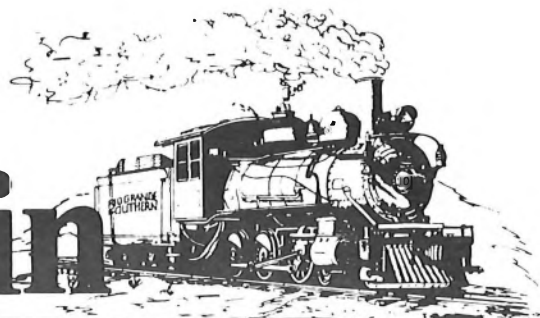


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 13, 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
Carolyn Blouch..... Secretary
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 June, 1997 Rail Report is due no later than May 13, 1997!!

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.

May, 1997..... No. 452
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.

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

MAY 13 MEETING AND PROGRAM

ANNUAL POTPOURRI NIGHT

Another year has passed by and we find ourselves attending yet another Slide Potpourri Night--with eager anticipation!

Who knows what will be shown!! Every year we are surprised at the variety of subjects and interesting stories about the background of some of the photos. From historical steam shots to modern freights to foreign subjects, the Annual Potpourri Night features many fine presentations. You will not want to miss this program!

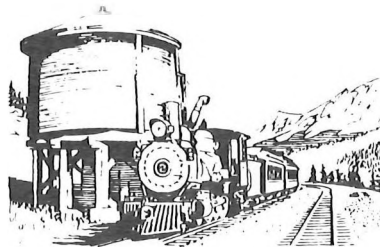
PUBLISHER'S STATEMENT

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.

APRIL MEETING AND PROGRAM

Not only were we transported to an exotic place, we were transported back in time to see Indian Steam during its last days during the 1970's and early 80's. "The Railroads of India," presented by Peter "Fuzz" Jordan, was a pure delight of sights and narrative background.

Besides the almost two hours (by our request) of steam, diesel and electric trains, we were treated to scenery, history and the people of India. It must be said that this was one of the most enjoyable programs the Club had been privileged to see, and, we wish to "Thank" Fuzz for his time and effort to present it to us.



NEW MEMBERS

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

REGULAR MEMBERSHIPS:

Jack Knight	Westminster, CO
B. E. Schneider	Loveland, CO
William B. Walters	Broomfield, CO

ASSOCIATE MEMBERSHIPS:

Carol Knight	Westminster, CO
Sandy M. Schwartz	Phoenix, AZ

RMRRC ROSTER BEING PRINTED

Memo!

The Club is in the process of printing a current Roster. While this new roster will not be in the traditional format of the past to keep the cost down, it will, never-the-less be a large expense along with the mailing cost, so, the Club wishes to know who really wishes to have a copy that they will use and not just toss out or file away, never to be used.

If you wish to receive a Roster, you must return the order form below, no later than May 30, 1997!! [There is NO CHARGE for the Roster]

Mail the accompanying coupon to:

Linda Johnson, Membership Chairperson
1935 Independence Drive
Colorado Springs, CO 80920-3705

RMRRC Roster Order Form

NAME _____

ADDRESS _____

_____ Zip _____

PLEASE COOPERATE!

1) Please do NOT mail your Roster request to the Club's Post Office Box. This will delay your request, and, you may NOT get a Roster!

2) Please do NOT send requests for lost newsletters, missing newsletter pages, address changes, dues payments, or, anything else related to the newsletter or membership matters to your editor! I do not have extra copies of the newsletters for such requests, and, I must take the time to redirect your request or other matters to Linda Johnson, as well as use my postage! It also slows down the Club's response to your needs, and, depending how busy I am, may even see your request get lost. This also applies to Ticket requests and Book Orders. "Thank You" for your cooperation.



