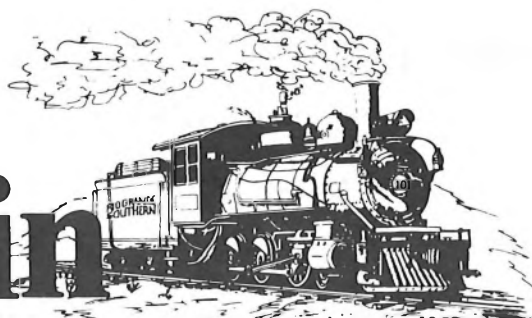


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 9, 1995 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,
2950 South University at Bates. Off-street
parking at rear (east) of meeting hall.
Please use the building's south entrance.

Jim Trowbridge..... Editor
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the June, 1995 Rail Report is due no later than May 9, 1995!!

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
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201-2391

May, 1995..... No. 428
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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. 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 \$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.

MAY 9 PROGRAM

Bob Andrews will return to present another fine slide program consisting of two parts. Part 1 will include a 1990 roundtrip excursion on the White Pass & Yukon narrow gauge between Skagway and White Pass. Part 2 will feature a roundtrip excursion on the Algoma Central from Sault Ste. Marie, Ontario to Agawa Canyon in 1991.

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 Street, Denver, CO 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, Box 2391, Denver, CO 80201-2391.

APRIL PROGRAM AND MEETING— ANNUAL POTPOURRI NIGHT

Once, again, members and guests attending the annual Potpourri Night were treated to a super program, featuring a wonderfully diverse array of railroading subjects. Your editor has tried to jot down a few examples of each presentation; however, I will apologize in advance to the fourteen presenters if I missed some things or got some information wrong--my notes were made in the dark and I could not get to everyone to verify names, dates and places. And, as President Lincoln once said about his handwriting (although I presume he did not try to write in the dark), "Only God and I can read my handwriting; when the ink dries, only God can read it!"

ERWIN CHAIM. Erwin, in true character (because he is a character), started the night with...not slides...but 8mm movies--1½ minutes worth. This was a wild ride in an automobile at 75 mph on icy roads on a winter afternoon. Erwin (and his unnamed "crazy" driver) were attempting to photograph the 8444 as it sped along the UP tracks some 40 years ago. We had to agree that it looked pretty wild, but fun!

ED HALEY. Ed presented a photographic study of the LAST Colorado & Southern steam powered train from Cheyenne to Guernsey, Wyoming, on July 12, 1959. The 260-mile roundtrip was powered by C&S No. 9001 and the consist included one coach car and a caboose!

JIM TROWBRIDGE. Also in character (but not because your editor is a character!), Jim presented some shots of his 1994 2-day and 1-day 14th Nat'l NG Convention special trains using the K-27, #463 and the double-headed consist of K-27, #463, and K-37, #497.

FRANK STAPLETON. We ventured out to California for an excursion special by Trains Unlimited Tours on the McCloud Railroad in northern California, using of the Yreka Railroad (the engine featured in Emperor of the North Pole).

STEVE MASON. Steve took us along on a ride of the narrow gauge sugar train on the island of Maui in Hawaii, featuring the two Porter engines "Anaka" and "Myrtle."

RON KAISER. Ron presented his own potpourri including some oldies, but goodies, including the Yampa Valley Mail in 1966, the Rio Grande Zephyr in 1977, 8444, the NRHS's "Navajo" on its last excursion run, building the Devil's Gate Viaduct on the Georgetown Loop Railroad in 1984, Great Western #75, San Francisco Cables Cars, and, the Roaring Camp & Big Trees in 1968 when the long trestle was still in place.

ARDIE SCHOENINGER. Ardie recorded the last train on the Cadillac & Lake City on April 22, 1990 when equipment was picked up on a trip from Limon to Falcon and back to Limon.

TOM KLINGER. Tom showed the wreckage of a Southern Pacific derailment of 11/22/94, on Tennessee Pass and the subsequent removal of wreckage and rerailment of engines during the following few days, through the 28th of November.

SHERM CONNERS. Sherm was involved in the Operation Lifesaver convention in 1994 that saw a private tour of the SP's Burnham Shops. Sherm shared photographs of the interior of the shops, showing work in progress.

MAT ANDERSON. [Editor's note: Mat was called out of town at the last minute on a family matter and your editor is somewhat guessing on some of the items] A steam fan trip back east in the 1960's, a nifty shot of an ATSF Weed Sprayer car, the official "Weed Cutter" locomotive on the Camanche Crossing and Eastern Railroad and the #463 miniature at Strasburg, a UP military train and a unique Caboose excursion on the Great Western that was a most colorful array of three engines and five cabooses.

ARDIE SCHOENINGER & CYNDI TROMBLY. A very unique look at Yellowstone National Park in the dead of winter, 1995, in 20° below zero weather! While not trains, this very beautiful photographic study was well received by the group.

