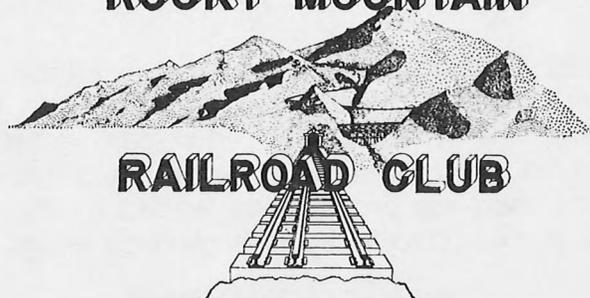


Welcome Aboard!

A SPECIAL JUNE 21, 1988 EXCURSION OF THE

ROCKY MOUNTAIN



OVER THE

CADILLAC & LAKE CITY RAILWAY

The Rocky Mountain Railroad Club is pleased to welcome you aboard this special excursion over the lines of the Cadillac and Lake City Railway. The information contained in this handout is designed to enhance your enjoyment and understanding of the day's activities. The Club and its officers sincerely hope that your day is enjoyable. Should you have any questions or needs during the trip, don't hesitate to contact one of the Club representatives or a uniformed railroad employee.

SAFETY

It is the desire of both the Club and the operating railroad that the highest standards of safety be adhered to during the trip. An injury would not only detract from the enjoyment of the excursion, but if serious enough, could jeopardize the railroad's future ability to provide passenger service. Therefore, we request that all passengers conduct themselves in a safe and cautious manner, giving special attention to the following:

Be alert for train or locomotive movements, on any track, at any time. Avoid crossing tracks whenever possible.

DO NOT get on or off cars while they are moving.

DO NOT open or close vestibule doors or traps. Door operation will be handled by railroad personnel.

DO NOT run in the vicinity of trains, locomotives, or around tracks.

DO NOT place coins, stones or any other foreign objects on the rail.

During photo runbys, please DO NOT cross the main line track. Remain on the side of the train on which you were unloaded unless permitted by railroad or Club personnel.

When riding near open windows or doors, be alert for trees and brush close to the cars.

Passengers with small children should closely monitor their activities, especially during photo runbys.

SCHEDULE

Our anticipated schedule for today, June 21, 1988, is as follows.

Lv. Falcon, Colorado 9:00 A.M.	Lv. Limon, Colorado 1:30 P.M.
Ar. Limon, Colorado 12:00 P.M.	Ar. Falcon, Colorado 6:00 P.M.

Should we be delayed eastbound so that arrival in Limon is after 12:30 P.M. a new westbound departure time will be announced. Please be ready to board the train approximately 15 minutes ahead of the announced departure time. Four long blasts of the locomotive's whistle will be sounded ten minutes before we depart Limon.

The yard and wye in Limon are on property leased by Kyle Railroad. Both Kyle and Cadillac and Lake City have requested that passengers do not go into the yard area.

PHOTO RUNBYS

Runby locations have been planned to afford passengers the opportunity to photograph the train in remote settings. Photographers are asked to form a line well back from the main track, so that everyone will have equal opportunity to photograph for clear shots. Those who do not wish to photograph the train are requested to remain behind the photo line. After the runby has been completed, please stay clear of the main line until the train has backed into the loading position and has come to a complete stop.

Runby locations are scheduled as follows:

MILE POST NO.	LOCATION NAME	UNLOAD ON
EASTBOUND		
580.5	Murphy Road	Right Hand Side
561.6	Ramah	Right Hand Side
449.8	Matheson Bridge	Right Hand Side
WESTBOUND		
532.7	U.S. Highway 24	Left Hand Side
578.8	Tip Top	Left Hand Side

The Club reserves the right to eliminate or reschedule photo runbys if necessary. An announcement will be made regarding any changes.

LUNCH

A hot lunch consisting of BarBeQue Brisket of Beef, Potato Salad, Cole Slaw, Baked Beans, Homemade Bread and Butter, Cake and Beverages (YUM !!) is included in your ticket price. This lunch will be served upon arrival at Limon just a short distance from the station. Directions will be given upon arrival. (Please have your lunch stub ready when served). Note: While the equipment is being switched in Limon, passengers are not allowed to be aboard the train.