*Ed Haley (right) is shown standing next to Dick Kindig (left) on board a Club trip over the Georgetown Loop Railroad some years ago. Ed was president of the Club during 1948 and 1949, and subsequently served as Trip Chairman and board member. As Trip Chairman, Ed was responsible for many of the Club's famous trips, including narrow gauge trips over Marshall Pass and the 3-day Alamosa-Durango-Silverton excursions (Jack Thode).
(Darrell Arndt Photograph)*

RECENT DEATHS

The Rocky Mountain Railroad Club regretfully announces the passing away of one of its most beloved members, Edward (Ed) John Haley, Denver, Colorado, March 5, 1997. Ed was RMRRC member #5 at his passing. The following obituary has been prepared by Irv August:

EDWARD JOHN HALEY

1915-1997

Ed Haley, as he was known to his many friends, was born in Rochester, New York. In 1922, his family moved to Denver where he attended school, graduating from North High School. Ed's love of railroads came to him naturally, his Dad working for the Colorado & Southern Railroad as Division Civil engineer and his grandfather as a locomotive engineer on the New York Central. Ed would tell how his grandfather would tell him about his association with Charles Hogan who ran the famous engine No. 999.

Ed was well known as one of the foremost Colorado railroad historians, particularly the narrow gauge lines of the Denver & Rio Grande Western and the Colorado & Southern. In addition, his intimate knowledge of the Denver street car system from its beginnings earned him honors. His skill as a railroad cartographer and photographer were well known with his work published in many books and calendars. [Editor's note: Ed also designed and produced the

Rocky Mountain Railroad Club's logo (not a line drawing, but completely composed of individual dots) and was responsible for the creation of the Club's tail plate that has adorned many of the Club's passenger trains over the years]

It was his great enthusiasm and energy (together with that of Dick Kindig, the well known railroad photographer) that made possible the publication, by the Rocky Mountain Railroad Club in 1949, of the seminal book Denver,

South Park and Pacific Railroad, by Mac Poor.

I first met Ed at a meeting of the Railroad Club in 1946 when he was an officer, and, later President. Over the many years that followed, we shared many hours together hiking over miles of abandoned railroad grade and topping some peaks around the Como area. His company was always a joy and I look back on those days with great pleasure.

Ed worked thirty-six years for the Bureau of Reclamation at the Denver Federal Center, retiring as a Design Management Specialist. He was a dedicated and loving family man with one son, two daughters and ten grandchildren. He and his wife, Wan, would have celebrated their 60th wedding anniversary this coming December. The last several years, Ed had dedicated his life to caring for Wan who suffers from Alzheimers disease and who survives him. I know that I speak for the many friends and acquaintances of Ed's when I say that he will be greatly missed.

Support Amtrak submitted by
Hugh K. Wilson

SUPPORT FOR AMTRAK



Most of you are aware that May 10th is the last date for the operation of Amtrak's Pioneer and Desert Wind. Both trains were victims of the severe financial crisis that threatens the very survival of Amtrak. At a recent hearing before Congress, both the GAO (Government Accounting Office) and Amtrak stated that without an infusion of capital dollars and sufficient operating funds, Amtrak will shutdown entirely next year.

There is some hope in the form of S-436, a bill which would provide Amtrak 1/2-cent of the existing gas tax for capital expenditures. It is absolutely essential that S-436 is passed or Amtrak will cease to operate. If you have ever ridden Amtrak, or, ever wanted to, I urge you to take just a few minutes to drop a short note to your Congressional representatives and senators and tell them to support S-436!! It may be the last chance we have to save what's left of our passenger rail system. Thank You.

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the April 8, 1997 meeting are as follows:

- Phil Scholl / Rails, Sagebrush and Pine
- Bill Hoover / Railway Mileposts: British Columbia
- Pat Mauro / Rail Canada--Volumn 3
- George Ek / Railroad in the Clouds
- Jackie Pockrandt / TRAINS Magazines, 1981 Complete
- Ray Fleisleber / The Railroad--What It Is, What It Does
- June Roller / UP Brochure: Pacific Northwest and Alaska
- June Roller / Santa Fe Crosstie Nails
- Gene Roller / UP RR: Rules Manual
- Jim Ranniger / Railway & Locomotive Hist. Society Bulletin No. 79--The Norris Locomotives
- Keith Kirby / Various Model Train Magazi
- Milt Cowan / UP 1997 Calendar
- Wally Porter / A World of Steam 1997 Calendar (Nils Huxtable)
- Phil Scholl / Colorado Narrow Gauge 1997 Calendar--Colorado RR Museum