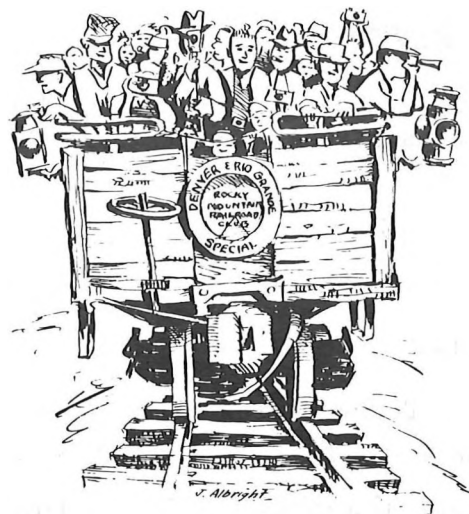
KEITH GOODRICH. Another individual pot-pourri that included shots of the 8444 in the Fall of 1972, the 3985 and 3987 at No. Platte Nebraska, the Silverton in 1969 (still D&RGW), and the testrun of the #476, the first engine rebuilt after the disastrous roundhouse fire of a few years ago. In addition, we saw #759 and the Western Maryland and Southern's #4501 and the Colorado Railroad Museum's #346.

DAVE CORBIN. A visit to the Eastern Shore Railroad Museum and one of its excursions through Virginia in the Fall of 1994.

RUTH COONS. [Editor's note: Ruth was not in attendance and so the following is, at best, sketchy] Ruth's photos were of railroading and model railroads in England. There were some shots of Great Western locomotives and several model railroads and some steam engines with coverage of a London North Eastern Excursion.

Our thanks to all who participated. As always, the program was a lot of fun and provided some very unusual material and great photography. We'll look forward to next year's presentation.

To those of you who did not participate this year: Why not start thinking about next year!? We would like to see your favorite material.



1995 SCHEDULE OF EVENTS

May 9	Regular Monthly Meeting
June 3*	Rocky Mountain Railroad Club Day at the Colorado Railroad Museum
June 3 & 4*	Annual Workday/Colorado RR Museum Excursion & Museum Steamup
June 13	Regular Monthly Meeting
June 17	Uhrich Locomotive Works & Uhrich "Camanche Crossing & Eastern RR" excursion, Strasburg, Colorado
July 11	Regular Monthly Meeting
July 15-16	Smithsonian Private Car Trip
July 22	Denver Post/Cheyenne Frontier Days Special
August 8	Regular Monthly Meeting
August 12	Como/Fairplay Area--DSP&P Field Trip
September 12	Regular Monthly Meeting
September 29-October 8	Arizona/New Mexico Sojourn
October 14	ANNUAL BANQUET
November 14	Regular Monthly Meeting
December 1-3	D&SNG RR Winter Trip
December 12	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

NEW MEMBERS

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

Robert Herronen Lakewood, CO

Bruce B. Kilbourne Denver, CO

Associate Members:

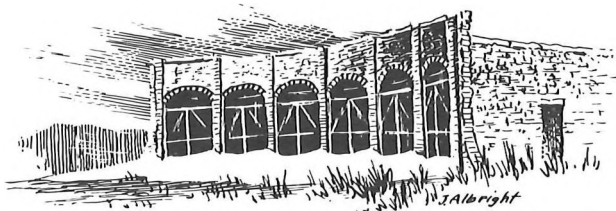
Alan J. Berry Louisville, CO

Sharon Kirby-Cole Longmont, CO

Ryne S. Omiecinski Loveland, CO

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

Jess W. Gern Denver, CO
(8-year member)



ANNUAL BOOK RAFFLE RESULTS

Many of the Club's members participated in the Annual Book Raffle, providing three members with outstanding prizes and the Club's Equipment Fund with additional monies to help preserve and repair the Club's historic collection. Our "Thanks" to all who participated!

The following members were winners this year:

1st Prize: (Memorial Edition, Denver, South Park & Pacific, RMRRRC), M. C. Poor.

Doug Gorton, Aurora, Colorado

2nd Prize: (Georgetown and the Loop, RMRRRC), Griswold, Kindig & Trombly.
Joseph J. Wagner, Huntington Beach, CA

3rd Prize: (RR Rail Book Ends--dated 9/1888 (Scranton, PA), Lackawanna Iron & Coal Company 40# Rail)
Raymond H. LeCates, Jr., York, PA

PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the April 11, 1995 meeting were as follows:

Truman Young / Set of Amtrak Timetables

David Haynes / Set of Postcards

Rocky Hainmowitz / Set of Engineer's Time Books

Darrell Taylor / Rocky Mountain Railroad Club Trilogy

Richard Corey / Set of TRAINS Magazines, 1977 Complete

Michael Henry / Print: Sherman Hill, 1957

Jim Hurt / The Norfolk & Western--A History

Doug Gorton / Complete Service Manual--American Flyer Trains

Piero Albi / Framed Print: D&SNG #478

Jeanie Perrin / Belt Buckle: 4449

Bob Tully / Train Robbery

Ed Dickens / Canadian Steam

Bob Tully / The Trains We Rode, Beebe & Clegg

Bruce Johnson / Set of Oklahoma RR Maps,
Doug Smith '87, '91 and '95 (Each
Truman Young winner)

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

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.

