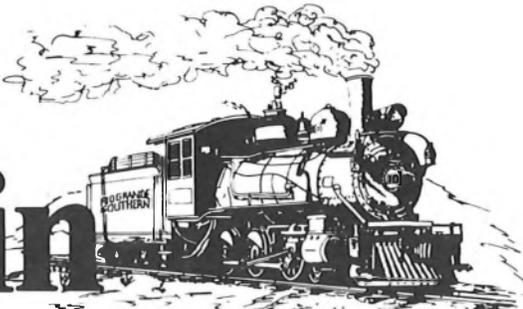


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

ANNUAL BANQUET

October 14, 1995 -- 6:00 p.m.

WHERE: The Regency Hotel
I-25 and 38th Avenue

WHEN: 6:00 p.m. -- Cocktails
7:00 p.m. -- Dinner

Ample Free parking. Look for the gold dome!

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 November, 1995 Rail Report is due no later than October 10, 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
1935 Independence
Colorado Springs, Colorado 80920-3705

October, 1995..... No. 433
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.

OCTOBER 14 PROGRAM — ANNUAL BANQUET

Margaret Speas Coel will provide this year's program, entitled "Goin' Railroading." You may obtain complete details under the ANNUAL BANQUET heading within this issue of the Rail Report. Those still planning on attending the Banquet MUST have reservations in NO LATER than October 10th. Use the Club's telephone: (303) 431-4354 to make last minute reservations!

2nd ANNUAL VIDEO POTPOURRI NIGHT — NOVEMBER PROGRAM

The Club's first Video Potpourri Night was held just last November and was well received. Subjects ranged from Mike Johnson's chance opportunity to video a 17-engine consist with 15 Rio Grande-lettered units on Tennessee Pass to Frank Stapleton's beautiful coverage of the "Bridge Territory" of the Ferrocarriles de Guatemala showing all Baldwin 3-foot steam engines! Then there was Bob Keller's coverage of the Jim Trowbridge Freight on the C&TS, Chip Sherman's views of the 23-car AAPRCO Private Car special train on Tennessee Pass, Sherm Conners' Golden Spike Train at Green River, and, Ira Schreiber's look at trains in Poland, including a special steam train excursion!

What will be in store for us this year!? Well, Club members have the opportunity to be a part of this program (limited to eight video presentations) under the following criteria:

- 1) ALL entries are to be in VHS format,
- 2) Videos must be limited to 6 minutes or less,
- 3) Videos should be limited to just one (1) subject,
- 4) ALL entries must be submitted on or before October 14, 1995 (earlier being better!),
- 5) If you wish to have your video returned via the mail, you MUST enclose \$3.00 in cash or stamps for return postage-- First Class [we assume that most videos can be returned to owners at the meeting], and,
- 6) Naturally, we will want to present the very best material for this program, so, in an effort to keep feelings unhurt, we wish to advise ahead of time that we will select tapes that are well produced as to content and artistic talent. We will look for interesting material that has been shot steady, in focus and properly exposed. In addition, the video copy will have to be crisp (yes, send only new tapes with just your program and a 2-minute leader) and sharp if projection on the large screen is expected to be acceptable. We do not wish

to discourage anyone, but wish to request that you submit your very best!!

Videos may be brought to the October ANNUAL BANQUET and given to Sherm Conners, Roger Callender or Mike Johnson. However, since time is running out, we suggest that you send your video prior to this date, mailing it to Sherm Conners, 9741 East 157th Ave., Brighton, Colorado 80601.



PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the September 12, 1995 meeting were as follows:

- Truman Young / Set of Pennsy RR Timetables
Tom Robinson / Monon Route
Ron Keiser / Railway Passenger Car Annual, Volume V -- 1980-81
Ralph Fowler / UP Centennial Calendar, 1869-1969
Ray Wetmore / Southern Steam Specials
Ken Hampton / Midwest Florida Sunliners
Wally Weart / Set of Postcards
Jack MacLennan / Set of Jumbo Postcards-- all Rio Grande
Carl Carlson / Union Pacific Equipment: June 1, 1885
Mary Whitwell / Railroad History #170 (R&LHS)
Dan Abbott / TRAINS Magazines, 9/70--12/71
Bud Lehrer / New Zealand Railfreight cap
Vance Hester / TRAINS Album of Photos #17: Locomotives of the Pennsy RR
Gene Martin / Ironhorse: Steam Trains of the World

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.