ANNUAL RAFFLE AND BOOK DRAWING

The winners and prizes of the 1997 Annual Raffle/Book Drawing are as follows:

- Tom Caldwell, Greeley, Colorado: 1st Prize.
Denver & Salt Lake Railroad, 1913-1926
- Joe Thompson, Jayton, Texas: 2nd Prize
David Moffat's Denver, Northwestern and Pacific
- R. Benett, Palm Beach, NSW, Australia: 3rd Prize
Georgetown and the Loop

Approximately 400 chances were purchased, yielding about \$800.00 into the Club's Equipment Fund for preservation of its historical railroad equipment. Our thanks to all who participated.



Ex-Denver & Rio Grande Western F-9B #5763 is shown coupled behind Chicago & North Western F-7A #401 at Cheyenne, WY, on March 22, 1997. It joins the Union Pacific's historical collection in Cheyenne.
(Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

BURLINGTON NORTHERN SANTA FE (BNSF) EMPLOYEE SPECIAL COMES TO COLORADO WITH FRISCO 4-8-2 #1522, JUNE 6-8, 1997. BNSF will operate a 14-car employees' special in early June, using ex-Frisco 4-8-2 #1522, built in 1926. The train will visit the BNSF's Northern Lines, starting June 2, 1997.

The deadheading special will move west via Lincoln and McCook, NE, arriving in Denver, CO, on June 6th. Two employee-only excursions are scheduled on June 7th. The train will leave Denver northward on the old Colorado & Southern through Broomfield to Longmont, CO. June 8th will see the train depart Denver via the C&S for Laurel, MT, via Boulder, Fort Collins, CO, and Cheyenne, Wyoming.

The 1522 is owned by the St. Louis Steam Train Association and is normally kept on the grounds of the Museum of Transportation, St. Louis, MO. Frisco 1522 is a Baldwin Locomotive Works-built (1926) mountain type (4-8-2). It has seen service in recent years at BN and BNSF excursions/events (Galesburg Railroad Days).

RESCAR CONTINUES PAINTING SOUTHERN PACIFIC UNITS INTO UNION PACIFIC COLORS. Rescar, Hudson, CO, has repainted two Southern Pacific SD40T-2: SP8291 became UP4555 and SP8330 became UP4462. They were repainted in early April, 1997.

Rescar continues to repaint former SP switchers, mostly SW-1500's into UP's yellow scheme at Hudson. (Mark Bau)

DENVER & RIO GRANDE WESTERN F-9B #5763 SHIPPED TO CHEYENNE, WY. The last D&RGW F-9B unit at Burnham Shops, Denver, CO, was shipped to UP's historical collection,



The date is March 15, 1997. A late westbound Amtrak #5 had to use the BNSF/UP Delgany Wye as a BNSF train had had a small derailment near the Platte River Bridge. This fine looking train had F40 #310 and P40 #843 on the headend. (Chip Sherman Photograph)

located at Cheyenne, WY, on February 24, 1997. The B-unit is one of the last F-units that saw service on the Denver to Salt Lake City, UT, Rio Grande Zephyr, trains #17/18. They were withdrawn from service in September, 1984, by the D&RGW. The D&RGW 5763 is now coupled with Chicago & North Western F-7A #401 on the east side of the UP Cheyenne, WY, turntable.

The other D&RGW F-units, F-9A #5771 and F-9B #5762 were donated by the SP to the Colorado Railroad Museum in September, 1996. They are currently stored at Coors Brewery, Golden, CO, awaiting movement to the Colorado Railroad Museum. (Jim Jones)

SKI TRAIN FINISHES GREAT SEASON, APRIL 6, 1997. Passenger counts on the Ski Train were usually in the 700 range per trip.