CAFE CAR and MOUNTAIN VIEW LOUNGE

One beverage is included in your ticket for the day. Other beverages and snacks are available for purchase. All passengers are encouraged to experience the lounge car. Please limit your stay if it becomes crowded so others may enjoy it.

OUR ROUTE

For more than ninety years, the line we are traveling over today was part of the Chicago, Rock Island and Pacific Railroad's Des Moines division. The Rock Island was one of the west's pioneer railroads, tracing its corporate history back to 1847.

By 1888, the Rock Island had lines throughout the upper midwest with Omaha as its western terminus. Disenchanted with the Union Pacific Railroad's handling of westbound traffic, the railroad's management decided it would be in the Rock Island's best interest to construct their own line west. Construction started from St. Joseph, Missouri in the spring of 1888, and by 1889 had reached Colorado Springs where interchange connections were established with the Denver & Rio Grande. Later that year, the Rock Island obtained trackage rights on the Union Pacific between the newly established junction of Limon, and Denver.

The new Rocky Mountain Route immediately became popular with travelers and shippers alike. Eastbound goods moved through interchanges with the Colorado Midland and the D&RG at Colorado Springs, and the Colorado & Southern at Falcon. Travelers, eager to partake of the Pike's Peak area's scenic wonders, flocked aboard the railroad's two daily trains. In 1891, a cutoff was constructed between Belleville, Kansas and Omaha eliminating the circuitous route through St. Joseph. The resulting speedup of service made the Rock Island's route to Colorado Springs an attractive alternate for west coast passengers interchanging to the Midland Route or the Rio Grande. By the turn of the century, the Cripple Creek District gold boom was adding more freight and passengers to the already busy line.

From the freight standpoint, the '20's and '30's were not kind to the route. Traffic from the mining district had all but dried up. The inclusion of the Colorado & Southern into archival Burlington's camp eliminated a once lucrative interchange business and, at the hands of the U.S.R.A., the Colorado Midland had disappeared off the face of the map. Colorado Spring's era as a great railroad junction was over. By the late 30's most of the Rock Island's Colorado bound freight traffic was headed for Denver and interchange with the Rio Grande's new direct route west via the Moffat Tunnel. On the Colorado Springs branch, short freight trains accommodating local online industry became the rule, more often than not, headed up by one of the Rock Island's "K" class 2-8-2's. Passenger business, however, remained brisk with sections of the Colorado Express as well as the Line's premier Rocky Mountain Limited scheduled into the Springs daily. These passenger runs were normally in the tow of P-31 or P-33 class light Pacifics.

