since he had remained quite active, right up to the day of his death.

Bill's interest in railroading dated back to experiencing the industry as a hobby with his railfan father Rosco, an original Club member and president of the Club in 1944 and 1945. Bill was only about 10 years old when he accompanied his father and other RMRRC members on one of the Club's first activities, a tour of the UP Denver roundhouse in the late 1930's. He stands out as the "young one" in photos of that activity and, in subsequent years, would be seen at most Club events. In later years, his contributions included putting in many hours helping with the sale of early Club publications, such as "Denver, South Park & Pacific." Bill eventually served as President of the Club (1957 & 1958) and became Secretary of the Club in 1972, a position he filled until his death. Bill had a great interest in the preservation of the Club's railroad equipment, and thus, served as the Club's Equipment Chairman during the 1960's and 70's. When the Club began restoration of D&IM Interurban No. 25 in 1987, he subsequently contributed many hours to that project.

Bill was also quite active in Christ Episcopal Church and helped insure a long-standing, cordial relationship between the two organizations. On our meeting nights, Bill was always at the Church early to open up the meeting hall, and, the last to leave.

Bill was quite active in the Denver Rail Heritage Society. About the time he retired from Western Electric in 1987, the Platte Valley Trolley was getting underway and his participation in that operation became almost legendary. In addition to being Treasurer of the Society, Bill was a volunteer motorman and operated the trolley many hours each week and could be depended upon to come at a moment's notice if the need arose. In 1996, Bill operated the trolley over 700 hours!!

Burial was at Crown Hill Cemetary next to his wife Silvia who preceded him in death several years ago. Bill was 68 years old and is survived by a sister and four step-children. A quiet but dedicated friend and volunteer has been lost and will be greatly missed. (Darrell Arndt)

**RE M I N D E R**

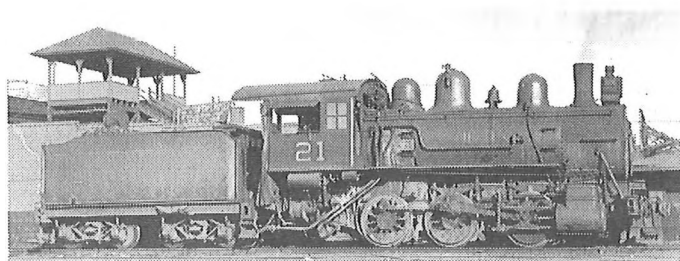
**MEETING CHANGE FOR FEBRUARY**

Due to a scheduling conflict with Christ Episcopal Church, the Club's regular monthly meeting in February will have to be moved from February 11th to February 18th, 1997. BE SURE TO NOTE THIS CHANGE!!

With the change of the meeting date in February, some regular monthly information, such as "Monthly Book Drawing" and "New Members" may have to be put off until the April newsletter. We should be able to catch up at that time.

**CLUB PUBLICATIONS**

The announcement of a reduced price (to Club Members Only) of \$33.95 for each of the current Club publications is to be a permanent offer for Member appreciation. To secure this special pricing, members MUST always include their membership number with their book orders so that the Club may verify that only Club members receive this discount.



*One of the fine old OTTO PERRY photos in Denver and Salt Lake Railroad 1913-1926, showing one of the two old 0-6-0 Moffat Road construction locomotives near Denver's Moffat Station in 1919. The Sixteenth Street Viaduct and the commissary building are in the background. (Denver Public Library, Western History Department)*

BOOK ORDER FORM

*(Please Print or Type!)*

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

RMRRC Membership No. \_\_\_\_\_ (Required)

