

# Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

## MEETING SCHEDULE:

June 9, 1992 -- 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  
Les Grenz..... Associate Editor  
Joseph E. Priselac..... President  
Frank H. Stapleton, Jr..... Vice President  
Bill Gordon..... Secretary  
Larry Lombard..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

**COPY DEADLINE** ALL copy for publication in the July, 1992 Rail Report is due no later than June 9, 1992!!

## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, etc. to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

June, 1992..... No. 393  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

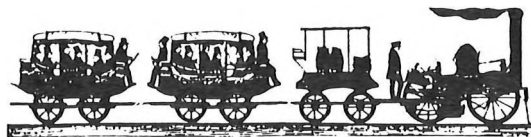
## JUNE 9 PROGRAM

Join Ken Hampden and ride the world's "largest model railroad." This program presents a visit to Switzerland's privately owned railroads during March of 1990.



## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.



## MAY PROGRAM

Members and guests were delighted with the many strange and wonderful sights presented by long-time member and past president, Ed Gerlits as he took us to the British Isles for a fascinating look at the little railroads, shops, museums, and, behind-the-scenes operations of some rather unique and delightful railroads of England and Wales.

Our thanks to Ed and his British friends for this great program. (Jim Trowbridge)

## NEW MEMBERS

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

Neal Blackstone	Ennis, TX
Thomas Casper	Bolingbrook, IL
John Ottinger	Arvada, CO
Joseph Plouff	Littleton, CO

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

John Singhurse, #643	Leesburg, FL
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## PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the May 12, 1992 meeting are as follows:

Hugh H. Wilson / 4 Union Pacific Calendars: 1957-1960

Pete West / Set of 10 Tom Klinger B&W prints: UP 9000's

Jim Ehernberger / Framed B&W photo: UP "Big Boy"

Neal Miller / Union Pacific Wall Plaque

Ray Wetmore / Booklet: The UP Story

Warren Hidahl / Book: The History of the UP

Bud Lehrer / Modern Railroads: UP Golden Spike Centennial

Carl Carlson / Book: Smoke Across the Prairie

Lloyd Crews / UP 1969 Centennial Calendar

Doug Smith / Zane Grey: The UP Trail

Tom Lawry / UP System Timetable No. 7 and set of post cards

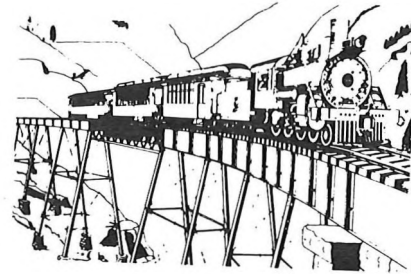
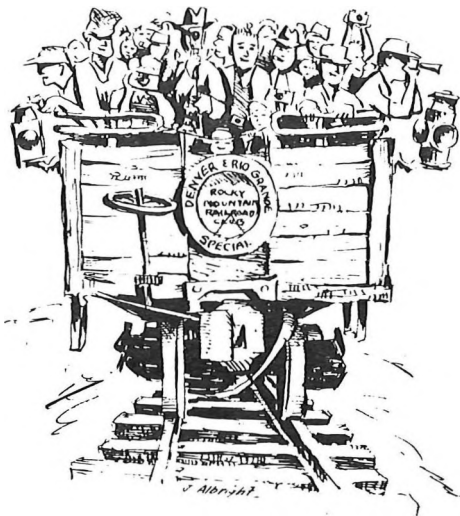
Gary Ellison (NY) / UP Emblem/Decal [12"x 18" Overland Route]

BONUS: UP Night.....Each winner also received a 1992 UP Calendar. Two extra 1992 UP calendars also went to John Holzman and Tina Havalon.

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

## 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 attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody St., Lakewood, Colorado 80226.



## DATE CHANGE FOR THE GEORGETOWN/ SILVER PLUME SOJOURN

The Georgetown/Silver Plume Sojourn, scheduled for July 18th, has been moved back one week to Saturday, JULY 25, 1992!!

The reason for this change involves the many other railroad activities that have ended up on the July 18th weekend, including Rail Fair and the Denver Post's renewal of the Cheyenne Rodeo Special.