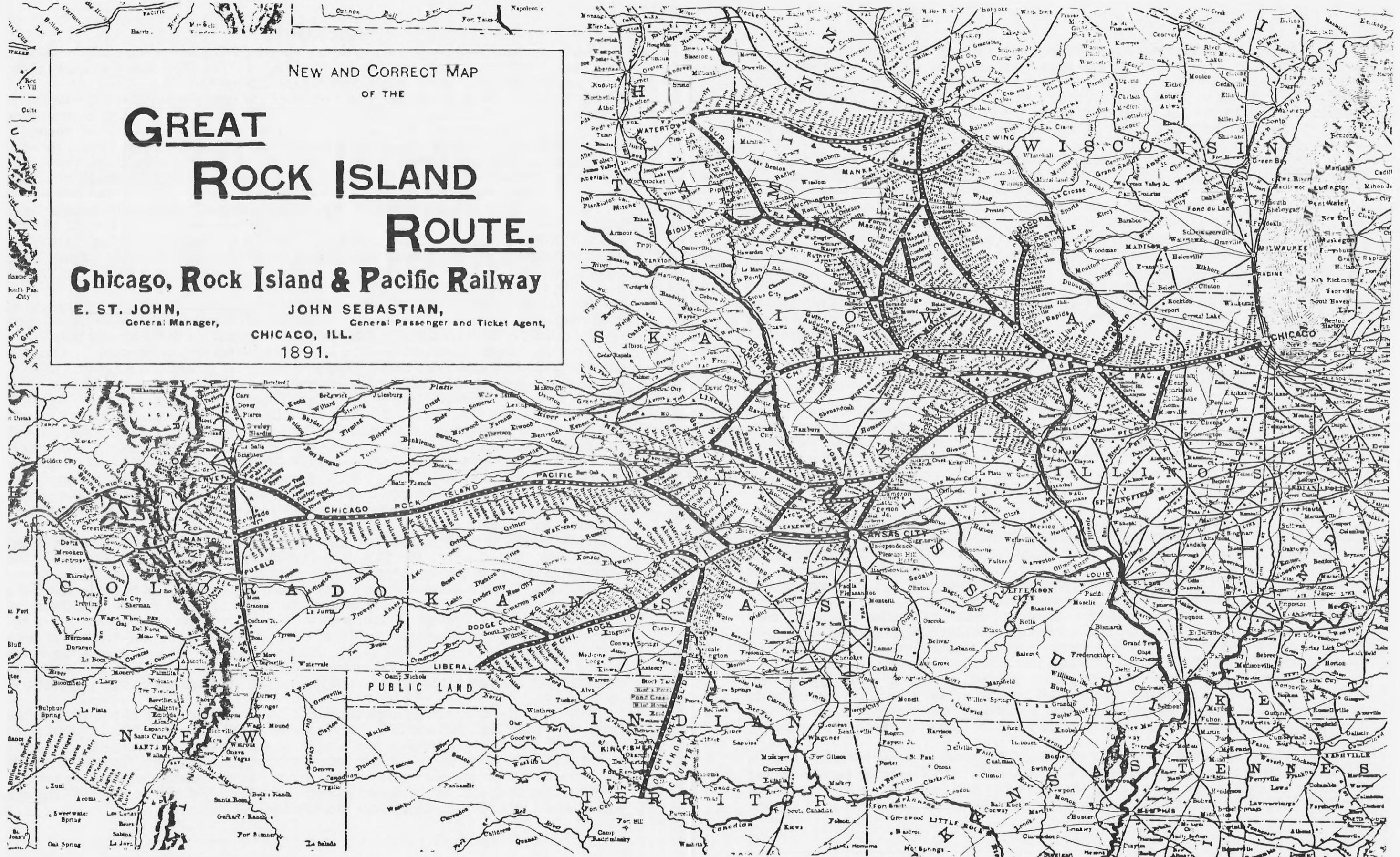
In November of 1939, the railroad introduced the daily, streamlined Rocky Mountain Rocket (Trains 7 and 8) into the Chicago - Denver/Colorado Springs market. Since the Rocket could not compete with either the Union Pacific's City of Denver or the Burlington's Denver Zephyr in terms of speed or amenities in the Denver market, it was predictable that a large portion of its Chicago boarding passengers would be using the train for the direct routing into Colorado Springs. Each morning, just after dawn, as many as four of the Rocket's 9-10 cars would be switched out at Limon for the one hour, 47 minute, no stops enroute, trip down the branch. This switch, which required as many as five separate moves to set out the second locomotive unit, coffee shop-dormitory car, one coach, and one or two Pullmans, was routinely accomplished within the allotted 18 minute station stop (Try that one, Amtrak!)

Power for the Colorado Springs section of the Rocket was one of two unique EA6 locomotives (road Nos. 750 and 751). Starting with an E6B carbody, E.M.D. installed a cab in one end, one 1000 h.p. engine, and a baggage compartment where the second prime mover would normally have gone. Even though the units had cabs, they retained absolutely flat front ends. In an age when a train's appearance was an important asset to any railroad, the EA6's had been specially designed so that, once combined with an E6 or E7 cab unit east of Limon, they gave the appearance of a standard "A-B" lashup.

NEW AND CORRECT MAP
OF THE
**GREAT
ROCK ISLAND
ROUTE.**

Chicago, Rock Island & Pacific Railway

E. ST. JOHN, General Manager,
JOHN SEBASTIAN, General Passenger and Ticket Agent,
CHICAGO, ILL.
1891.



In 1966, the Rocky Mountain Rocket rolled its last miles, ending Rock Island passenger service in Colorado. The Colorado Springs branch was left to the occasional meanderings of a local freight. By this time, the railroad was in severe financial difficulty, and entered into receivership that was to last for the next fourteen years. In early 1980, with the road's financial affairs at their worst, the Railway Clerks Union (B.R.A.C.) struck, causing a chain reaction that would eventually cause the I.C.C. to order the Rock Island, all 7,000 miles of it, to close its doors for good.