This kind of ridership is great news for AnSCO and skiers. The last day's passenger count (April 6th) was down to only 440 passengers.

The Ski Train ran every weekend with Rio Grande speed-lettered GP-60's #3155 and #3156, and an 18-car consist. The last weekend, dome sleeper CALIFORNIA was removed from the train's consist, resulting in only a 17-car train. (Joe McMillan and Dave Phillips)

UNION PACIFIC INTRODUCES NEW MANIFEST SYMBOLS. Starting in March, 1997, Union Pacific has new manifest symbols on both UP and SP. Train types for the new UP symbols (first letter of symbol) include: A=Automotive, C=Coal, F=Foreign, G=Grain, I=Intermodal, L=Local, M=Manifest, O= Other

**RIDE
THE DENVER POST
CHEYENNE FRONTIER DAYS™ TRAIN**

PACKAGE INCLUDES:

**TWO (2) COACH SEATS ON THE DENVER POST TRAIN, PULLED BY THE CHALLENGER 3985 STEAM LOCOMOTIVE
TWO (2) RODEO TICKETS - EAST SIDE STANDS
TWO (2) NIGHTS LODGING AT THE OXFORD HOTEL IN DENVER (FRIDAY AND SATURDAY)
DINNER FOR TWO (2) FRIDAY NIGHT AT THE DENVER CHOP HOUSE
TOTAL PACKAGE VALUE: OVER \$500.00**

(Friday night, July 18 stay at the Oxford Inn in Denver, board the train Saturday July 19 beginning at 6:00am at the Denver Union Station, just across the street from the Oxford Inn, actual departure 7am; arrive at the Depot in Cheyenne around 9:30am, spend the day as you like-watch a parade, have lunch at Frontier Park, visit the Old West Museum, see the rodeo, visit the carnival, shop; passengers begin boarding the train again at 4:30pm, train departs at 5:30 sharp to return to Denver. Train arrives at Union Station around 8pm and stay another night at the Oxford Inn.)

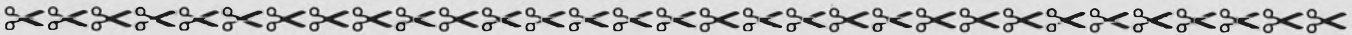


**ALL PROCEEDS TO BENEFIT:
THE WYOMING TRANSPORTATION MUSEUM AND LEARNING CENTER
to continue the restoration of the historic train depot in downtown Cheyenne, WY**

**WIN RAFFLE WIN RAFFLE WIN RAFFLE WIN RAFFLE WIN
ONLY 300 RAFFLE TICKETS SOLD**

EACH TICKET HAS A 1 IN 300 CHANCE OF WINNING THE ENTIRE PACKAGE

TICKETS ARE \$100.00 EACH AND MAY BE PURCHASED FROM THE WYOMING TRANSPORTATION MUSEUM AND LEARNING CENTER CORP. OFFICE BY CALLING (307) 637-3376 OR FAX (307) 634-9349. CHECK, CASH, MONEY ORDERS AND MC/VISA/AMERICAN EXPRESS/DISCOVER CARDS ACCEPTED. TICKETS WILL BE SOLD ON FIRST COME FIRST SERVED BASIS. ALL TICKET ORDERS RECEIVED AFTER TICKETS ARE SOLD OUT WILL BE RETURNED IMMEDIATELY.



PLEASE SEND ME _____ \$100.00 TICKETS FOR THE DENVER POST TRAIN RIDE RAFFLE TO BENEFIT THE WYOMING TRANSPORTATION MUSEUM AND LEARNING CENTER. MY CHECK FOR \$ _____ IS ENCLOSED.

NAME _____ ADDRESS _____ PHONE _____

PLEASE CHARGE MY MC / VISA / AMERICAN EXPRESS / DISCOVER

ACCOUNT NUMBER _____ EXPIRATION DATE _____

SIGNATURE _____

For office use only. Raffle tickets sent _____ Ticket numbers _____



This good-looking BNSF train (Denver, CO, to Barstow, CA [HDVBA-19]) was well powered with SD75M's 8254, 8259, and 8924. Chip Sherman captured this shot near Sedalia, CO, on the ATSF/SP/BN Joint Line on March 19, 1997. (Chip Sherman Photograph)

unit trains, W=Work trains and light engine moves, Y=Yard, and Z=UPS.