- \_\_\_\_\_ DENVER & SALT LAKE RAILROAD 1913-1926 \$33.95 each \$ \_\_\_\_\_
- \_\_\_\_\_ DAVID MOFFAT'S DENVER NORTHWESTERN & PACIFIC \$33.95 each \$ \_\_\_\_\_
- \_\_\_\_\_ GEORGETOWN AND THE LOOP \$33.95 each \$ \_\_\_\_\_
- \_\_\_\_\_ Shipping Cost: \$3.50 first book; \$1.00 each additional copy \$ \_\_\_\_\_
- \_\_\_\_\_ Denver Residents:\* Sales Tax @ \$2.48 ea. \$ \_\_\_\_\_
- \_\_\_\_\_ Colorado Residents:\*\* Sales Tax @ \$1.02 ea. \$ \_\_\_\_\_
- \_\_\_\_\_ \*7.3%; \*\*3%
- \_\_\_\_\_ Total Remittance \$ \_\_\_\_\_

Send Orders To:  
 ROCKY MOUNTAIN RAILROAD CLUB  
 P. O. Box 2391  
 Denver, Colorado 80201-2391

## ANNUAL BOOK DRAWING

The Annual Book Drawing, 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.

Prizes to be awarded at the April 8, 1997 meeting are as follows: 1st Prize--*Denver and Salt Lake Railroad, 1913-1926* (Rocky Mtn. RR Club), P. R. Griswold; 2nd Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 3rd Prize--*Georgetown and the Loop* (Rocky Mtn. RR Club), Griswold, Kindig & Trombly. [All books are new]

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!*

PLEASE PRINT OR TYPE ALL INFORMATION!

ROCKY MOUNTAIN RAILROAD CLUB  
1997 Book Drawing - April 8, 1997

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

*Please Print or Type. Winners need not be present.*

ROCKY MOUNTAIN RAILROAD CLUB  
1997 Book Drawing - April 8, 1997

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

*Please Print or Type. Winners need not be present.*

## ANNUAL DUES

We would like to encourage members to renew their membership as soon as possible. Dues for 1997 are \$20.00 for Regular memberships and \$10.00 for Associate memberships.

If you have misplaced your dues wrapper from the November issue of the Rail Report, please use the following form:

### DUES RENEWAL

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_  
(9-Digit)

PHONE (    ) \_\_\_\_\_

NAME \_\_\_\_\_ [ ] Spouse

NAME \_\_\_\_\_ [ ] Child

NAME \_\_\_\_\_ [ ] Child

1997 Membership Renewal \$ 20.00

1997 Associate Membership

@ \$10.00 each [    ] \_\_\_\_\_  
Number

Total payment enclosed... \$ \_\_\_\_\_



## 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, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.



*Train DVPUM-13 is shown on December 13, 1996, just north of Sedalia, on the Joint Line. It is the motive power that excites the rail fan. Rio Grande-lettered GP-60's (3156/3145/3155) are heading up the consist. The tree in the middle of the photograph is generally known as the "Otto Perry" tree due to Otto's many photos in this area. (Chip Sherman Photograph)*

## **THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS**

by Chip Sherman

**PRIVATE VARNISH CRIPPLE CREEK MOVES WEST TO CALIFORNIA ON AMTRAK'S CALIFORNIA ZEPHYR.** Private varnish (PV) business car-styled car Sheriff Railcars CRIPPLE CREEK rolled west from its Morristown, NJ, home, passing through Denver on December 29, 1996. Owner, R. Jackson Blackstock, was aboard with guests headed for Oakland, CA, and then further trips in California in January--March, 1997. The car will then return home on the Morristown & Erie Railway in New Jersey.

The car was Illinois Central business car #8 and was sold off to a private individual who just stored the car. The present owner purchased it and refurbished it up to

Amtrak Northeast Corridor standards.

Amtrak's California Zephyr on December 29, 1996, was quite a sight with its new P42BH #34 and three deadheading Amtrak California cars, not to mention the PV on the rear! Brand new General Electric model P42DC #34 (series 1-98) arrived as the second unit on west bound train #5 behind "Cutter" (P32BWH) #509. Amtrak decided to wye the power on the BNSF 23rd Street wye, and #34 became the lead unit departing Denver.