(Bud Lehrer, Trip Chairman)

## 1992 SCHEDULE OF EVENTS

June 6	WORKDAY at the Colorado RR Museum
June 9	Regular Monthly Meeting
June 28	Wyoming-Colorado RR Trip
July 14	Regular Monthly Meeting
July 25*	Georgetown/Silver Plume Sojourn & RR Trip
August 11	Regular Monthly Meeting
August 22*	Colorado Midland Field Trip
September 4-8*	Old Threshers Reunion, Mt. Pleasant, IA--AMTRAK
September 8	Regular Monthly Meeting
September 26	Photographer's Day: Joint Line to Palmer Lake
October 24*	ANNUAL BANQUET
November 10	Regular Monthly Meeting
December 8	ELECTIONS and Regular Monthly Meeting

\* Please note these changes. The Georgetown/Silver Plume Sojourn is one week later than previously scheduled. The Colorado Midland Field Trip is one week later than previously scheduled. The Mt. Pleasant return is on Tuesday, not Wednesday. The annual banquet had to be changed due to a scheduling conflict at the Denver Athletic Club.

## SpikeBuck

The Denver Railway has some new motive power. On April 19th, the Santa Fe brought GP7U #2221 into Denver as part of the power on Train 344 (a.k.a. "The Rocket"). The 2221 has since appeared on the Denver Railway's Eastern Division, north of I-70.

The locomotive is kept at the closed Gate City Steel complex. This is a departing from past practice when all operations were based from Forest Street. The Stockyard Division continues to use ex-Frisco NW2 #996...Construction of Denver's new airport has brought a new rail operation to town. The Andesite Rock Company is located at 88th Avenue on the UP mainline to Cheyenne. Two ex-Dakota & Iowa GP9's #4023/4024 are used at the site to shove gravel cars on the company spur. The gravel is winding up in the airport runways...The UP is converting 100 of its fleet of SD40-2's to cabled "B" units, the first of which have already made it to Denver in April. Look to see cabled G.E.'s soon, as well... Unusual locomotives in town in May has included Grand Truck SD40's in ex-Union Pacific yellow, and Helm leasing units 3050, 3100 and 6000...A Cotton Belt tunnel motor has been repainted into Southern Pacific speed lettering. Does this mean the end of the Cotton Belt is at hand?!

## FROM THE PRESIDENT

With this June issue of the Rocky Mountain Railroad Club's Rocky Mountain Rail Report, you will notice that the Club's newsletter has reverted back to "First Class" mailing. Based on input from the newsletter mailing committee and the problems expressed by members who consistently received their newsletters late--sometimes after the monthly meeting--the Officers and Board of Directors of the Club felt that there were no alternatives except to return to "First Class." Although "Second Class" saved the Club a considerable amount of operating expense (up to \$2,500 per year, Editor), we were at the mercy of the Postal Service in spite of the mailing committee having done their very best in following the many complicated policies of marking and bagging the 1,000-plus newsletters mailed each and every month. We "Thank You" for your patience if you were one of the members who experienced delays in receiving your monthly newsletter.

At this time I also wish to report that at the RMRRC Board meeting held on March 27, 1992, the Club's Officers and Board members took the following action after reviewing the Club's October 31, 1991 Treasurer's report and balance sheet that Club Treasurer, Larry Lombard had printed in the April newsletter:

After lengthy discussion, the Board voted to increase the Club's yearly membership dues. This decision was based on the fact that yearly revenues are not keeping pace with escalating expenditures. The membership dues will increase to \$20.00 per year, beginning January 1, 1993. The one-time enrollment fee of \$4.00 for new members will remain the same and spousal membership fee will increase to \$10.00. Those expenditures contributing to the dues increase include the following: the Club's umbrella insurance coverage, the newsletter content, postage for mailing the newsletter (first class), rent at Union Station and contribution to Christ Episcopal Church, and other fixed expenses incurred in operating the Club. Although the Club's assets are in good condition due to prior earned income derived from book sales, royalties, railroad trips and book drawings, this cash should not be used for current opera-

ting expenses, but must be held in reserve for equipment preservation and unforeseen occurrences.

The last dues increase for membership was put into effect in 1984!!

Future expenses that must be addressed, that is, immediate future, include the preservation of the Otto Perry and Irv August 16mm movies in the Club's archives (\$15,000 to \$20,000, Editor) and ongoing restoration and preservation of the Club's equipment at the Colorado Railroad Museum. This equipment is rapidly deteriorating and will need an influx of dedicated volunteer hours and major Club dollars as witnessed by the cost of restoring the No. 25 Interurban car. Along with Club dollars, the "Adopt-A-Relic" program suggested by Frank Stapleton simply must be supported by Club members if we are to get the job done!! The "bailing wire and bandaid" approach to date will NOT get the job done. Can we count on your support?