For the most part, the city codes have changed little; though, with some cities like Chicago and Portland, each has several symbols to represent different yards. Around Chicago, CH is only used for Clearing Yard, YC for Yard Center, G1 and G2 for Global 1 and 2, and the rest of the symbols stay the same. In Portland, OR, UP dropped PD; uses AB for Albine Yard, BA for Barnes, BR for Brooklyn, and, PT for BNSF run-through trains.

An example for Tennessee Pass train is the old ASRVM symbolled (Alton & Southern, St. Louis, MO, to Roseville, CA, manifest) train. UP has changed this now to the MASRV-(date of origination). For example, this train, originating on April 5th,

would be symbolled MASRV-05. (C.W.)

AMTRAK FULL LENGTH DOME #9301 SEES SERVICE ON RENO FUN TRAIN. Amtrak full-length dome #9301 MOUNTAIN VIEW was placed into Reno Fun/Snow train service in February, 1997. These trains leave Emeryville, CA, for Reno, NV, on weekend and weekday schedules. The dome car (also known as the entertainment car) seats cost an additional \$35.00 per seat. The train features two dome cars; the other being a short, conventional dome.

These popular trains ran from January 28th through March 21st, 1997, and were operated by Key Holidays. The train used Amtrak equipment; locomotives were two F40PH's, one of which was #223.

Amtrak 9301 was shipped through Colorado,

February 22, 1997, on Amtrak's train #5 of February 21st (departure date from Chicago, IL). The full-length dome has been used in Auto Train service between Lorton, VA, and Sanford, FL. This was an ex-Great Northern dome.

UNION PACIFIC TARGETS TENNESSEE PASS LINE TO CLOSE SEPTEMBER, 1997. UP is planning to close the Pueblo to Dotsero, CO, Tennessee Pass line in September, 1997. The taconite trains have been reduced to every other train using the Tennessee Pass line to the Geneva Steel plant in Utah. Thus; taconite trains are now found across UP's Sherman Hill (Wyoming main line) route.

The Kansas City to Oakland, CA, auto train had its symbol changed from KCOAT to AKSOA. The KCRVT is now train AKSRV, effective April 1, 1997.

Work continues on UP's Kansas Pacific (KP) line (Denver east through Limon and Cheyenne Wells, CO) to increase train capacity by adding sidings and upgrading the track. A new siding is being built east of Byers, CO. Work trains, carrying ballast, were seen departing UP's 36th Street Yard, Denver, CO, during March, 1997. (Joe Snider and the Internet)

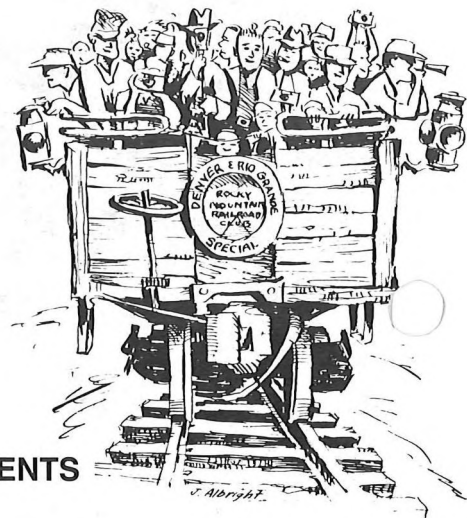
AMERICAN ORIENT EXPRESS (AOE) PASSENGER FLEET MOVES TO LOS ANGELES, CALIFORNIA. Denver Railway Services finished annual maintenance and upgrades to the 15-car AOE passenger car fleet in late March, 1997. BNSF moved the cars from the old General Iron Works site in Englewood, CO, in late March and early April to Denver Union Station. The cars were then deadheaded to Los Angeles, CA, on the rear of Amtrak's soon-to-be-discontinued (May 10, 1997) Desert Wind, train #35.