Directly behind the power were Amtrak California cars 8009 SANTA ANA RIVER, 8021 KINGS RIVER, and 8012 SAN LORENZO RIVER. The double deck commuter cars are deadheading from the manufacturer Bombardier to California. Usually, only one or two cars deadhead on Amtrak's #5, and they are usually placed at the rear of the train.





*A close-up of Train DVPUM-13 on December 13, 1996 shows GP-60's #3156/3154/3155, not only in Rio Grande paint scheme, but looking very clean. These units, now owned by the Union Pacific Railroad, also work the Ski Train, beginning on December 21, 1996, until April, 1997. Specifically, units #3155 and 3156. It won't be long before all "Rio Grande" lettered engines will be a thing-of-the-past!*

*(Chip Sherman Photograph)*

However, due to the PV CRIPPLE CREEK on this train, they were tucked in directly behind the power. (C.W., Skip & Littleton Tower Operator)

UNION PACIFIC ASKED TO OPERATE DENVER TO SALT LAKE, UT, EXCURSION VIA ROYAL GORGE ROUTE FOR NRHS 1997 SALT LAKE CITY CONVENTION. The Central Coast Chapter, NRHS, has asked Union Pacific (UP) to operate a Denver to Salt Lake City, UT, excursion via UP, ex-Denver & Rio Grande Western Railroad Royal Gorge Route, June 21-23, 1997. Proposed layovers would be Canon City and Grand Junction, CO. The UP's E-9A's, 951, 963B and 949, along with steamer 844 are the requested power. The NRHS is holding its 1997 convention at Salt Lake City, UT, June 25-29, 1997.

What a trip this will be--over Tennessee

Pass and through Glenwood Canyon behind UP steam! (NRHS News)

CHICAGO & NORTH WESTERN BUSINESS CAR SOLD TO NEW YORK STATE OWNERS. Several upstate New York investors have purchased the C&NW business car #400 which C&NW president James Wolfe used. Union Pacific's merger has resulted in the C&NW passenger fleet being sold off, and C&NW #400 being sold in 1996. The car was built by Pullman in 1928 as New York Central's business car #99. It operated on NYC subsidiary Boston & Albany. Later, it was on the Pittsburg & Lake Erie, then sold to United Fruit Steamship Company and named SEA LEVEL. In the early 1980's, it was acquired by the C&NW, refurbished as the railroad's president's car, and given the honor of #400. The car was stored by Union Pacific at Marshalltown, Iowa, until its purchase.

The new owners moved the car onto the Adirondack Scenic to Thendara, NY, on October 4, 1996. They plan to restore C&NW #400 to its former grandeur, and renumber it as Adirondack & St. Lawrence RR #99. (Adirondack Railway Preservation Society)

UP'S SKI TRAIN OFF TO A GOOD START WITH D&RGW 3155 and 3156. Rio Grande speed-lettered GP-60's #3155 and 3156, had the honor of pulling the first Ski Train from Denver to Winter Park Ski Area, CO, starting December 21, 1996. Eighteen cars, including power car JOSEPH P. HARRIS (#253), made up the first train's consist.

The train's consist has been Rio Grande lettered GP-60's 3155 and 3156, power car 253, 14 ski train coaches, and, three Anschutz business cars (dome/sleeper CALIFORNIA, lounge UTAH and business car KANSAS).

The train's first day, December 21, 1996, started out departing Denver Union Station at 7:15 a.m., but was stopped at 23rd Street Xing by a BNSF train. The train made good time up to Winter Park where passengers headed for the ski slopes. A steady snowfall continued all day. The train moved west and was wye'd at Tabernash. It then returned east and laid over at Fraser, CO, across from the Amtrak station/loading platform. The Amtrak platform was festively decorated for the Christmas holidays. The return trip went smoothly in the early encroaching darkness.

Call 303-296-4754 for information and reservations. (Joe M.)