(Joe Priselac)



## NEWS FROM THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD

The Friends will once again be holding a "work weekend" in July/August (Thursday, July 30 through Saturday, August 1, 1992).

The information received was extensive for both the June and July/August work sessions, but we received it too late to consider the June information here and the "agenda" sheet was missing for the July/August session. We suggest that you contact the Friends C&TSRR, 7801 Academy NE, Bldg. 2, Suite 102, Albuquerque, NM 87109; Office (505) 822-8200. Complete information can be obtained at this address and phone number.

The Fourth Annual Moonlight Train Ride will be held on Saturday, June 13, 1992. It may be sold out prior to this newsletter reaching members, but the above phone number may be used to determine if seats are still available.



## THE DENVER POST'S CHEYENNE FRONTIER DAYS SPECIAL

The Denver Post announced its Centennial Special to Cheyenne in its May 3rd edition under the headline "All Aboard for Post Rail Trip to Wyoming." Joe Priselac sent in the clipping and we quote the article:

All Aboard! For the first time in more than 20 years, the Denver Post this summer will send a trainload of Coloradans north to Wyoming for the Cheyenne Frontier Days rodeo.

The 18-car Centennial Special departs from Denver Union Station on Saturday, July 18, for a day of rockin' rodeo action, a barbecue and western fun as part of the paper's year-long celebration of its 100th anniversary.

The Post ran a similar train to Cheyenne from 1908 to 1970. This centennial-year revival of the tradition is the first time the event is open to the public.

Frederick G. Bonfils, the paper's publisher and co-owner until his death in 1933, conceived the trip to Frontier Days in 1908 as a way to bring the business communities of the neighboring states closer together.

To do this, he invited 100 Denver and Colorado's business and political leaders to spend a day at the "Daddy of 'em All."

A tradition was born.

Part of that tradition, in less enlightened times, was that only men were invited to take part.

Among those who rode the train were Lyndon B. Johnson; Gov. Earl Warren of California; Colorado Govs. Billy Adams, Dan Thornton, and John Love; Denver Mayors Quigg Newton and Bill McNichols; and film stars Rex Allen and Fred MacMurray.

This year, Gov. Roy Romer, Wyoming Gov. Mike Sullivan and Denver Mayor Wellington Webb have accepted invitations to be aboard.

The outing has been made possible, in part, with the cooperation of Coors, King Soopers, Always Buy Colorado, the Denver & Rio Grande Western Railroad and Amtrak.

Coach tickets for the railroad trip, scheduled to depart Union Station at 6:15 a.m., and return about 9:15 p.m., are \$100 and include round-trip rail fare on the Rio Grande Ski Train equipment, the Frontier Days parade through downtown Cheyenne, bus transportation to and from the rodeo grounds, a private barbecue lunch, special seating at the rodeo and a light supper en route back to Denver.

There also are a very limited number of seats available in the Rio Grande's luxurious private cars for \$750 per person.

The excursion has been arranged as a benefit for The Denver Children's Hospital Foundation, which has a long association with The Post.

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People wanting further information about the trip can call The Children's Hospital Foundation, (303) 861-6429.





*Does this scene take you back in time? The Arizona Central Railroad's passenger train has turned at the end of the run from Clarkdale to Perkinsville and is heading back home. The old Perkinsville Depot and surrounding detail looks like a natural for modelers!!*