During the early 1980's various railroads switched segments of ex-Rock Island track within Colorado, often on a seasonal, or as needed basis. The Rio Grande assumed responsibility for switching terminal trackage within Colorado Springs, (which they still retain) but their operation goes no farther than the Levitz Furniture warehouse just east of Academy Blvd. The balance of the branch remained without any operation.

As various railroads picked up their own piece of the Rock, it seemed as though there was little or no interest in the Colorado Springs branch. Midstates Port Authority (owner of ex-Rock Island lines in Colorado and Kansas) included the branch in their original planning, but the Authority's designated operator, Kyle R.R. nixed the idea. The branch sat unused until 1984 when Cadillac & Lake City began operations which continue today. Due to independent ownership of a short segment of the branch, and a bridge out at the east end of Colorado Springs, the C&LC operates from point just east of Falcon to Limon, where their only interchange (with the Union Pacific and Kyle R.R.) is made.

HISTORICAL NOTES ON THE EQUIPMENT

Our train is being pulled by a CF7 locomotive, originally owned by the Atchison, Topeka, and Santa Fe Ry. The Santa Fe was an early and enthusiastic supporter of diesel technology, and over the years built up a large stable of first generation power. Included in this roster were over 50 E.M.D. F7 carbody type units, used in both passenger and freight service. By the mid-1970's a portion of these units were still in good serviceable condition. Their outmoded carbody, however, made maintenance difficult and limited crew visibility when switching.

In 1977, the Santa Fe decided to modify some of the units into a road-switcher configuration. This work, which included fabricating a new cab, together with new hoods, was performed at the road's Cleburne, Texas shops (hence the "C" in the CF7 designation). In addition to body modifications, strengthening of the unit's frames was necessary. As originally built, much of the frame load was handled by a truss girder assembly incorporated into the carbody's sidewalls. When the carbody was removed, so was a portion of the locomotive's supporting structure. To regain strength, the Santa Fe added the unique, deep droop side frame members which are one of the unit's principle spotting features. Most of the mechanical features of the original locomotive were retained in the rebuilding process, including the 1500 h.p. 567B normally aspirated (not turbocharged) prime mover.

The rebuilt units normally were assigned to switching and local work. By the mid-1980's, sufficient second generation power had become available for such work so as to make the CF7s' surplus. They were sold off to a variety of new owners. The Cadillac and Lake City joins several other short line railroads in operating these unique rebuilt locomotives.