FOR SALE: Retail display case, 48"L x 24"D x 37"H. Glass front, top and shelf inside. Has fluorescent fixture inside and hidden storage below. Ideal for displaying mode or china collections. \$95.00. Call Ron Keiser, (303) 986-5996.



June 5, 1993, saw the Club's first visit to Strasburg and the Uhrich Locomotive Works. One highlight of the day was rides on the Comanche Crossing and Eastern Railroad. The 15-inch gauge railroad provided many wonderful trips behind CC&ERR #1. This will be just one of the many events during the Club's upcoming outing in Strasburg on Saturday, June 17, 1995. (Jim Trowbridge Photograph)

UHRICH LOCOMOTIVE WORKS/ COMANCHE CROSSING AND EASTERN RR FIELD TRIP

On Saturday, June 17, 1995, the Club will hold an outing at Strasburg, Colorado, to visit the Comanche Crossing Museum, the Uhrich Locomotive Works, and the Comanche Crossing and Eastern Railroad. We will meet in Strasburg, which is 37 miles east of Denver, off I-70.

The day will include viewing a collection of antique trucks and farm equipment and buildings at the Comanche Crossing Museum, touring the fabulous Uhrich Locomotive shops and Foundry, excursions (rides) on the 5-inch scale, 15-inch gauge Comanche Crossing and Eastern Railroad, a picnic

lunch on the railroad grounds, and, finally, railroad movies at the Strasburg Theater.

It's hard to pick out just one highlight for the day, but members and guests will be thrilled to see current projects at the Uhrich Locomotive works where current work includes a Denver, South Park & Pacific Mason Boggie being built for the Denver Zoo and a Denver & Intermountain Center Cab Electric Locomotive. In addition, we will also see the 5-inch scale, Uhrich-built D&RGW K-27, #463, Under Steam! And then, there's the other narrow gauge equipment in various stages of construction that you will find "laying around" the shops.

The cost of this entire outing is \$13.00 per person, which includes admission to the Comanche Crossing Museum and lunch at the Comanche Crossing and Eastern Railroad. A limited number of tickets will be sold at the May and June meetings. Tickets may also be purchased by mail. Send checks or money orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh Alexander, Ticket Chairman
700 So. Elizabeth Street
Denver, Colorado 80209

Comanche Crossing Ticket Order Form

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ Tickets.
(\$13.00 per person)

**UNPAID MEMBERSHIPS CULLED FROM
MEMBERSHIP ROLLS AND RAIL REPORT
MAILING LIST**

If you haven't paid your 1995 Dues by now, you may be off the rolls, depending on whether our Membership Chairperson gets the records updated before vacation.

Your editor knows of at least one member who sent in his/her dues via a money order that did not contain their name. The renewal envelope did not have a name nor return address and the renewal notice was not included. We will have to wait until that person notifies us that he/she is not receiving their newsletter before we can do anything. The money order firm will not release the name of the person who purchased it and it does not even give us the area of the country from where it was sent. Could this person be you!? Let us know soon!!

SP SEEKS RAIL RIGHTS IN MERGER

The pending merger of Burlington Northern and the Santa Fe Railroad looks to be a lock and may happen as early as this summer by news reports. Since this merger will greatly affect the SP, the Southern Pacific Rail Corporation has said that it will ask the U.S. Interstate Commerce Commission to impose conditions on the pending merger of the BN & ATSF.

SP will notify the ICC that it intends to ask for certain rights to ensure competition under the proposed combined rail system. The formal filing is due at the ICC on May 10, 1995.

"The rights would be sought to preserve shipper choices among competing Western railroads in critical markets affected by the BNSF merger," said Jerry Davis, president and CEO at Southern Pacific Rail.

The nearly \$4 billion Burlington Northern and Santa Fe merger, approved by shareholders in February after a hostile takeover attempt by Union Pacific Corp., is subject to ICC approval. A decision is expected by August 23, 1995.

Davis said Southern Pacific specifically is seeking rights to transcontinental intermodal markets in the rail corridors between Pueblo and Fort Worth, Texas; Kansas City, Kansas, and Chicago; Kansas and Texas; and other locations identified by shippers. Intermodal shipping involves multiple modes of transportation, such as railroad and trucks.

Southern Pacific Mike Furtney said the company has found that in some corridors, customers face the possibility of having only one railroad on which to ship goods.