The first three cars departed Denver, March 30th, on the rear of westbound Amtrak #35, and included round-end observation lounge car NEW YORK and ROCKY MOUNTAIN. The last move had eight AOE cars: SAN ANTONIO, GRAND CANYON, newly added 11-double bedroom sleeper PACIFIC STAR (ex-Amtrak 2235), CHICAGO, ISTANBUL, ZURICH, SEATTLE and BERLIN--quite a sight! This move departed Denver on April 4th.

Denver Railway Services continues work on

four Rail Ventures private cars: a 1921 vintage Pullman being rebuilt as a static guest house, ex-Amtrak 2233, ex-Union Pacific 11-bedroom sleeper, sleeper MONTEREY and business car YERBA BUENA. (Joe McMillan, Bill F. and C.W.)

WILD LOCOMOTIVE LASHUP ON BNSF TRACKAGE RIGHTS TRAIN. The BNSF Salt Lake City, UT, to Denver train, operating over Union Pacific's Moffat Tunnel Line on March 27, 1997, had an unusual locomotive lashup. The power was Denver & Rio Grande Western 5396, Montana Rail Link 374, Kansas City Southern 720, D&RGW 5406 and Burlington Northern 5543. The train was being held at Leyden Siding, Arvada, CO, that morning, waiting to meet Amtrak's westbound California Zephyr. (Joe M.)



1997

SCHEDULE OF EVENTS

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
July 19	Denver Post/Cheyenne Frontier Days Special Train Excursion
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!



The Club's Rio Grande Southern #20's tender is one of the major projects scheduled for the annual Work Weekend on June 14 & 15, 1997, at the Colorado Railroad Museum. Decking has to be applied to the tender frame, and, the tank will have to be lifted back onto the deck.

(Rich Berens Photograph)

ANNUAL WORKDAYS AT THE COLORADO RAILROAD MUSEUM— June 14 & 15, 1997

Volunteers are needed during the Club's annual work weekend at the Colorado Railroad Museum. Rich Berens, Equipment Chairman, advises that we will be working on the following equipment:

RGS "Rico" / General cleaning, exterior painting, and window repair.

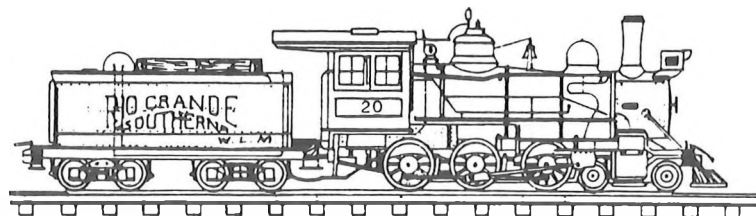
D&RGW Caboose "0578" / General cleaning, roof leaks repaired on both ends, and sanding and painting of windows.

RGS "20" Tender / New decking needs to be applied to the frame, and, the tank wrapper must be lifted onto the new deck. This will require many pairs of hands!

You will note that none of the above men-

tioned work requires any special talent. It just requires volunteers who are willing to put in a few hours of work! Can you HELP!?

The Equipment Committee would welcome and greatly appreciate your help. You can contact Rich Berens, Keith Goodrich, or Bill Gould via the Club meeting in May or June, or, call the Club's telephone answering service and leave your name and phone number and the committee will get back with you.



CORRECTION

We were in error in crediting the February program film depicting the Pike's Peak Cog as an Otto Perry film. This film (from the Club's archives) was actually an Irv August film from April 22, 1957. Irv was a special guest of Mr. Bill McCay, General Manager of the Pike's Peak road, and Mr. Jim Morrone, consultant to the railroad. It was a very special occasion as the plow was on test. Irv was able to walk ahead of the plow on the compacted snow to get some of the shots.

The steam trip was not an "official" trip of the RMRR Club. It was arranged by Irv, Jim Morrone and Bill McCay and it proved to be the last steam trip all the way to the top and back again.