*(Jim Trowbridge Photograph)*



## THE ARIZONA CENTRAL RAILROAD

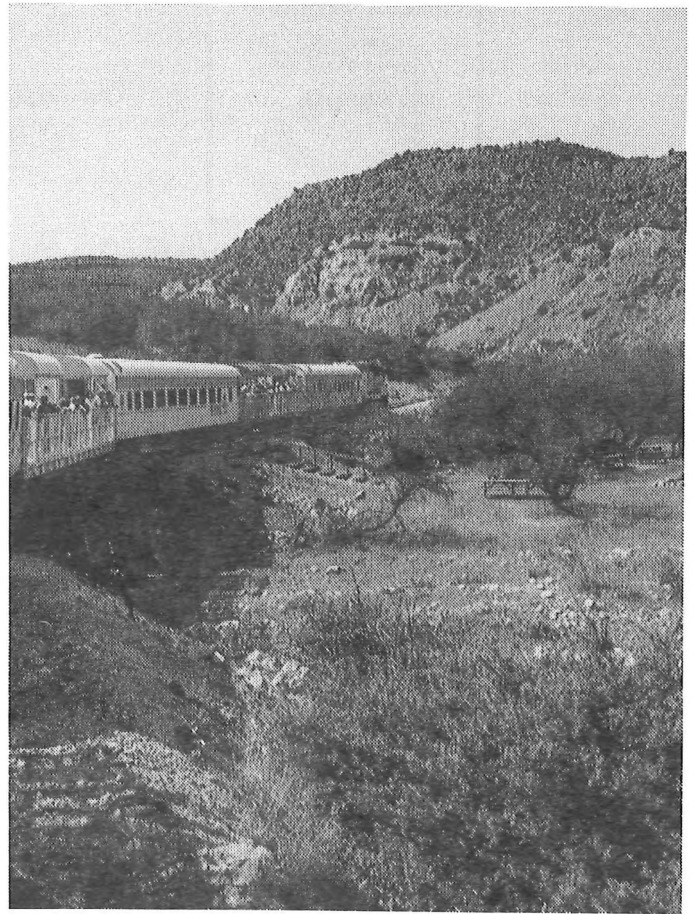
Your editor had the opportunity to travel to northern Arizona this April and was able to ride the Arizona Central Railroad. I had heard some good reports from friends and can now join in and highly recommend this railroad trip.

This railroad has some history, once linking the copper mining town of Jerome to the territorial capital of Prescott, and, still functions today as both a freight and passenger conveyance.

The Verde River Canyon Excursion offers a panoramic rail experience through the Verde River Canyon, accessible only by rail. I would describe it as a miniature Glenwood Springs Canyon with rugged high desert rock faces, flora and fauna, distinctive to this geographical area, clearly visible as the train rolls past looming crimson cliffs along the Verde River. The train crosses many trestles, some quite high and long, especially the steel bridge just a few miles out of Clarkville and even disappears into a fairly long hard-rock tunnel.

Passengers have coach seats available as well as open-air gondolas. The equipment is neat, clean and comfortable, although not air-conditioned. Ceiling fans keep things cool and comfortable inside and the open gondolas have bench seats down the middle of the car, leaving the sides wide open for viewing the wonderful scenery. Refreshments are available. Several stops are made to allow passengers to change places between the gondolas and coaches. Passage is not allowed during movement.

Besides the obvious railroad interest and great scenery, there are remnants of an earlier Southwest civilization. The cliff dwellings of the Sinagua Indians are evident along the track just outside Clarkdale.



*The Arizona Central passes the Western Barbeque site that evening passengers may partake in. The country here is quite beautiful and surprisingly green and treed.*  
(Jim Trowbridge Photograph)



*A few miles out of Clarkdale, the train must cross a magnificent trestle, build in about 1907. This steel structure crosses a very deep gully which is probably dry most of the time, but, one can just imagine the rushing water from a cloudburst further west in the hills on those infrequent times.*

(Jim Trowbridge Photograph)

The railroad is located just west of I-17 on exit 287 to Highway US-260 at Clarkdale. This puts it just about halfway between Phoenix and Flagstaff (about two hours drive to either city)

The railroad runs year-round. Departure times are at 1:00 and 5:00 p.m., Wednesday through Sunday, January-May and September-December, and, 10:00 a.m. and 2:00 p.m., Wednesday through Sunday, June, July and August. Adults pay \$29.95; Children under 12 \$17.95; Seniors over 65 \$26.95; and First Class (with bar and snacks) \$46.95. There are special group rates (minimum of 20 people), moonlight excursions, and barbeque specials.

Information may be obtained from the Arizona Central Railroad, P. O. Box 103, Clarkdale, Arizona 86324, or, call (602) 639-0010. (Jim Trowbridge)



## THE CLUB'S 1992 GEORGETOWN/ SILVER PLUME SOJOURN

How many times have you sped along I-70 and have not taken the time to exit and really see what the Georgetown/Silver Plume National Historic District is really about? This district is considered to be one of the finest examples of preservation in the United States of an area from the early mining and Victorian era. Its architectural heritage gives one a feeling of stepping back in time to Colorado's early days.