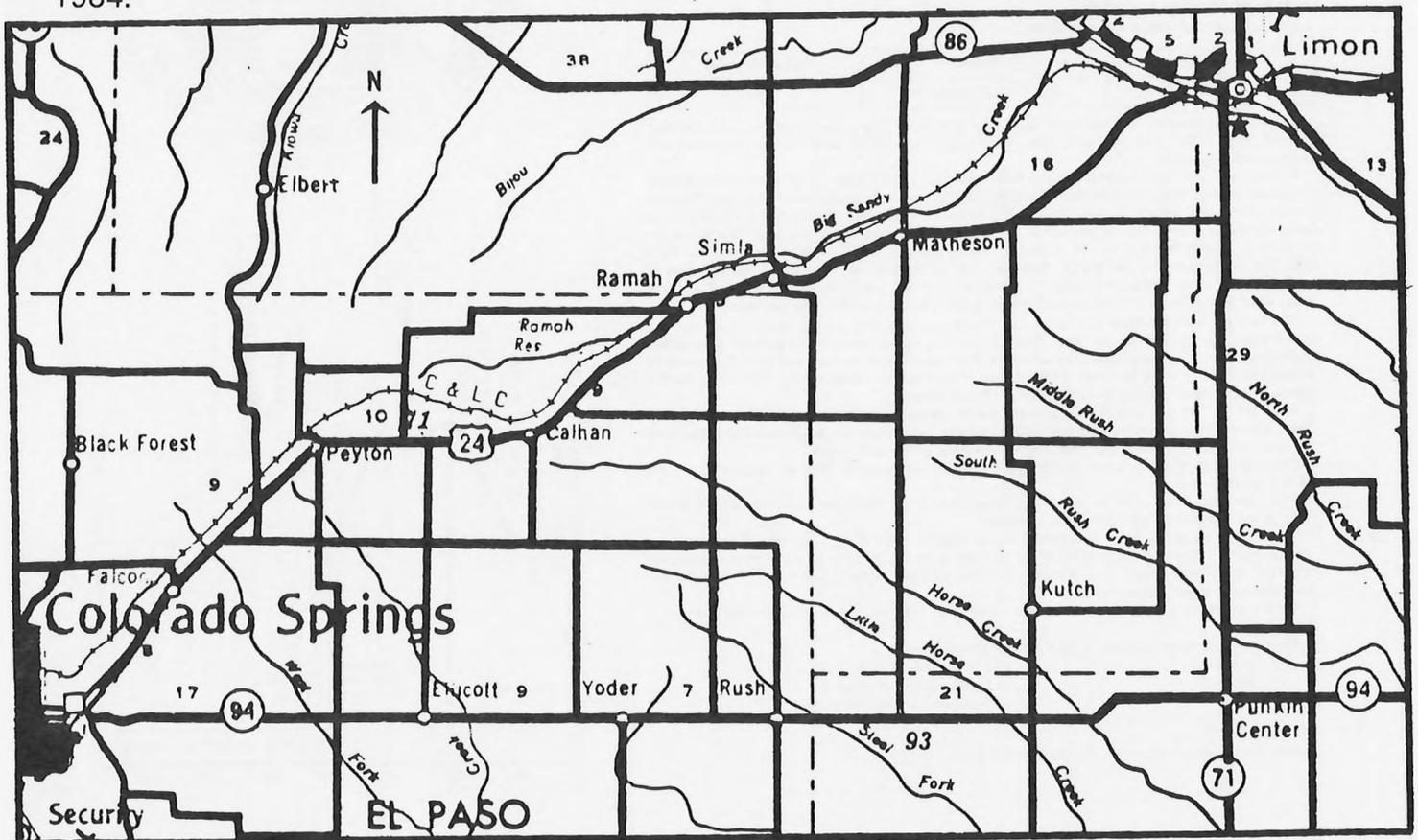
The MOUNTAIN VIEW was built by the Budd Company in June, 1949 as 5-Double Bedroom/Buffer Lounge Car for the New York Central and placed in service on the Southwestern Limited that ran between New York City and St. Louis. It was named the SINGING BROOK and carried the number 10564. In 1959, the car was sold to the Canadian

Pacific who renamed the car MOUNTAIN VIEW. The Algoma Central purchased the car in 1969, renaming it once again, this time to CANYON VIEW and numbering it ALC 551. The Algoma Central made several changes to the car to adapt it to business car use. The five bedrooms were converted to three, a shower was added and the rear of the car changed to accommodate a screen door. Around late 1985 the car was acquired by Dirk Lenthe of Fargo, North Dakota and the following year moved to Falcon for use on the Cadillac & Lake City. The name was then returned to MOUNTAIN VIEW.

The SILVER PINE, No. 1161, is a familiar car to those of us who rode both the California Zephyr and the Rio Grande Zephyr. It began its life with a rather unique configuration for a streamlined era passenger car as a 16 section sleeping car. Built in October/November, 1948 for the California Zephyr at a cost of \$148,810.21, the car's upper and lower births had room for 32 revenue passengers. Two sections had extra long births of 6' 8" for tall passengers! Although open section sleepers were withdrawn from service on September 29, 1958, they reappeared during the summers into 1962. In the mid-1960's the SILVER PINE (along with the SILVER ASPEN) were rebuilt into 48 seat coaches and entered peak season service on the California Zephyr, usually placed ahead of the first dome coach. The car continued in service on the Rio Grande's Rio Grande Zephyr after the demise of the California Zephyr until the last run of that train on April 23, 1983. The car was sold to Amtrak who put it into storage, and then it apparently made its way into the ownership of the Chicago & Northwestern for a period of time. The Milwaukee Railcar Corporation then purchased the car and is now leasing it to the C&LC.

The SMOKEY HILL RIVER was built as a coach in 1912 for the Chicago, Burlington & Quincy. They rebuilt it into a combine car in 1961-1962 with one baggage section, electrical generator section, and a coach seating section with 45 spaces. The car provided head end power on the Q's Chicago commuter trains. The car arrived on the C&LC property in 1985 from Kansas City, Missouri.

The cafe car was built as a 16 section drawing room sleeper in 1914 for the Pullman Company and named the CURENA. In 1957 it was sold to the Great Northern Railway, converted to a lunch counter car and assigned to the Fargo, N.D. wreck train, then retired in 1984.