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.



DENVER POST/CHEYENNE FRONTIER DAYS SPECIAL EXCURSION TRAIN TRIP

Complete details were printed in the April issue of the Rail Report; however, the following paragraphs gives the highlights.

This year's trip will be held on Saturday, July 19, 1997. The Club is sponsoring one Union Pacific coach for member's use. The cost will be \$210.00 (expected fare: official notice still not received) and includes the Train Ride to Cheyenne and return, Breakfast upon leaving Denver, the Cheyenne Frontier Days Parade, Private Barbecue Luncheon, the Frontier Days Museum, Prime Location Seats for the Rodeo,

and a light supper on the return to Denver.

The Club will be limited to 44 passengers; reservations will be "first come, first served!"

Please fill in the coupon provided and send it, your payment, and a SASE with 32¢ stamp to:

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

[Please Note: The Denver Post will not provide tickets until about two weeks prior to the trip. Therefore, passengers will not receive their tickets and information until just before the excursion on Saturday, July 19, 1997. A confirmation letter will be sent in your envelope to acknowledge your order.]

DENVER POST/CHEYENNE FRONTIER DAYS
Order Form

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ Tickets
@ \$210.00 each..

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.

WANTED: D&RGW Narrow Gauge Train Orders. Buy-Sell-Trade. Peter Gilbert, Box 16629, Denver, CO 80216-0629. (303) 534-8296.

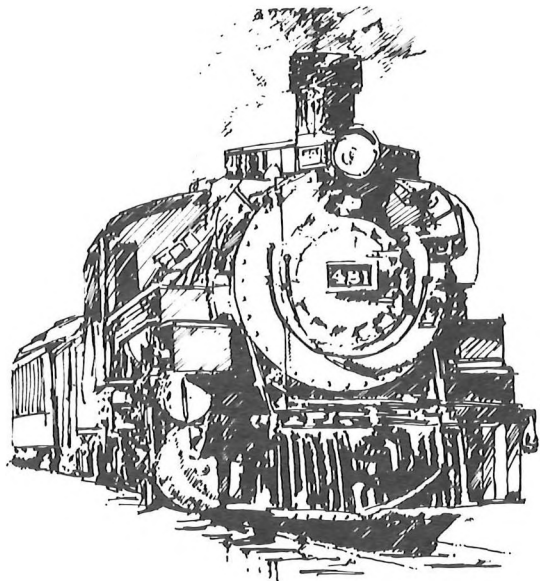
FOR SALE: Approximately 365 issues of the Rocky Mountain Rail Report, dating from 1965 to the present. Some years missing months. Plus, some Club publications,

flyers, maps, booklets, timetables, etc. \$25.00 takes all. Will ship PP boxed.
Harry J. Wagner, 12 E. Centennial Drive,
Medford, NJ 08055-8139.

RESULTS OF THE ELECTIONS OF THE ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

The Foundation's By Laws automatically make every member of the Rocky Mountain Railroad Club (in good standing) members of the Foundation. On that basis, an election was held at the April meeting to elect officers and trustees for the Foundation. The results are as follows:

President: Art Ives
Vice President: Darrell Arndt
Secretary: Ruth Koons
Treasurer: Ardie Schoeninger
Trustees (3-year): Jim Ehernberger
John Braselton
Dave Gross
Trustees (2-year): Don Zielesch
John Hallinan
Trustees (1-year): Dan Carroll
Wally Weart



DURANGO & SILVERTON NARROW GAUGE RR OFFICIALLY SOLD

March 17, 1997 saw the Durango & Silverton Narrow Gauge Railroad pass hands from Charles Bradshaw to First American Railways of Hollywood Florida.

Under the sales agreement, First American paid about \$5 million and purchased 1.61 million shares of the Durango & Silverton at \$3.50 per share. Bradshaw was elected to the board of directors of First American.