The Rocky Mountain Railroad Club will host a day in this colorful historic district taking in the highlights of some of the things that contributed to its rich history. Our tour will begin at the Silver Plume Depot of the Georgetown Loop Railroad with a 9:20 a.m. departure. Enroute to Georgetown, we will stop at the Lebanon Mine for a guided tour of this 1880 silver mine which was typical of the mines of the district. This tour gives one a feel for the contributions and sacrifices the miners made to Colorado's development. We will continue our journey aboard the train over the famous Devil's Gate Trestle and into the Georgetown Terminal. The return to Silver Plume is a struggle for the narrow gauge steam locomotives to make the four and one half miles with a gain of 638 feet of elevation.

Upon our return to Silver Plume, we will have a tour of the engine house, followed by a picnic in Dingers Park. After a relaxing lunch, we will visit the Silver Plume Museum, housed in Silver Plume's historic school house.

From Silver Plume, we will continue on to the Clear Creek Valley Overlook off of I-70 for a spectacular view of this historic valley that we have just traversed by train. One of our Club members will point out and explain the sights.

In Georgetown, we will visit the jewell of

Georgetown's Victorian homes, the Hamill House, which dates back to 1867. This fascinating structure, its grounds, office building, stable and carriage house, and several other out buildings, provide a three-dimensional glimpse of a wealthy family's life in early-day Georgetown. We will wind up our exciting day at the old Railroad station (ex-Alpine Inn) with a short slide program on the Georgetown Loop Railroad. From there you will be on your own to enjoy Georgetown's many wonderful shops or take your own walking tour of this delightful Victorian mountain town, or, better, yet, take the Rutherford's Belgian Horse-powered trolley for a narrated tour.

We will be limited in the number of participants for this trip, so...get your reservations in early.

The cost for this excursion will be \$25.00 for Adults and \$21.00 for Children (ages 4-15). The cost includes 1) Trainfare; 2) Mine Tour; 3) Engine House Tour; 4) Lunch; 5) Silver Plume Museum; 6) Hamill House Tour; 7) Program at the Old Georgetown Railroad Station.

The Date is Saturday, July 25, 1992.

Please fill in the coupon provided and send it, along with your remittance, payable to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 So. Elizabeth, Denver, Colorado 80209. (Bud Lehrer)

### GEORGETOWN/SILVER PLUME TOUR ORDER FORM

Please Print or Type

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

TELEPHONE \_\_\_\_\_

\_\_\_\_\_ Adult tickets @ \$25.00 \$ \_\_\_\_\_

\_\_\_\_\_ Children tickets @ \$21.00 \_\_\_\_\_

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

Please enclose a large stamped, self-addressed envelope with your order. Thank You!!



## LATEST TRIP INFORMATION

**WYOMING-COLORADO RAILROAD:** A flyer was sent to each member in the April mailing of the Rail Report. Additional flyers may be acquired by writing or phoning the Club. The trip is on Sunday, June 28, 1992. The excursion will run between Laramie, Wyoming and Fox Park and return. Photo runbys and lunch are included in this all-day, 108-mile journey through the Medicine Bow National Forest. Costs: 1) **FIRST CLASS** service in private parlor cars which includes hot and cold hors d'oeuvres, beverage and cash bar. Price: Adults \$42.00; 2) **STANDARD PASSENGER COACH** accommodations with snack/bar car. Price: Adults \$30.00, Children ages 5-12 \$24.00. Children 4 years and under are free; however, they may have to sit on parent's lap. **CANCELLATIONS:** Prior to May 28, 1992, there will be a handling charge of \$10.00 per ticket for cancellations. There will be **NO REFUNDS** made on tickets after May 29, 1992.

Please fill in the coupon provided and send it with your remittance (payable to the **ROCKY MOUNTAIN RAILROAD CLUB**) to: Hugh B. Alexander, Ticket Chairman, 700 So. Elizabeth, Denver, Colorado 80209. Please include a large, stamped, self-addressed envelope with your order.