Southern Pacific's filing on Monday, April 10, 1995, included a broad initial list of possible remedies sought. The railroad will be more specific in its filing in May, Davis said. (Denver Post/Bloomberg Business News)



GUESS THE RAILROAD AND LOCATION



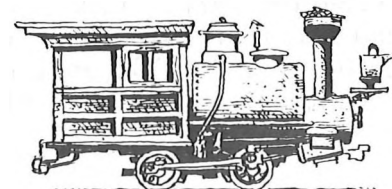
Last month's "Guess the Railroad and Location" was probably hard for most readers, although the classic photograph was fun to view. This month's teaser should be much easier. We'll help you with two clues: 1) The engine is Southern Pacific, and 2) Its number is "4454." Now...Where is the photo taken? We hope that you enjoy another classic railroad subject!

(Bob Griswold Photo Collection)

CALIFORNIA RAILROAD FESTIVAL

will be 10:00 a.m. to 6:00 p.m.
(Bob Griswold)

If any of our members happen to be in California from June 16 to 18, 1995, they will want to visit the California State Railroad Museum for the Railroad Festival. There will be visiting equipment from other museums to add to the fabulous Sacramento collection. Handcar rides and motor car rides along the track will be an added attraction. Inside will be model railroad and toy train exhibits. The hours





**THE DENVER POST/UNION PACIFIC
CHEYENNE FRONTIER DAYS SPECIAL—
THE RMRRRC'S INVOLVEMENT**

SATURDAY, JULY 22, 1995

The Rocky Mountain Railroad Club has made arrangements with the Denver Post to have a Union Pacific streamlined coach for our members and guests to take part in this very special excursion to the Cheyenne Frontier Days Celebration. The Special, as currently planned, will have approximately twenty-five cars, made up of Union Pacific equipment and Rio Grande/Southern Pacific Ski Train equipment with the giant Union Pacific Challenger, #3985, furnishing the motive power.

This will be a jammed-packed day of exciting activities. Included in the ticket price are the following: Roundtrip rail-fare aboard this unique train consist, continental breakfast in the morning, the Frontier Days Parade, special shuttle bus transfers to and from Frontier Park, a private catered barbeque lunch for train guests at Frontier Park, prime seats to the Cheyenne Frontier Days Rodeo (The Grand Daddy of them All!!), and, a light supper aboard the train on the return trip to Denver. This will, truly, be a day to remember!

The cost of this complete package is only

\$177.00 per person, including handling expenses.

Since our car is limited to 44 seats, we urge you to make your reservations as soon as possible. *We must have all ticket requests in our possession no later than Tuesday, May 9, 1995. After that date, any remaining tickets will be made available to the general public. Don't miss out on this great opportunity!*

[Tickets and final information will be sent soon after we receive them from the Denver Post. This should be about two weeks prior to the trip]

Send your ticket requests, along with your full payment by check or money order to:

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

[Please enclose a SASE (#10) with your ticket order]

Denver Post/Cheyenne Frontier Days Request

Order Form

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Please Print or Type!

Please send _____ tickets @ \$177.00 each.

I/we enclose \$ _____ in full payment.



The Rocky Mountain Railroad Club

presents

The American Southwest and the Grand Canyon by Rail

via

The Route of the Sante Fe "Super Chief"

Aboard

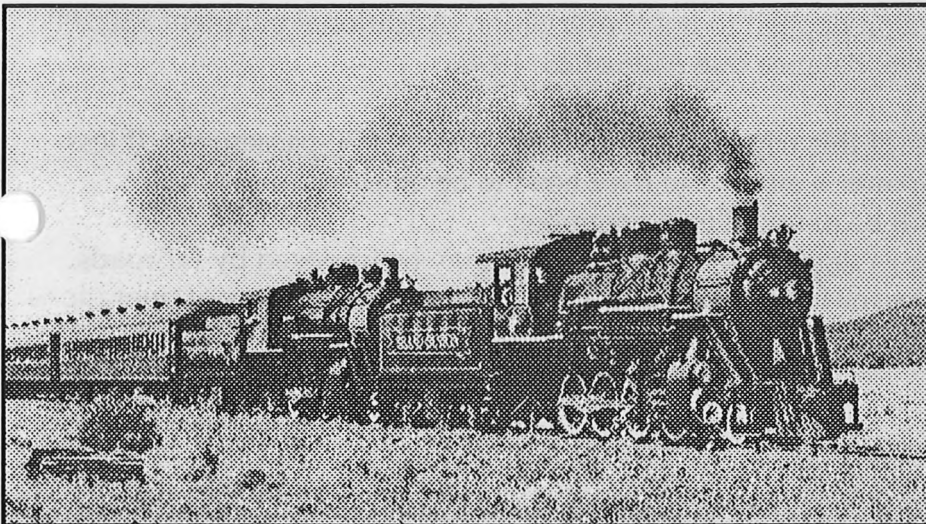
The Amtrak "Southwest Chief" • The Grand Canyon Railway
The Verde Canyon Railroad • The Sante Fe Southern

September 29 - October 8, 1995



Return with us again to the great Southwest—the days of the Harvey System, the *Sante Fe Super Chiefs*, the Indian Detours & historic branch lines that have been re-incarnated and the mystique of the Indian country of Arizona and New Mexico.