Touristren Engine No. 72, a 3-foot gauge, Baldwin 2-8-2, inside frame engine, on a four-arch masonry bridge between Tierranegra and Tunja, Columbia, September 1, 1995. Trains Unlimited Tours-Steam in the Andes 95. (Frank Stapleton Photograph)

STEAM IN THE ANDES 1995

Trains Unlimited Tours conducted another spectacular railroad journey into Ecuador and Columbia from August 19th to September 2nd. Baldwin-built steam was the star attraction. On the 42-inch gauge in Ecuador, the first complete "all steam" trip from Guayaquil (sea level) to the switchbacks of the Devil's Nose and over Urbina Summit (11,841 feet) at the foot of the Chimborazo Volcano (20,689 feet), and on to Quito (9,344 feet), was finally completed during this trip. Previous trips have had a mixture of steam and railbus due to a major washout in 1981 and track problems. The track was rebuilt from Alausi to above Tixan in 1993 and through service from Guayaquil to Quito resumed in 1994.

The star of the Ecuador trip was No. 58, a Baldwin 2-8-0, outside frame engine, the

last steam engine built by Baldwin in 1953. In Columbia, a newly privatized tourist train, "TOURISTREN" hauled by a 1947 Baldwin, 2-8-2, inside frame locomotive, provided seven days of three-foot narrow gauge out of Bogota to Facatativa, Nemocon, and Belencito. Both trips were full of runbys, a couple of quickly resolved derailments, cab rides, pilot beam rides, very interesting and spectacular mountain scenery and good old fashioned railroading.

Trains Unlimited Tours also conducts longer trips in several countries in South America and week-long trips in Guatemala and other Central American Countries. Steam is being replaced by diesel at a fast pace and trips of this type will not last for many more years. If you are interested in receiving information on any of these trips, or know

of any groups that would like to arrange for one of these memorable trips, please

drop me a line at: Frank Stapleton, 10729 West Warren Drive, Lakewood, CO 80227-2048.



Guayaquil & Quito RR, No. 58, 42-inch gauge, Baldwin 2-8-0, outside frame engine, on a stone pier bridge north of Tixan, Ecuador, on the newly rebuilt part of the line, August 23, 1995. Trains Unlimited Tours--Steam in the Andes 95. (Frank Stapleton Photograph)



TIDBITS FROM MEMBERS AND FRIENDS

RAIL HISTORY OF COLORADO--A Panel Presentation. On October 14, 1995, from 2:00 to 3:00 p.m., in Room 2-A at Currigan Exhibition Hall, Doris Osterwald will moderate a panel discussion of Rail History of Colorado. Members of the panel will be Kenton

Forrest, Bob Griswold, and Dick Kreck. The rail history will be part of the Rocky Mountain Book Festival, sponsored by the Colorado State Library and the Rocky Mountain News. The event is FREE to the public.

Following the discussion, the panelists will autograph their books for those wishing to purchase them. This event will be a part of the two-day festival on October 13 and 14, from 9:00 a.m. to 6:00 p.m. [Editor's note: Doris, Bob and Dick are Club members and Kenton is a NRHS member] For Rocky Mtn. Book Festival information, call (303) 273-5933. (P. R. "Bob" Griswold and Colorado State Library)

PHIPPSBURG IS A SLEEPER. Russ and Sue Stuska of Arvada, CO, report the following: Ie have been aware of good train watching in the Taponas-Phippsburg area for some time. Lots of coal and freight trains go through there, with good photo locations.