### WYOMING-COLORADO RAILROAD ORDER FORM

NAME \_\_\_\_\_  
*Please Print or Type*

ADDRESS \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

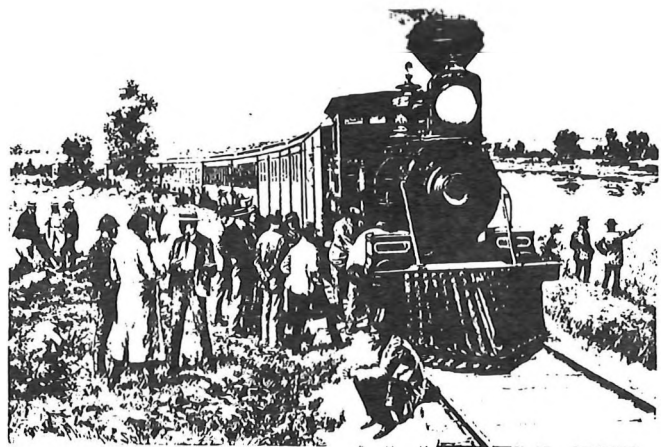
Zip \_\_\_\_\_ Telephone (     ) \_\_\_\_\_

\_\_\_\_\_ 1st Class Fares @ \$42     \$ \_\_\_\_\_

\_\_\_\_\_ Coach Fares @ \$30     \_\_\_\_\_

\_\_\_\_\_ Child Fares @ \$24     \_\_\_\_\_

Total     \$ \_\_\_\_\_



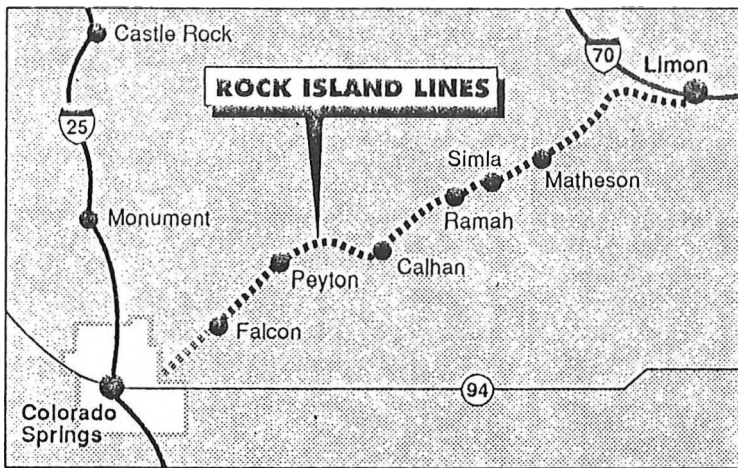
**COLORADO MIDLAND FIELD TRIP:** This all-day activity is the second segment in a series of scenic and historic hikes along the route of the Colorado Midland Railroad. It will follow up where the group left off last year at Divide and progress as far as possible with details to come later. The cost of \$10.00 per person includes lunch at the Ranniger's Roadbed Commissary.

**OLD THRESHERS REUNION/MT. PLEASANT, IOWA, via AMTRAK:** This Labor Day weekend to Mt. Pleasant, Iowa, the site of the Midwest Old Threshers Reunion, will be run from September 4th through the 8th, 1992. On display will be an incredible array of steam, gasoline and diesel tractors and farm machinery with parades, outstanding food, country music performances by leading artists, and, a steam railroad (3 ft.) and trolley line. Plans include a countryside tour along the Mississippi River from Burlington to Hannibal, MO by motor coach and evening dinner aboard a riverboat cruise. Transportation to and from Denver will be aboard Amtrak's California Zephyr. Costs: \$325.00, double occupancy; First Class rail fare extra.

**PHOTOGRAPHER'S DAY: JOINT LINE AT PALMER LAKE:** This is an opportunity for photographers to spend the day photographing trains as they pass through the Palmer Lake region, hopefully in full fall color!! A short description of the area and photographic tips will be provided. Cost has yet to be determined.



**GEORGETOWN LOOP RAILROAD: GEORGETOWN/SILVER PLUME SOJOURN** under separate story elsewhere in this issue of the Rail Report.



## RAILROAD ON TRACK TO SCRAP

A last minute plan to keep 64 dormant miles of Eastern Plains railroad, the ex-Rock Island roadbed from Limon to Falcon, is awaiting final disposition. Local government owners are weighing the last-ditch proposal to save the line from the scrap heap.