On Friday evening September 29th we will go by deluxe motor coach from Denver to Trinidad, Colorado, for our overnight stay at the Holiday Inn. Saturday morning we board the *Southwest Chief* for a spectacular trip over historic Raton Pass and then an all day journey across New Mexico and Arizona. We arrive at Flagstaff in the evening where we will stay at the Amerisuites.



Double-headed steam trains on the Grand Canyon Railway.

On Saturday we will have an early departure for a short trip west to Williams, the southern terminus of the *Grand Canyon Railway*. Our 64-mile journey to the canyon behind an early 1900's steam train faithfully restored to mint condition will feature 3% grades and 1200 ft. elevation changes. Our two night stay at Grand Canyon Village on the South Rim will be at Maswik Lodge.

After arrival at the Canyon we will have the rest of the afternoon for lunch, exploring or just relaxing. Our lodge is located in very close

proximity to the *Grand Canyon Railway* operations so you will be able to photograph the 3:15 p.m. departure of the train if you so desire. In early evening an excellent dinner has been planned for us at the historic El Tovar Hotel. Wednesday morning we will tour the scenic viewpoints of the west rim drive and after lunch we will tour along the east rim.

On Tuesday morning our motorcoach will take us down through beautiful Oak Creek Canyon into the red rock country of Sedona. We will have the afternoon on our own for lunch and to enjoy the many shops and art galleries in this quaint little resort town. Our headquarters will be the Railroad Inn where dinner is planned.

On Wednesday morning we will travel southwest to Clarkdale to board the *Verde Canyon Railroad* for a 40-mile roundtrip to Perkinsville on the former Arizona-Central Railroad built in 1911. We will be riding in deluxe first class cars with lunch included. Later in the afternoon we will motor on to Flagstaff where we will stay at the Amerisuites.

Thursday morning we will have an early morning departure on the eastbound



Southwest Chief for Lamy, New Mexico, and Santa Fe. Our home for three nights in Santa Fe will be the beautiful Pueblo-style Inn at Loretto, located one block off the historic Plaza.

Friday is your day to explore and taste the flavor of one of America's most colorful and historic cities. Saturday we will board the *Santa Fe Southern* for an all day trip on the old branch line linking Santa Fe with the mainline at Lamy. This is a freight and passenger operation. Lunch will be included.



Sunday morning our deluxe motor coach will follow the old Santa Fe Trail and along the *Santa Fe Railroad* northward to Las Vegas and Raton. Along the way we will visit several historic locations. Lunch will be in Trinidad with early evening arrival in Denver.

These will be ten days of magnificent and varied scenery: an opportunity to see areas of great geographical and historical significance; enjoy long distance rail travel on one of America's best rail routes; experience vintage steam operations and historic branch lines; and have one great time with the Rocky Mountain Railroad Club. You won't want to miss this outstanding trip. With *Amtrak's* present financial situation, this could possibly be a last time for a trip of this kind.

Included in the trip package are all rail and bus transportation, all hotel accommodations (9 nights) national park admission, 4 breakfasts, 3 lunches, 2 dinners and driver gratuities.

Cost of Trip: \$1149.00 * per person. Double Occupancy
(\$475.00 additional cost for single occupancy of hotel rooms.)

Payment Schedule: \$300.00 per person deposit to hold reservation. Additional payment \$500.00 due July 28, 1995. Balance due August 25, 1995.

***Note:** The cost of this trip is based on a minimum of 30 passengers. If less than 30 participants, a surcharge may need to be assessed.

A meeting of the participants will be planned for September.

Please be aware that all prices are subject to any increase that may be imposed by railroads, motor coach companies, tour companies, or hotels. This trip is also subject to the status of operations of *Amtrak* during the dates of this trip.

Return this portion with \$300.00/person deposit.

To: Al Miller
Alpine World Travel
1155 S. Havana
Aurora, Colorado 80012
(303) 752-0900 or 1-800-878-2468

Name _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

*Note: I am sharing with _____ who is registered SEPARATELY!

Double Occupancy _____ Single Occupancy _____



Southern Pacific GP-60 #9739 is shown on the headend of the five-car "bankers" special at Minturn, Colorado, on March 23, 1995.
(Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

UNION PACIFIC #2450 BLAZE AT ENGLEWOOD, COLORADO. The Union Pacific (UP) #2450 had a blazing encounter enroute to Texas on a Burlington Northern SDEX coal load on March 21st. It was southbound on the Joint Line approaching the South Santa Fe Drive/U.S. Highway 285 relocation and grade crossing elimination construction project at Englewood, CO. Around 9:45 a.m., a track supervisor reported to the Santa Fe crew aboard Burlington Northern 7006 (lead engine) that one of their units was on fire and to stop the train. The Union Pacific 2450, a General Electric C30-7A, was

smoking more than normal! It was the last unit of the five units on the southbound SDEX coal load. Fuel was igniting as it exited the unit between the fuel tank and the rear trucks. Flames were erupting from the roof exhaust from the engine compartment fire. Smoke billowed from the rear portion of the UP 2450. The Englewood Fire Department fought the stubborn blaze for 15 minutes before extinguishing all the flames.