OMNITRAX GP-35'S 3039, 3043 and 3047 RETURN TO COLORADO. Omnitrax's ex-SP, eex-D&RGW RR GP-35's #3039, 3043 and 3047 returned to Colorado on January 1, 1997. BNSF train 161-29 arrived around 10:00 a.m. with the units mixed with BN and ATSF power. The Omnitrax units wear new blue gray paint applied by Omnitrax's Kingman, KS, shop in November, 1996. They left Denver on January 2nd for Loveland, CO. (C.W.)

BNSF ORDERING 200 SD75I'S FROM EMD. BNSF will purchase from EMD, 200 model SD75I's with delivery to start in late 1997. The DC-powered unit order does have an option to convert to AC models toward the end of the deliveries. Expect 25 units to arrive

in 1997, with about 75 per year to follow.

UNION PACIFIC ASSIGNS SIX UNITS TO ITS FORMER SOUTHERN PACIFIC COAL TRAINS. Union Pacific (UP) has decided to assign six General Electric model AC4400CW's, series SP 100-378, to coal trains to ensure reliability. The GE's AC4400CW reliability has dropped.

Witness the Shawnee Power Plant to Energy Mine (symbol SHEYC) train working empty CTRN coal empties west through Denver on January 5, 1997. Six units were spread through the Distributed Power Unit train; two on the point, SP 232/200, two mid-train, 256/172, and two on the rear, SP 151/314. The train came in on UP's Kansas Pacific line, then over the Belt Line to North Yard, then west on the Moffat Road via Arvada, CO.

UNION PACIFIC WILL RETAIN BURNHAM SHOPS FOR GENERAL ELECTRIC MODEL POWER. UP decided to keep open the ex-SP, eex-Denver & Rio Grande Western locomotive repair shop known as Burnham Shops under the D&RGW ownership. A traction motor shop will be coming in and placed where the car shop is located. The car shop will vacate Burnham. General Electric models like the AC4400CW's will be done at Burnham.

A new running repair shed is to be built at North Yard. Watch for changes to occur at Utah Junction, too. Utah Junction is located on the north end of North Yard, where the Belt Line comes into the yard and crosses BNSF's former Colorado & Southern line. Currently, trains coming off the Moffat Road line have to enter the yard, and then reverse direction to continue east on the Union Pacific via the Belt Line and KP line (Aurora, Limon and Cheyenne Wells, CO, line)

## POST OFFICE BOX 2391

The Rocky Mountain Railroad Club has had Post Office Box 2391 for the last 42 years and possibly longer! For many of those years, our late secretary, Bill Gordon, has picked up the Club's mail and distributed it to the proper parties. Bill's untimely death on December 12, 1996, and the resulting confusion may have caused a delay in your mail being processed and

orders for books and other items delayed.

We now have located the key to the post office box, and, we have a temporary arrangement for picking up the mail. Some forty years ago, another officer may have had a key to the box, but, we do not know who it was. Other keys are being purchased so that the problem will not recur. We are sorry for any delay in getting your orders to you. (Bob Griswold)

## PRESERVATION FUND AND BOOK DRAWING



The winners and prizes at the January 14, 1997 meeting are as follows:

Ron Booth / 1964 Union Pacific Calendar\*  
\*(Good for 1997 as well!)

Bill Jacobsen / 1964 UP Calendar

Bill Haefele / 1964 UP Calendar

Chris Larscheid / 1964 UP Calendar

Keith Kirby / 1997 Amtrak Calendar

Darrell Taylor / Poster: UP Big Boys #4002  
and 4004, east of Sherman,  
Wyoming

Jim Earhart / Set of Miscellaneous Small  
Postcards

Ed Gerlits / Set of Miscellaneous Timetables

Carol Knight / RMRRRC Trilogy Book

Doug Gorton / Amtrak Trains & Travel

John Braselton / Passenger Train Journal,  
Miscellaneous 1987 & 1988

Sherm Connors / TRAINS magazines, Volume  
23 (Bound) 11/62-10/63

Forty-four members participated in the January raffle, accounting for proceeds of \$76.00 to the Club's Preservation Fund.