The once-mighty Rock Island Railroad went out of business in 1980, ending a century-old Colorado corridor, which in better times shipped wheat to market and carried the fabled "Rocky Mountain Rocket" streamliner from Chicago to Colorado Springs, moved sporadic freight traffic and occasional tourist "excursion" trains until the end of 1989.

For the past 11 years, the line has been owned by the Colorado Central Rail Corridor Development Corporation which as tried to keep it as an alternative route to market for farmers. It has come down to the point of either being sold to someone who wants to run it as a railroad or it's going to be abandoned and dismantled for the steel.

A very interested potential buyer is Phil Bruchez of Broomfield, Colorado. Our last word was that Mr. Bruchez had to come up with \$125,000 in "earnest money" before sale negotiations would begin. At that point, Bruchez and his Mile-Hi Transportation Consultants Enterprise, Inc. would have 30 days to engineer enough financial steam for a \$1 million line of credit to meet the \$1.25 million asking price.

Three competing proposals would dismantle

most or all of the mileage, salvaging the steel rails for valuable scrap. RNTX Corp., a Baltimore firm that repairs rail cars, would leave 25 miles of Simla-to-Limon track intact for rail car storage, movie and TV railroad ventures, and possibly a future railcar construction plant.

Also under discussion is a possible "rails to trails" corridor for bicycling and hiking.

Mile-Hi Transportation and its "Denver & Great Western RR Co." want to restore freight service and some passenger excursions not only from Limon to Falcon, but also into Colorado Springs over 14 miles of track now held by three different owners.

Backing the idea is the Pike's Peak & Eastern Transportation Preservation District, a Falcon group eager to save the rail corridor from abandonment. However, some rail experts say restoring the line would take a fairy tale miracle akin to "The Little Engine That Could."

Charles Albi, executive director of the Colorado Railroad Museum, was quoted as saying, "The problem they're going to confront is that track is deteriorated. The ties are rotten; the bridges may need repair. It will take a lot of capital investment."

Kyle Railroad Company, which hauls freight over ex-Rock Island tracks from Limon east to Phillipsburg, Kansas, looked hard but passed, having considered everything from trash trains to hauling fly ash from power plants--but it didn't pay out! They saw a minimum of a couple million dollars in track rehabilitation.

The rail corporation board--which represents Elbert and El Paso counties and the towns of Limon, Simla, Calhan and Ramah--needs to recoup back taxes, attorney fees and a \$1 million federal community-development grant it sank into a freight-line revival that derailed.

Western States Properties, whose Cadillac & Lake City Railway ran freight and tourist trains in the 1980's, got a \$1 million economic development loan from the government corporation to buy the rail line. But it

defaulted in 1990, and the rail development group foreclosed.

Some recent "good" news regards Phil Bruchez's plan which has a priority to link the Limon-to-Falcon section to the West End in Colorado Springs. The Colorado Midland Rails, in the May issue, reported that his effort was recently helped when the sale of the Banning-Lewis property fell through. The prospective new owner did not want the railroad cutting through his property.

## MAILING COMMITTEE'S RECOMMENDATIONS

While the change to "First Class" should provide better mail service, the primary reason for the change is a result of the complicated mailing policies for second class and the work required to meet the Postal Service's requirements.

The Postal Service has increased the work to mail second class through additional forms, stack marking, bagging and sorting. In addition, we are heading toward the use of nine-digit zip code, further complicating sorting and bundling. Mistakes made in sorting zip codes and bagging have cost the Club additional monies (\$78 for the May newsletter, Editor). As with the IRS, the Postal Service is always right and such matters become frustrating to the mailing committee who try their best to abide by the rules and regulations.

The major problem that will now be faced is staying under 1 oz. Flyers previously included in the newsletter at no cost will now have to be charged for the extra postage and those wishing to include a flyer will have to pay that postage and also advise the committee at least one month in advance of their desire to include flyers.

It is suggested that information normally contained in flyers be incorporated into the newsletter itself, especially in regards to trips. At 29¢ per ounce, we will have to be more careful in how we present information to Club members.

(John Dillavou, Chairman, Newsletter Mailing Committee)



## BOOK, VIDEO AND AUDIO REVIEWS

COLORADO--MILE BY MILE. Mile by Mile Publications, P. O. Box 101296, Denver, CO 80250. Mike Butler. \$6.95.