The UP 2450 was set out on the Southern Pacific's Littleton siding after the fire, and remained there until March 25th when ATSF's local with 2355 picked it up and went south to Big Lift, then back into Denver with it.

The UP 2450's fire is suspected to be a

leaky fuel line near the rear portion of the unit's long hood, just ahead of the flared radiators. Moderate to heavy damage to the engine compartment and #4 traction motor resulted. The UP 2450 was returned to UP's North Platte, NE, shop for evaluation. (Littleton Tower Operator)

SOUTHERN PACIFIC BANKER'S TRAIN TO VAIL.
The Southern Pacific operated a banker's five-car business special between Denver, CO, and Minturn, CO, via the Moffat Tunnel to Dotsero, then east to Minturn on March 23, 1995. SP GP-60 #9739 was fresh and clean for use as the power on this train. The five-car, Rio Grande Gold, matching consist was: HEP car JOSEPH G. HARRIS #353, Ski Train coach LA PLATE PEAK, dome sleeper CALIFORNIA, lounge car UTAH, and business car KANSAS. Aboard were SP's owner Philip Anschutz, SP CEO Jerry Davis and several San Francisco bankers. They had a splendid day for their one-way journey to Vail, CO.

The train departed Denver's Union Station, Track Three, at 8:45 a.m., but was held up at the BN 23rd Street Crossing by a north-bound coal empty arriving at BN's 31st Street Yard. Leaving 23rd Street Crossing at 9:12 a.m., they now had Amtrak's California Zephyr, Train #5, right on their tail. SP's dispatcher decided to put the 50 mph limited special into the siding at Leyden, where Amtrak passed it. Over at Range, on the Western Slope, the 9739's train was again put in the siding for the RVDEF, which took some twenty minutes. At Dotsero, the train took the wye and headed east onto the Tennessee Pass Line. Arriving at Minturn, CO, the train passed SP C44-9 #8194, which was waiting for a rested crew on a westbound general merchandise train. The passengers detrained into waiting Vail-bound vans on the west end of the Minturn Yard. The train then deadheaded back to Denver, with the train's operating crew being changed at Dotsero. (C.W., The Arvada Ticket Agent & Darrell Arndt)

TRAILER TRAIN SPECIAL TOURS THE WEST. The Trailer Train (TTX) special made a trip from Chicago, departing March 31, 1995, via Colorado on the Santa Fe's Raton Pass route, headed for California. It then returned east on the Union Pacific between Richmond, CA, to Chicago, on the Chicago

& North Western (which will merge into the UP on April 24, 1995).

The TTX special's trip over Santa Fe was perfectly timed for an early daylight run over Raton Pass on Saturday, April 1, 1995. ATSF 511/515 lead the 11-car, stainless steel consist. Semaphores, warbonnets, 3% grade and stainless steel--what a day!!!! The train had baggage car 77, business car TOPEKA #51, sleepers REGAL SPA, REGAL MANOR, REGAL LARK, REGAL LANE, REGAL HUNT and REGAL CREST. Full length dome #60, diner FRED HARVEY #61, and business car SANTA FE brought up the markers.

The all-stainless steel passenger special looked great under blue skies as it streaked west on Santa Fe's Raton Pass line. The General Railway Signal type "B" semaphores were all atanding tall with green highball aspects for this train. The train climbed Raton Pass doing 30-35 mph as a dozen railfans, mostly from Denver, CO, took in the excitement. Club members Darrell Arndt and Keith Kirby were on hand to catch this rare opportunity. With the BN/ATSF merger ICC decision coming in August, 1995, there will be few opportunities to see a Santa Fe consist such as this.

The train changed crews at Raton and Las Vegas, NM. South of Romeroville, NM, at ATSF's Ojito siding, the special met Santa Fe's hot intermodal train #893.

The TTX train returned east via Sacramento, CA, on the Union Pacific. West of Salt Lake City, UT, the two E9-A units, #949 and 951, with an SD40 unit trailing, were put on the train. The 963B unit had developed problems on the westward move on a slow, heavy freight earlier in the week. The UP zipped the 11-car ATSF special across its system, mostly at 70 mph. A stop was made at Laramia, WY, and a three-hour-plus stop was made at Cheyenne, WY. There, the special's passengers were given a tour of the Cheyenne, UP roundhouse and its historic collection of UP locomotives. The train arrived in Cheyenne at 8:10 p.m. and departed at 11:20 p.m. What a trip! (Dave Gross, Littleton Tower Operator, C.W. and Don Zimmerman & Jon Bockelman)





Was there ever a more beautiful paint scheme than Santa Fe's Warbonnet colors? Here we see ATSF units 511/515 lead the 11-car TTX train on April 1, 1995 over Raton Pass. These GE 8-40BW models were a treat leading an all-stainless steel consist! (Chip Sherman Photo)

NEWS FROM THE NARROW GAUGE

There are still a few spaces available on Jim Trowbridge's Annual 2-Day Excursion over the Cumbres & Toltec Scenic Railroad. This annual event provides the opportunity to photograph an all-freight steam train, lettered for the Rio Grande. These trips generally provide over 40 photo runbys during the two days of narrow gauge rail-roading adventure.