The good news is that half of the railroad workers' rooming building in the Phippsburg train yards, about 75 feet from the tracks, has been turned over for public use as a motel--The Golden Spike Motel and Restaurant--and the cafe is open 24 hours, to serve the railroad workers and public, and motel guests!

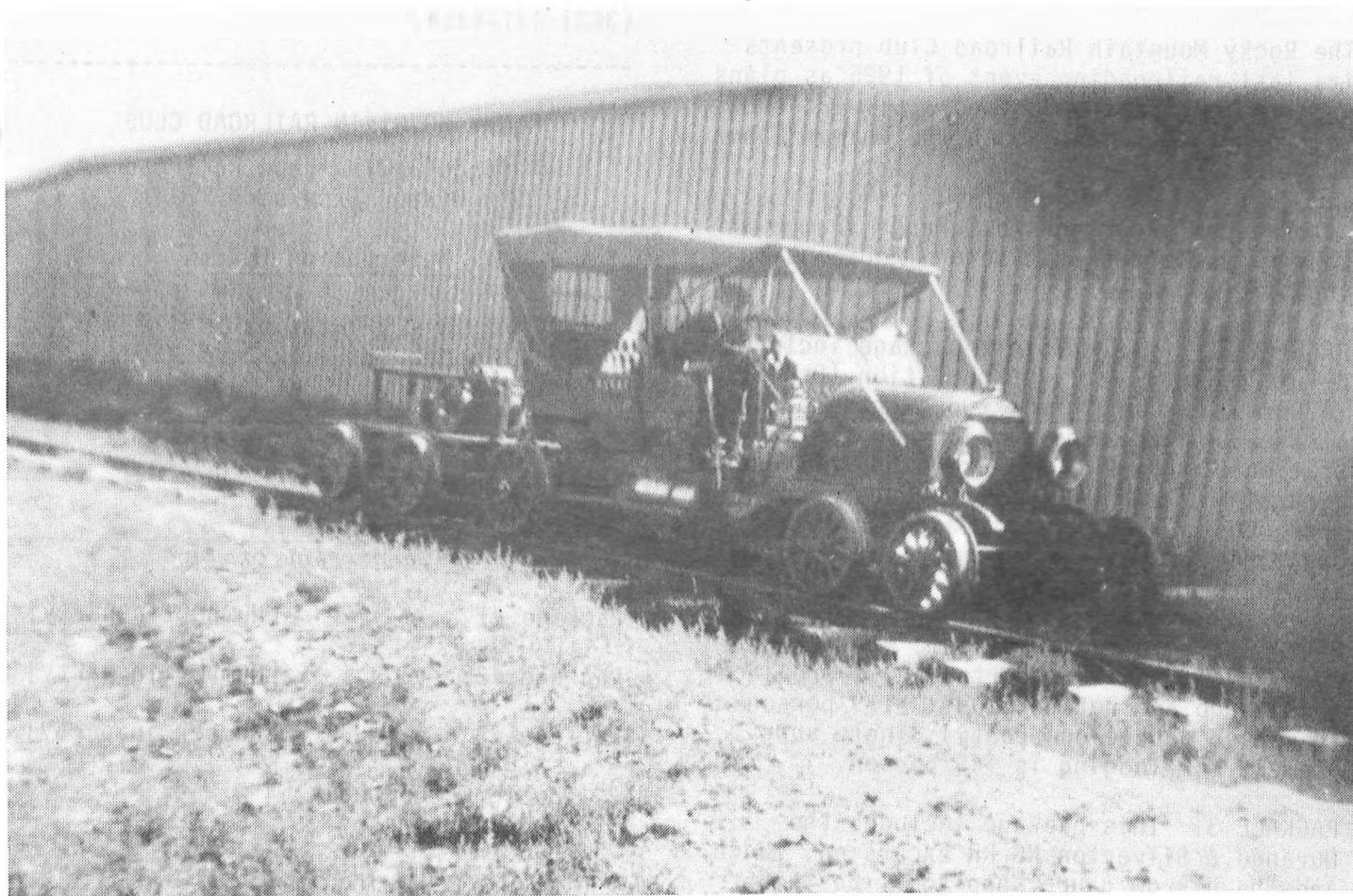
The rooms are small but sufficient, the food is good, there are railroad workers to talk with, and if you can't sleep, you can get out and watch trains and have a snack. The

rates are reasonable too.