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.



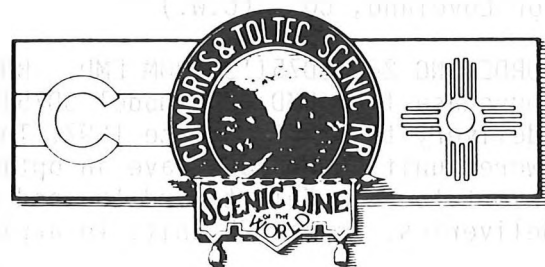
## BOOK, VIDEO & AUDIO REVIEWS

Greatest Moments of Mountain Railroading, Black Tree Productions, 18620 No. 43rd Street, Phoenix, AZ 85024. (602) 569-6198. \$19.95 + S/H of \$4.00. [1 hr., 10 min.]

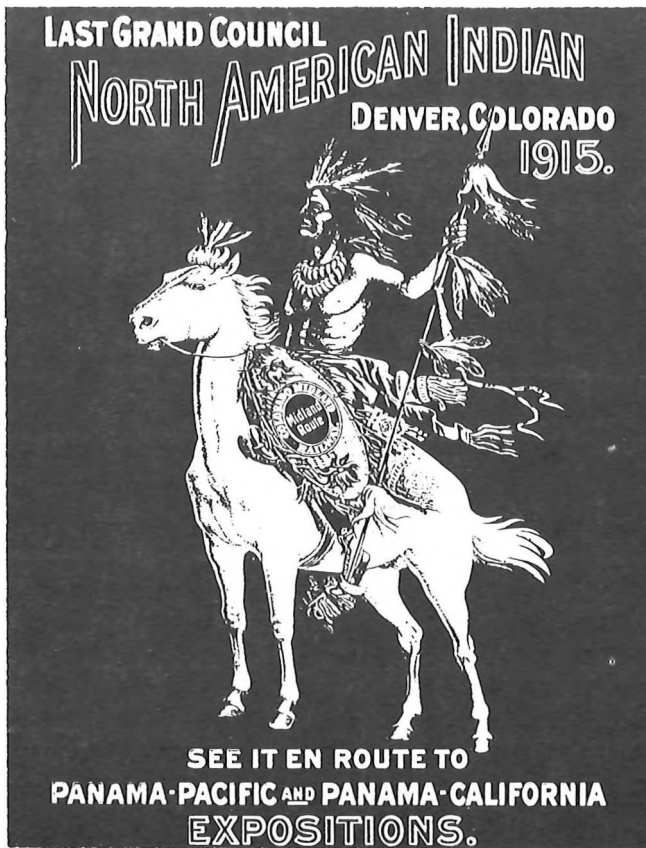
This video tape will be a fine addition to your narrow gauge library. Two of the 1996 special charter trains on the Cumbres & Toltec Scenic Railroad are covered showing great steam action on the narrow gauge. The first part covers the John West train on Sunday, June 30, 1996. This freight starts out of Chama with a 13-car train, does some switching at Cumbres to add another 9 cars for a Big Horn turn. At Big Horn, we see a great deal of switching as engine #497 is added to the consist along with #489 for a mid-train helper back to Cumbres. This operation was all lettered Rio Grande.

The second part covers the Friends of the C&T mixed freight turn to Big Horn on July 27, 1996. The Friends train was included with the regular train that day to create a 32-car train up the 4% to Cumbres. (See the September, 1996, Rail Report for photos). The trains were separated at Cumbres and run independently. At Big Horn, the Friends train was reorganized to include a mid-train helper.