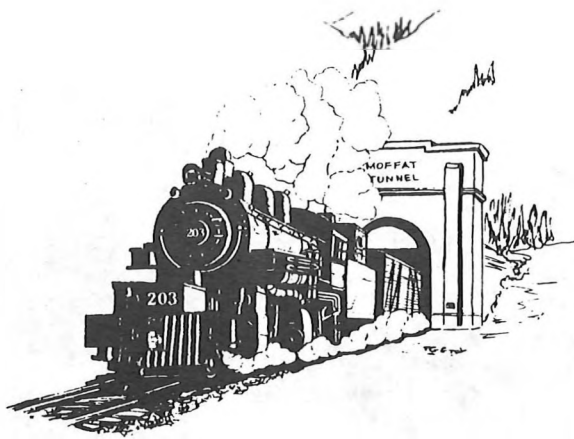
Interested parties may contact Jim for more information and flyers by writing to: Jim Trowbridge, 502 So. Cody St., Lakewood, CO 80226-3048, or, calling (303) 988-2267.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.

GUESS THE RAILROAD AND LOCATION ANSWER

Did you guess that this is a picture of Southern Pacific's #4454 at El Paso, TX? The date is November, 1947. (Bob Griswold)



NEW CLUB PUBLICATION IN THE WORKS

Your Board of Directors voted to have Shadow Canyon Graphics publish David Moffat's Denver Northwestern and Pacific. This is the same firm that published our last printing of Georgetown and The Loop. The printing will be one thousand copies. This is the first volume of histories of the Moffat Road to be followed by the Denver and Salt Lake Railroad and Building the Moffat Tunnel. This history is the inspiration from the material saved by Clifford A. Betts, the Office Engineer for the Moffat Tunnel Commission and father of Club member, Allen Betts.

This first volume will be similar in size to Georgetown and The Loop and contain a like number of fine photographs. The text will not be lengthy, but it will contain a David Moffat biography and an account of his earlier Colorado railroad ventures which will include his years as president of the Denver and Rio Grande. The author, Bob Griswold, has taken this early history to the time of the Moffat Road reorganization in 1913.

The price of this volume will be close to the price of Georgetown and The Loop, although the price has not yet been determined. When the publication is completed in the next few months, Club members will have an opportunity to purchase the book at a reduced price.

As with other Club publications, Club members are welcome to share any material they might have relative to the subjects of the

coming volumes. The next volume covers the period from 1913 to 1927. There is so much material about the Moffat Road that more than one volume is necessary to cover the history of the railroad that was probably photographed more than any other in Colorado. It is doubtful that there are very many miles of track on the Moffat Road that has not been photographed.

(Bob Griswold)

FROM THE PRESIDENT

As we begin the active part of the Club's schedule during 1995, I would like to encourage all members to make arrangements to attend the Workday and Outing at the Colorado Railroad Museum in Golden, CO, on June 3 and 4. You'll want to check out the RGS #20 as it nears completion of current restoration. Finishing touches to the tender rebuilding is being accomplished by the Rio Grande Southern Modelers Club.

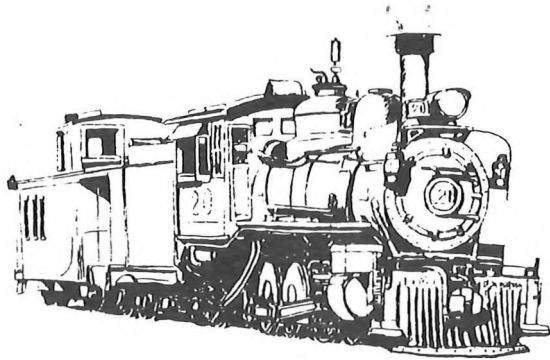
Some exciting news revolves around a new publication by the Club--a history of the Moffat Road by Club member, Bob Griswold. This is not far off and the Club will be offering a prepublication price.

The annual book raffle was very successful and I would like to "Thank" all of you who participated.

The Club's Birney, #22, leased to the Pike's Peak Historical Street Railway Foundation, will continue to carry one of the two metal information signs as long as possible. The larger of the two that graced the car for so many years is on display in the front window of the car house where restoration is being done. A new sign will be placed near the car during restoration setting forth its ownership, and, upon completion of restoration work, a plaque will be placed on the car showing the Club's ownership.

There will be a change in location for this year's Annual Banquet in October. Roger Callender and Jeannie Perrin have been, and still are, working hard on this event.