BRANCH LINE		SUBDIV 8A		DES MOINES DIV		
Footage Capacity Of		Station Numbers	WEST ↓	STATIONS	EAST ↑	M.P. from at Junction
Buildings	Other Tracks					
.....	Yard	47809	LIMON	BCRWY Yd TO(N)		530.8
.....			0.0			
.....			UP Crossing		UX	530.8
.....	920	47828	MATHESON			550.0
.....	1820	47834	SIMLA			556.3
.....	640	47849	CALHAN	TO(N)		570.8
.....	W640	47861	PEYTON			582.0
.....	800	47870	FALCON			591.3
.....	600	47879	ELSMERE			600.1
1860	Yard	47886	ROSWELL	Yd Y		607.3
.....	Yard	47888	COLO SPGS	CWY Yd TO		608.8

FLAG PROTECTION DISTANCE 1 MILE (See Rule 99)
MAXIMUM SPEED 25 MPH

SPECIAL INSTRUCTIONS

Trains between Colorado Springs and D&RGW connection will be governed by AT&SF Ry — D&RGW joint timetable and AT&SF Ry operating rules.
When train order office is closed, trains may leave Colorado Springs without clearance.
Colorado Springs city ordinance restricts speed to 18 MPH for trains moving through sidings or while performing switching over crossings within city limits.
Engine or cars being handled inside city property on west industrial spur track serving power plant Roswell will not exceed 5 MPH.
Movement over Fillmore Street, Roswell, must be protected by flagman on ground at the crossing.
Railroad crossings at grade are protected by interlocking except as follows: MF 532 B UP crossing protected by stop sign.
Industrial or spur tracks are located at:

Mill Post	Name	Footage Capacity
597.4	City of Colo Spgs Gas	840

Colorado Springs — The D&RGW, Santa Fe and Rock Island joint facility Train Control System (TCS) — Santa Fe operating rules. Rock Island location for entering the controlled siding is at MF 605 Pole 3.

A telephone has been located on the field side of the main track directly opposite double crossover at this location. It will be necessary for Rock Island crews before fouling the controlled siding at Colorado Springs to call the Santa Fe dispatcher at La Junta, Colorado to receive permission, and the proper signal indication before entering this siding. The signal indication to enter this siding will be a flashing red signal which will be restricted speed per Rule 290. This is approach lighted signal, approach section located approximately 150 feet east of signal. Definition of restricted speed — "A speed that will permit stopping short of another train, obstruction, or switch not properly lined, but not exceeding 20 miles per hour."

The turn-out from the Rock Island main to the controlled siding is a No. 10 turn-out; the maximum speed being 15 miles per hour. The tracks entering and leaving the D&RGW yard to the controlled siding are hand operated switches. Permission must be received from the Santa Fe dispatcher before lining switches to the siding or fouling controlled siding. Following are the Santa Fe rules applicable to our operation on this territory.

Rule 261 — "On portions of the railroad, and on designated tracks so specified in the time table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements of the same track."

The movement of trains will be supervised by the train dispatcher who will issue instructions as may be required.

The train dispatcher must be advised in advance of any known condition that will delay the train or will prevent it from making usual speed.

Except as affected by this rule, all block signal rules and operating rules remain in force.

Rule 507 — "Trains or engines must not foul nor enter tracks through hand thrown switches where Rule 261 is in effect, until authority to do so has been obtained from control station and switches have been properly lined."

Where electrically locked switches are used, they may be released by control station or automatically.

Yard Limits between opposing Yard Limit signs as follows:

- Limon — Eastward MF 532 Pole 20
- Roswell — Eastward MF 605 Pole 2
- Westward MF 602 Pole 18

MAXIMUM WT:

Loads (gross weight of car and loading) 263,000 lbs

This timetable, dated March 18, 1979, was the last issued for the branch by the Rock Island. Towns and points shown on the original 1889 route map which have long since disappeared include Resolis (M.P. 552) and Tip Top (M.P. 579). Tip Top, at 6875 feet above sea level, was the highest point on the entire Rock Island system.

Our thanks to Club member Steve McCormick for researching and compiling the data for this brochure.

**A 50TH ANNIVERSARY
CELEBRATION**