As an added attraction, for your trip, you can drive north to Oak Creek, then northwest on 20-mile Road, to the huge coal mining operation of the 20-Mile Mine. Here you can see a mountain-size pile of coal (a bulldozer looked like a toy) over a loading tunnel, that loads 4 rail cars at a time. You will need your binoculars and telephoto lens.

Take I-70 west to Wolcott, then Highway 131 north to Bond (an old railroad town) Toponas, Yampa and Phippsburg, probably the most direct route. The phone number for the Motel is (970) 736-9976. You can do this excursion in a weekend; however, a "long" weekend would be better.

WHERE IS IT?



Would you like to guess the Colorado railroad on which this 1915 version of a trackmobile could be found? Perhaps with a very strong magnifying glass and some imagination, the letters on the rear door will give you the answer.

(P. R. "Bob" Griswold)



**THE DURANGO & SILVERTON NG RR
WINTER TRIP**

The Rocky Mountain Railroad Club presents its last railroading event of 1995 as plans proceed to ride the Durango & Silverton NG Railroad to Cascade Wye in the Animas Canon on December 2, 1995.

A three-day excursion to Durango from Denver is planned with several options being offered:

PACKAGE 1. This complete package includes deluxe motor coach transportation (Denver to Durango and return), two nights lodging at the Durango Lodge (½ block to the rail station), Durango & Silverton NG Railroad excursion, lunch and narrow gauge shop tour. Cost: \$179/person (based on double occupancy). Single supplement for lodging is \$45/person.

PACKAGE 2. Includes the same as package No. 1 except no transportation is provided to Durango and return. Cost: \$119/person (based on double occupancy) Single supplement for lodging is \$45/person.

PACKAGE 3. This package includes the Durango & Silverton NG RR excursion, lunch and the narrow gauge shop tour. Cost \$65/person.

Note: A minimum number of passengers is required to run this trip and the support

of the Club's members is needed to fill the necessary seats aboard the train. We encourage your full support.

PAYMENT SCHEDULE: Reservations and a deposit of 50% must be made by September 29, 1995. Full payment is due by October 16, 1995. Send the enclosed form and a check to Alpine World Travel, attention Al Miller, 1155 So. Havana, Aurora, Colorado 80012. [Telephone: 1-800-878-2468; Local: (303) 752-0900]

NO CANCELLATIONS after November 2, 1995. (In case the excursion is cancelled due to insufficient ticket requests, a full refund will be provided).

A trip flyer was mailed with the newsletter during August. Additional flyers are available upon request by writing to the Club at P. O. Box 2391, Denver, CO 80201-2391, or, calling the Club's telephone number: (303) 431-4354.

ROCKY MOUNTAIN RAILROAD CLUB
Durango & Silverton Railroad
1995 Winter Excursion Train

Reservation Form

NAME(s) _____

ADDRESS _____

Zip _____

PHONE () _____

Please Print or Type

Package #1 _____ [Number in party]

Package #2 _____ [Number in party]

Package #3 _____ [Number in party]

Double Occupancy []
Single Occupancy []

*Note: I am sharing with _____

_____ who is registered SEPARATELY!



Private rail cars KANSAS AND UTAH are pictured at Fraser, Colorado on the back-end of the Amtrak California Zephyr on July 16, 1995. The Rocky Mountain Railroad Club sponsored this spectacular trip that saw 24 members and guests enjoy an outstanding excursion from Grand Junction to Denver.
(Alan Greene Photograph)

REPORT ON THE SMITHSONIAN/GRAND JUNCTION PRIVATE CAR EXCURSION

by Jude Buemi and Alan Greene

Under partly cloudy skies and warm Rocky Mountain summer weather, an enthusiastic group of 24 members and guests rode the RMRRC's SP/D&RGW private railcar excursion over the weekend of July 15-16. Members from Michigan, California and Colorado came out for this excursion.