Again, the Friends train was lettered for Rio Grande and provided some spectacular narrow gauge railroading action. Photo sites selected are excellent and the sound is superb. I suggest that you give this video a try and look to future releases. (Jim Trowbridge)







**FOR OUR COLORADO MIDLAND FANS**

During the next several months, our Club will be emphasizing the history of the Colorado Midland and the Midland Terminal in advance of the 50th anniversary of the Club's final trip on the Midland Terminal

**FROM THE PAST PRESIDENT**

Congratulations to the new officers and board members. They are going to need all the support we can give.

I could not believe that the nomination committee talked to over thirty people to run for office in the Club and so very few came forward. We all want the RMRRC to be the best, but no one wants to help lead the Club! Sure it takes a lot of work, but, its worth it. So, when the next Club election comes up, please think about taking our Club into the future--the same people cannot do it every year.

I would like to give a big THANKS to Roger Callender and Artie Schoeninger, and, to all the other board members and committee members, without whom I could not have

in 1949. We plan to work closely with the NRHS Midland Chapter in Colorado Springs. To begin this "Midland" emphasis, we are offering a full color (10 1/4"x13 1/2") copy of the famous 1915 Colorado Midland Indian poster for only \$6.00. The shipping charge is \$1.50; Colorado residents should add 18¢ sales tax, and Denver residents should add 42¢ sales tax.

**COLORADO MIDLAND POSTER ORDER FORM**

*(Please Print or Type)*

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

\_\_\_\_\_ CM Posters @ \$6.00 ea. \$ \_\_\_\_\_

\_\_\_\_\_ Postage @ \$1.50 ea. \_\_\_\_\_

\_\_\_\_\_ Sales Tax (18¢ or 42¢) \_\_\_\_\_

Total Remittance \$ \_\_\_\_\_

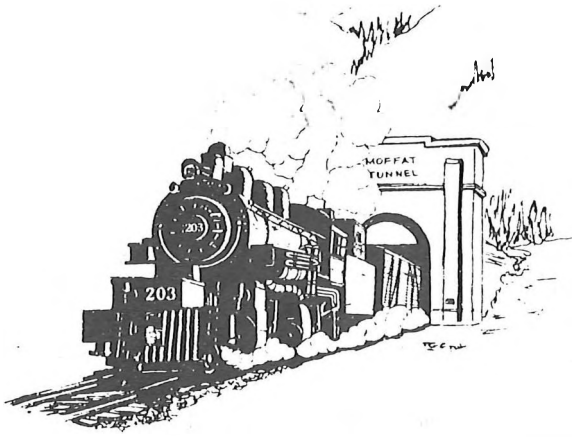
Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. Box 2391  
Denver, Colorado 80201-2391

done my job. But there was one sad time with the passing of Bill Gordon who I will miss.

I had a question that I will answer here about the \$20 dues. \$14.00 goes toward the newsletter for printing and postage. The remaining \$6 goes to pay rent at the Church for regular meetings and board meetings, the Club's phone, insurances, and rent on the Club's "world" headquarters space. The \$6 does not cover everything, but, with the help from profits from book sales and the Club store and Trips, we get our bills paid.

Let's all work for the Club this year and the years to come. In closing, Thanks to all of you for letting me serve you these past two years. (Mike Johnson)



## THE MOFFAT TUNNEL

Yes, the Moffat Tunnel is for sale! In November, 1996, the Moffat Tunnel Commission contracted with Samuelson and Associates, Inc. to provide marketing and information services to sell the Moffat Tunnel. Samuelson prepared an attractive brochure outlining pertinent facts about the tunnel and some history. The brochure contained some misinformation such as stating that David Moffat built a "narrow gauge" railroad across the divide at 11,660 feet and other inaccuracies.