(Mike Johnson)



ROCKY MOUNTAIN RAILROAD CLUB DAY at the COLORADO RAILROAD MUSEUM

What better way to start the month of June than visiting the Colorado Railroad Museum with the Club and taking part in the steam-up of ex-D&RGW #346, the oldest operating steam locomotive in Colorado. This very special event will be a picnic affair and the Club is including lunch in the day's events for a total fare of only \$4.50 per person! Other benefits include a 10% discount on all items purchased in the wonderful Museum Store when you show your RMRRC event ticket!

But that's not all that's happening this day!! In addition to the running of #346, the Galloping Goose #7 may be in operation depending on completion of some new work taking place. And, the famous Denver HO Model Railroad Club will be open and in operation. Don't miss this event--and, bring the kids for a fun, family day at the Colorado Railroad Museum!

Lunch will be served at 12:00 noon in the picnic area near the Rocky Mountain Railroad Club's historic equipment. Your ticket covers admission, lunch, train rides, the Museum Store discount and a chance to share a wonderful day with fellow Club members and their families. [Since you must show your ticket for entry and the Museum discount, don't leave it at home!]

There is a deadline for this event if you wish to participate. That date is MAY 26th!

Send your check or money order (along with a SSAE) to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh Alexander, Ticket Chairman
700 So. Elizabeth St.
Denver, Colorado 80209

Ticket Order Form

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ tickets.
(\$4.50 per person)



ANNUAL WORKDAY AT THE COLORADO RAILROAD MUSEUM

The Club will once again be organizing work on its equipment over the weekend of June 3rd and 4th. Some of the work to be done includes the following:

CABOOSE 0578. 0578's roof was replaced last year but additional work is needed, especially the rebuilding of several windows. (RICO also needs some windows rebuilt). I will need to determine what materials will be needed for this project and would appreciate help from the membership. If someone has experience in this area, I would appreciate their contacting me. I am at the RR Museum on most Saturdays and, sometimes on Sundays. You may also call me at home (360-6936) or on the Club's phone (431-4354).

RICO. We would like to clean up the car (especially the trash in the East end) and establish a plan to open up the vents in the roof and finish the restoration of

the interior that was begun some years ago. The trucks will also need to be scraped and painted.

OTHER. The Shop Car needs some attention including some painting. The traction motors for Birney #22 need to be taken out of storage.

We will want to cooperate with the Museum in regards to parking Club members' cars that are with the work detail. Please park your cars in the wide area just west of the Museum's main entrance. There is a small gate there that we can use. There will also be a sign-in sheet at this point. We will check membership cards here as an accomodation to the Museum for entrance. (There may also be extra parking available near CB&Q Business Car #96) The gates we will be using are not generally available to the general public. The use of these gates will need to be supervised. In addition, we will need to keep the RTD bus stop clear for ten feet on either side of the bench.

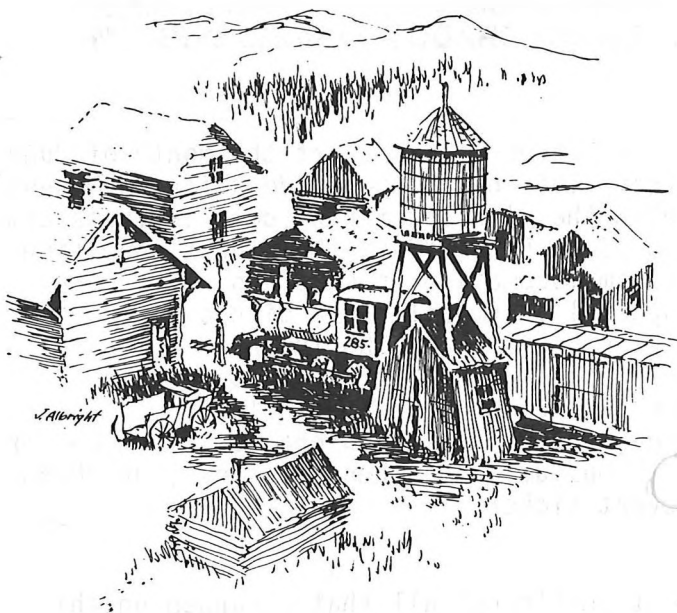
It would be appreciated if members would bring personal handtools that might be useful to our work as well as gloves and other protective gear.

The Museum does have some power tools that we may make use of including table saw. The Club has a supply of wire brushes; however,

f someone has a power scraper, there is electricity available to run the equipment.
(Keith Goodrich)

We look forward to having a large group at the Workday and thank you in advance for your help.

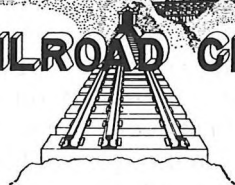
Equipment Co-Chairmen,
Keith Goodrich and
Doug Van Valkenburgh



ROCKY MOUNTAIN



RAILROAD CLUB



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