On Saturday, the group headed for its overnight destination of Grand Junction aboard the Superliner coaches of Amtrak's DESERT WIND. Coupled to the rear of the train were the cafe-lounge UTAH and the open platform business car KANSAS. A tour group sponsored by the Smithsonian Institution occupied the two cars.

After the Members' overnight layover, the luxurious rail cars were their's to enjoy. The rail cars also laid-over in Grand Junction requiring a switch engine (still in its D&RGW paint scheme) to couple the cars onto the rear of the eastbound CALIFORNIA ZEPHER. The motive power for this day's Zephyr included two 500-Series GE comfort-cab units.

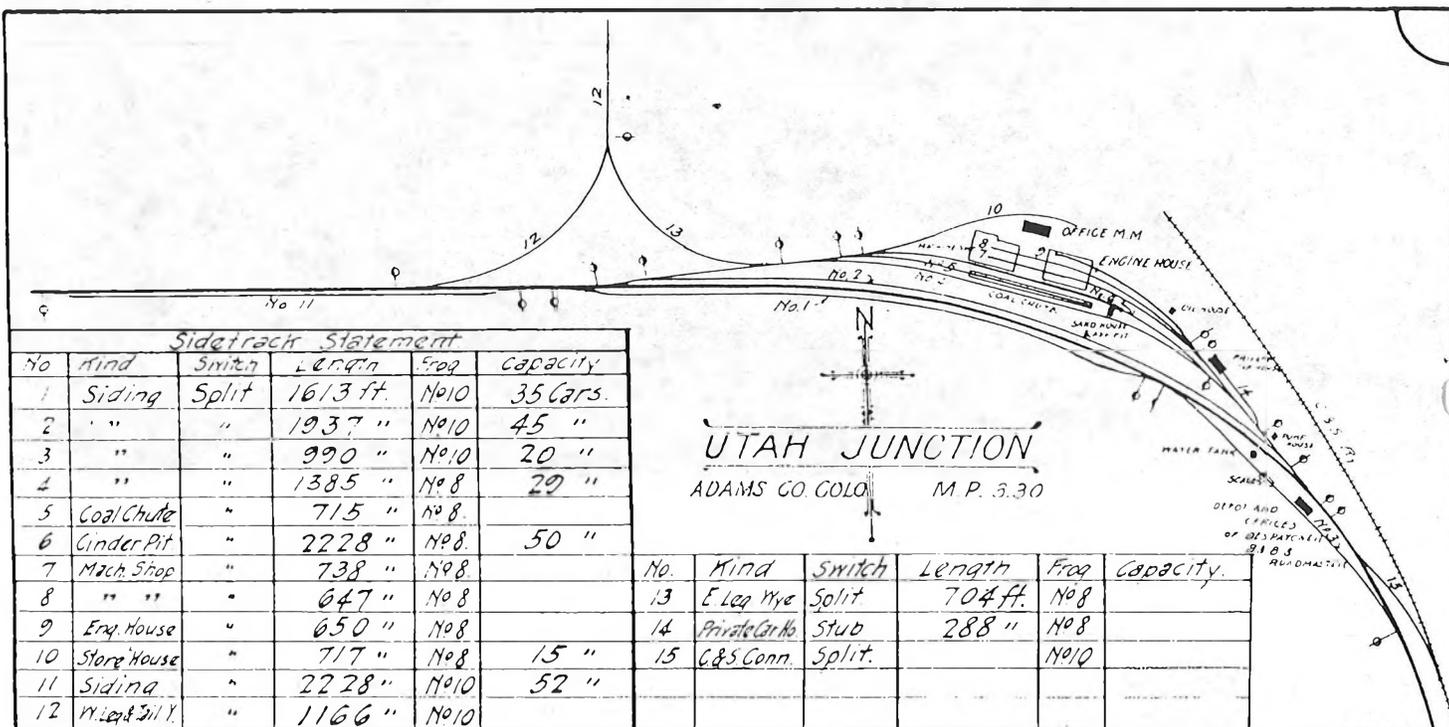
Upon separation from Grand Junction, everyone enjoyed a sumptuous buffet lunch prepared by a contract chef. Riders enjoyed a choice of Beef Tenderloin or Salmon-en-Croute. After lunch, the afternoon was spent enjoying "The Scenic Line of the World" from the rear platform of the KANSAS or the dutchdoors of the UTAH, or, simply relaxing in the plush accommodations of these two beautiful cars. Members and guests were pleasantly surprised at the