Selling the Moffat Tunnel and other assets of the Moffat Tunnel Commission came about by the Colorado Legislature passing Senate Bill 233 in the 1996 session providing for the termination of the Moffat Tunnel Commission on February 1, 1998. To this outsider looking in, this legislation appears to be some of the worst and most ill-timed of any bill to come out of the Legislature in years. The sponsors of SB 233 have never been to a Moffat Tunnel Commission meeting in their lives and were relying on second hand details about the working of the Commission.

The whole mess began several months ago when the Moffat Tunnel Commission attempted to correct an inequity with the Winter Park Recreational Association. This group was supposed to have been a non-profit organization when actually it had accumulated several million dollars over the years. The problem concerned a parcel of land purchased by the Moffat Tunnel Commission back in 1923 at West Portal, and years ago the Moffat Tunnel Commission, attempting to be a good citizen, permitted the Winter Park Recreational Association to use the land without charge. The property developed into a big money maker for the WPRA.

As an outside party who has attended Moffat Tunnel Commission meetings for years, an unbiased assessment of the circumstances could be reached. There were big bucks involved! Although no one will admit it, from the outside looking in, it appears that partisan politics could be a factor. The Colorado Legislature, being controlled by one party, and the Moffat Tunnel Commission having a majority of the opposite party, members of the Legislature could have determined that this was a good time to let the sun set on the MTC.

Getting back to the sale of the tunnel; SB 233 stipulated that the Moffat Tunnel Commission assets be sold, everything from the tunnel to the office furniture. The timing could not have been worse with the Union Pacific acquiring the Southern Pacific and the Moffat Tunnel Commission being involved in a lawsuit with the Winter Park Recreational Association.

The Moffat Tunnel Commission owns the Moffat Tunnel, but it also built the tracks from each end of the tunnel to the connections with the Denver and Salt Lake Railroad supposedly on easements from the U.S. Forest Service. What about the land easement for the tunnel itself?

In conclusion, it is estimated that the replacement cost of the Moffat Tunnel would be in excess of \$83 million. The original tunnel railroad lease dates back to January 6, 1926. The Union Pacific now holds the tunnel lease which expires in the year 2025 for which it pays \$12,000 a year rental. The Denver Water Department lease of the pioneer bore expires in 2028 for which it pays an annual rental of \$1,000. Quest, Inc. has a lease expiring in 2025 for its communications cable through the tunnel; the cable annual rental is \$9,000. Who would pay a fair price for a property valued at \$83 million or more which generates income of only \$22,000 per year?

(P. R. "Bob" Griswold)

[Editor's note: The opinions Bob expresses are his own and do not necessarily represent that of the Club's or its members. We have presented Bob's viewpoint as an insight of someone who has, indeed, been around the Moffat Tunnel Commission, and has some idea of what is going on]

## ANNUAL SKI TRAIN EXCURSION

Join fellow Rocky Mountain Railroad Club members on our annual Ski Train excursion to Winter Park on Sunday, March 23, 1997. The Club has reserved thirty (30) seats and, as in previous years, expects these seats to be filled very fast! It is suggested that you secure your tickets as quickly as possible as the Ski Train is fully sold out for this season. The deadline for securing your tickets is the March, 1997, Club meeting; however, we do not expect them to last that long!

Ticket prices are \$35.00 for all passengers and are available from Hugh Alexander, RMRR Club Ticket Chairman. Please send a SASE along with the following order form and check to:

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

Don't miss this opportunity to experience one of the few non-government-operated, winter trains in the United States, and, take in a day of powder skiing, or, relaxing by a warm fire at the nearby lodge.

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### SKI TRAIN 1997 ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_

TELEPHONE (     ) \_\_\_\_\_

\_\_\_\_\_ Tickets @ \$35.00 ea. \$ \_\_\_\_\_

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### 1997 SCHEDULE OF EVENTS

February 18*	Regular Monthly Meeting *(Moved from February 11th)
March 11	Regular Monthly Meeting
March 23*	Annual Ski Train Trip
April 8	Regular Monthly Meeting
May 13	Regular Monthly Meeting

June 10	Regular Monthly Meeting
June 14 & 15	Annual Workdays: Club's Equipment at the Colorado RR Museum
July 8	Regular Monthly Meeting
August 12	Regular Monthly Meeting
September 9	Regular Monthly Meeting
October 18	ANNUAL BANQUET
November 11	Regular Monthly Meeting
December 9	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!