Club member, Mike Butler, has written and published a new book entitled Colorado--Mile by Mile. This is a unique guide to Colorado's Interstate Highways, intended to be fun and also turn any trip into a worthwhile learning experience as well! The book covers I-70, I-76 and I-25. Using the Exit signs on the Interstates as benchmarks, the book presents concise historical or geographical information about the town or feature noted on the Exit sign. At the end of each chapter is a puzzle or activity which kids (from five to 105) can solve by using clues which they've gathered from the Exit signs. A missed Exit sign means a missed clue in solving a puzzle, so everyone is kept on their toes. Rail fans are not left out as lots of information is provided on such typical subjects as the Dotsero Cutoff, the D&RG/ATSF War over Raton Pass and the Royal Gorge, and, general information about other roads such as the UP and Burlington.

Colorado--Mile by Mile may be obtained at the Tattered Cover Bookstore in Denver and some other locations (check with your local bookstore) or directly from Mike at Mile by Mile Publications for \$6.95 plus \$1.50 postage. (Colorado residents, please add 50¢ sales tax). (Jim Trowbridge)

## 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 them.

WANTED: Trip announcement/ticket order flyers and on-board handouts for the following Rocky Mountain Railroad Club excursions: March 11, 1956 Union Pacific

9000; June 30, 1957 Colorado & Southern 909; July 27, 1958 C&S 900; October 2, 1960 C&S 638/Great Western 90; July 22, 1962 C&S 638. Charles Albi, Colorado Railroad Museum, P. O. Box 10, Golden, CO 80402, 279-4591, 800-365-6263.

FOR SALE: Beautiful reproductions of Colorado Railroad passes, stocks and bonds at very low prices. CM, MT, ATSF, CS&CCD, D&RG, DSP&P, RGS, and more. SSAE to Joe Cammalleri, 3093 Charlotte St., Newbury Park, CA 91320.

FOR SALE: Thirty-two 8 x 10-inch film positives and twenty-one 8 x 10-inch contact prints of Ute Indians in Colorado. Best offer for entire lot. E. V. Ryland, 1914 Nineteenth Street, Golden, Colorado 80401.

FOR SALE: Approximately 50 full-size copy negatives on cut film of Steroscopic Views (both photos are included on negative) all by famous early day photographers such as Chas. Weitfle, Jas. Collier, Alex Martin and Chamberlain. All subjects are Colorado railroads and copies made by Charles Ryland. Five dollars each. E. V. Ryland, 1914 Nineteenth Street, Golden, Colorado 80401.

## THE FRASER VALLEY RAILROAD DAYS FESTIVAL

The Moffat Road 90th Anniversary Committee has announced a rather ambitious program entitled "Fraser Valley Railroad Days Festival and the First Annual Gathering of

the Trains." The following information was received by Joe Prisela through Bill Gordon and Joe thought we should help out if at all possible. Please consider the information and, if you wish, contact the Committee to volunteer:

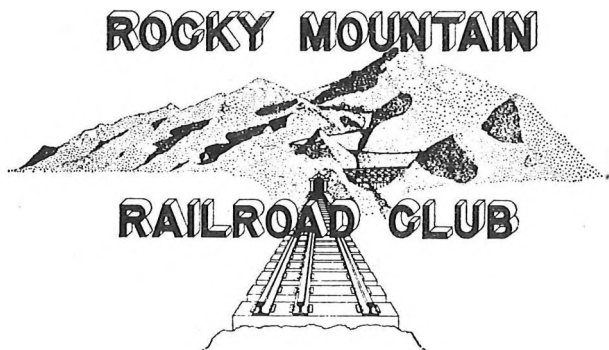
June 23, 1904 was the date of the arrival of the first train into the Fraser Valley over the 11,666-foot Rollins (Corona) Pass.

In commemoration and honor of this historic achievement, and, in preparation for the upcoming 90th anniversary on June 23, 1994, of the railroad's arrival, the residents of the Fraser Valley have decided to reestablish the traditional Railroad Days Celebration held earlier in the century as an annual railroad celebration.

Where: In the Fraser Valley of the Colorado Rockies at Fraser/Winter Park, Colorado.

When: June 27th and 28th, 1992--The last Saturday and Sunday in June of this year.

Richard Hodges, Conductor  
The Moffat Road 90th Anniversary Comm.  
P. O. Box 1095  
Winter Park, Colorado 80482  
Home Phone: (303) 627-9314



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