The day after the sale, the railroad announced that it was applying to the Colorado PUC to increase fares as follows:

Adult Roundtrip: From \$42.70 to \$49.10
Child Roundtrip: From \$21.45 to \$24.65
One-way tickets: Adult, \$32.70
Child, \$16.45

In other news from the D&SNG, the railroad announced that it had reduced its coal use to reduce smoke emissions by 16.6%, with special effort aimed at reducing the emissions around the railroad's yards.

New "neighborhood" organizations have been pushing local officials to reduce pollution emissions, concentrating on the railroad, especially in the downtown area and around the rail yards. They do not think that the railroad is doing enough. However, an air-pollution monitor has been collecting data since last fall in a resident's backyard on East Second Avenue, and, results show air at the site does not exceed National Ambient Air Quality Standards of 150 micrograms per cubic meter each day. The results have shown only 90 micrograms are in the filters each day. And, obviously, not all the emissions come from the train. (Various news reports of the Denver Post from 3/16, 3/18 and 3/22/97)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD Shop Work and other Items of Interest

PART 1

by Earl G. Knoob, Supt.

The fall of 1996 was the transition time for the change of operators on the C&TS Railroad. This required much time to be spent inventorying supplies, parts, and so forth. Much of this was purchased by Kyle Railways over the years, while still more inventory was owned by the Railroad Commission. Much time was spent sorting

all of this, determining its value and ownership.

Because of this, our winter shop program has gotten a bit of a late start this year. Fortunately, we don't have any huge projects staring at us this winter. Chief Mechanical Officer, Jack Campbell, has an aggressive plan of taking care of the many "little" things that have been pushed aside in the past in favor of larger, more pressing projects.

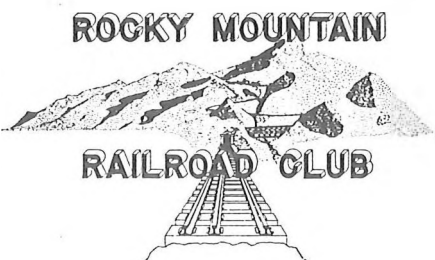
No. 463

463 is wintering in Antonito. It was left there after we completed a motion picture job after the 1996 season. 463 returned to service after being fitted with new pistons in late August of 1996. 463 performed well with its new pistons, but still had a steaming problem. Jack diagnosed this as being a loose exhaust nozzle in the smokebox. The nozzle is bolted to the bottom of the smokebox and cylinder saddle and directs the exhaust steam up the stack. With the nozzle loose and leaking around the bottom, some of the steam was shooting out around the bottom instead of going up the stack. This was spoiling the draft by destroying the vacuum in the smokebox. With this repaired, 463 began steaming well again. As 463 was returned to service late in the year, it needs only minor work this winter. The main projects with 463 are inspection of staybolt caps, which will require the removal of the boiler jacket and lagging from the rear of the boiler, new main rod bushings, and curing a pesky leaking front cylinder head.

No. 484

The extent of 484's repairs will be determined by what needs to be done to 487 (see No. 487). If there is time, 484 will have its cylinders bored and new piston rings machined. 484, along with all of the K-36's, is having new "high tech" ball valves installed in the turret. These new valves will seal better and allow repairs to be made to various appliances (air compressor, dynamo, injector steam lines) on the locomotive without having to kill the boiler and blow the steam off. The old valves begin to leak almost immediately after they are ground in. Another small project for all the 480's is moving the air compressor governor. This is currently mounted in the steam pipe right next to the air pump. The governor weighs about 25 lbs. and puts a lot of strain on the pipes when the pump is running. The continual pounding and vibration leads to broken pipes, and worn pipe threads on the air pump itself. The plan is to move the governor up higher near the turret to make it easier to get at and remove the vibration. Historical note: all of the other narrow gauge mikes have the governor up high--the K-27's are ahead of the cab, the K-28's are out on the boiler, and the K-37's are up high where we want to place the K-36's now. In addition, 484 will receive a rebuilt air compressor steam head. The pilot and trailing trucks will be redone to remove excessive lateral motion of the wheel sets. 484's tender is in need of some attention. It needs a new tender truck spring and a leak in the tender tank will be patched.

To Be Continued...



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