## GREAT BRITAIN AND MORE!—PART 2

by Keith Kirby

We took the coach to Sheffield and the Meadow Hall Shopping Centre. It's a huge, new shopping shipping mall with several large department stores and over 270 smaller shops. After an all-to-brief look at the centre we caught the Sheffield Supertram. This light rail system was first put in service in 1994, with the system completed on October 7, 1995. It cost £240,000,000, to build. We boarded the Supertram and rode it to Nunery Station. Our host was Paul T. Jackson, Assistant Marketing Manager for the Sheffield Supertram. He took us through the servicing facility. It is owned and was built by a private company. The local bus companies were privatized recently, so the Supertram must compete with them. They are attempting to build up their ridership. Currently it is about 25,000 people a day. To become profitable they must increase that by 1/3. They have 24 triple unit articulated cars built by Siemens/DuWag in Germany. They feature two low profile sections. These sections are level with the sidewalk curb, and allow wheelchair access without lifts or specials ramps. The cars are about 65 feet long. They are always operated as single units. A combined train would exceed Britain's limit for street running passenger vehicles. They have a sleek modern appearance, much more so than the RTD's Denver cars, which are mechanically much the same.

After the tour, we reboarded the Supertram and headed for the central business district. There we transferred to an out bound tram for Halfway, a station at the end of the line. This line includes some incredible grades, up to 11% at one point. There is also some grade separated, cross country running. At Halfway Fuzz met us with the bus and took us to the National Tramway Museum at Crich. This is an incredible facility. It is the finest of its kind in all of Great Britain. It features trolleys from all over the U.K., a PCC car from Belg-



One of the preserved trolleys at the National Tramway Museum at Crich which provided some fun riding for the RMRRC group.

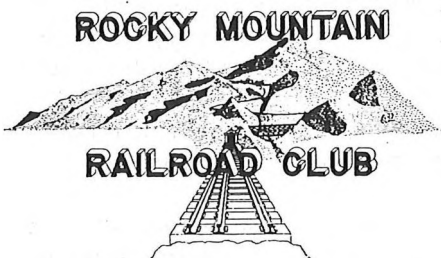
(Keith Kirby Photograph)

ium and a 3rd Avenue Streetcar from New York City. They let us go through the shops where they were putting the finishing touches on a Chesterfield trolley. Most of the cars were double decked trolleys that ran on various lines in the U.K. The gift shop was great! It had more model buses than I've ever seen before. Finally we took a ride on a trolley. It went up a hill which gives a spectacular view of the valley below. It passes a limestone quarry. That evening we visited a huge O-Gauge model railway layout in Gainsborough. The club was begun in 1946. They have over 100 locomotives and 200 vans and coaches all scratch built. It was very impressive.

For the next two days John Flower was our guide, taking Fuzz's place. Fuzz had to go to work for a couple of days. We took the bus to Doncaster, arriving about 12 minutes before train time. Our train was a two car electric commuter set, a 321 Electric unit. The ride was swift and comfortable. The cars were painted red. As it approached Leeds, the commuter traffic picked up until it was standing room only. Leeds is a large industrial city. The advent of electric commuter travel is fairly recent. The line was electrified for the INTERCITY trains about ten years ago, and once that was in place, they began to run electrically powered commuter trains. Our train was only about three years old.

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[Editor's Note: My apologies to Keith Kirby. Previous commitments and a need to give priority to projects with large Club investments, I have had to push the Great Britain article off a bit. It is my intention to complete it over the next two issues. Again, my apologies, Keith. I wish I could have done otherwise! (Jim T.)



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