volume of freight traffic on the line. The meet with the westbound Zephyr in Glenwood Canyon conjured up memories of the original California Zephyr.

All of the afternoon's excitement, coupled with platform strolls and photo opportunities at Glenwood Springs and Fraser (a benefit of Amtrak's "no-smoking" policy) did work up everyone's appetite, even after a big lunch...so, the Club's chef and accompanying staff, put out a delicious array of hors d'ouerves, pastries and dips. Before

anyone knew it, they were rolling through the Moffat Tunnel with the track inspection lights of the KANSAS illuminating the bore. Much to everyone's delight. All too soon, it seemed, the private cars were being set out in back of Denver Union Terminal. All that remained to be done was to present the award to the winner of the "Guess Our Arrival Time at DUT" contest. The winner?... Shirley Ross.

Our "Thanks" to Jim Bain of AnSCO Investments for making this opportunity available and for a truly First Class outing!



The 1907 track plan at Utah Junction that will appear in David Moffat's Denver, Northwestern and Pacific.

UPDATE ON CLUB'S LATEST PUBLICATION

When you read this newsletter, David Moffat's Denver, Northwestern and Pacific will be at the printer as all of the layout has been completed. The proof pages indicate that this will be a fine railroad history volume, featuring a David Moffat biography, his early railroad ventures in Colorado, and the culmination of his efforts with his railroad across Rollins Pass. The book will contain many of the superb McClure photographs along with the other photos that were discovered during

research for the book. Final details of publication will be announced soon.

WHERE IS IT? ANSWER

Seated in the trackmobile is Franklin E. Brooks, President of the San Luis Southern Railway. There was talk at the time that the S.L.S. would build a branch from San Acacio to San Luis and use such a vehicle for passenger service between the two towns. The plan never materialized. The photo is from the Philip C. Brooks Collection. (P. R. "Bob" Griswold)

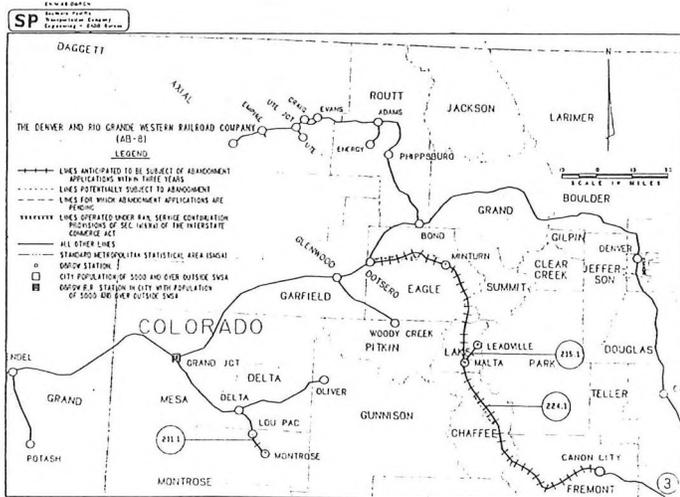


**PUBLIC NOTICE
NOTICE SYSTEM
DIAGRAM MAP**

The abandonment of, or discontinuance of service on, this line is related to, and contingent upon, the proposed consolidation of Union Pacific Railroad Company and its rail affiliate Missouri Pacific Railroad Company, and Southern Pacific Transportation Company, and its rail affiliates St. Louis Southwestern Railway Company, SPCSL Corp. and The Denver and Rio Grande Western Railroad Company, in ICC Finance Docket No. 32760.

The Denver and Rio Grande Western Railroad Company (AB-8) publishes this amendment to its System Diagram Maps pursuant to 49 CFR 1152.13 of the regulations of the Interstate Commerce Commission. The amended rail line is described as follows:

- Malta to Leadville (Subdivision 3-A)
- State of Colorado
- County of Lake
- M.P. 271.0 near Malta to M.P. 276.1 near Leadville
- No agency stations. The discontinuance or abandonment does not include active industries located at Malta.



The color-coded System Diagram Map will be provided upon request. Send to SYSTEM DIAGRAM MAP, Southern Pacific Lines, One Market Plaza, Room 846, San Francisco, CA 94105. Published in *The Herald Democrat* September 7, 1995.

PROPOSED UP/SP MERGER NEWS

It appears that the Union Pacific Railroad's answer to the BN/ATSF merger is to take over the Southern Pacific. While it is referred to as a merger, it really is a \$5.4 billion takeover/buyout. As such, the UP is demanding many concessions from the resignation of SP officials to abandonment of trackage that the UP feels is too expensive to operate. While more details are forthcoming and the actual approval may take some time, especially with the ICC supposed to be disbanded in September of 1995, it was somewhat disturbing to see the SP seek to abandon the Tennessee Pass line along with some other trackage as presented in this article. With the Tennessee Pass line seeing more traffic than any other time in its history, it makes one wonder if the UP influence is just another case of short-sightedness that we saw in the 60's with the Santa Fe trackage removed along the joint line, creating a

real bottleneck just a few years later. At any rate, we thought you might wish to see the abandonment notices that members sent to your editor's attention as a result of their local newspapers where the railroads are required to publish such information. Our "Thanks" to Matt Hutson for the SP's notice of abandonment of the trackage from Dotsero to Canon City (173 miles) and from Delta to Montrose (The Herald Democrat), and, to Al Knicklebine for the SP's notice to abandon trackage NA Jct. (east of Pueblo) to Towner.

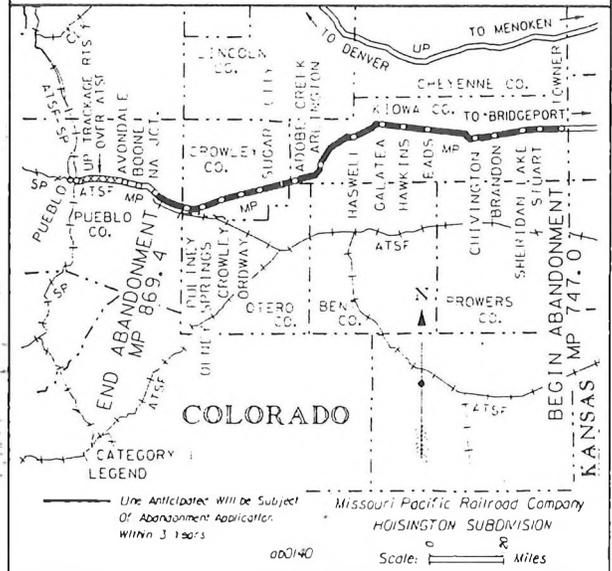
NOTICE-SYSTEM DIAGRAM MAP

The abandonment of this line is related to, and contingent upon, the proposed consolidation of Union Pacific Railroad Company, and its rail affiliate Missouri Pacific Railroad Company, and Southern Pacific Transportation Company, and its rail affiliates St. Louis Southwestern Railway Company, SPCSL Corp. and The Denver and Rio Grande Western Railroad Company, in ICC Finance Docket No. 32760.

MISSOURI PACIFIC RAILROAD COMPANY (AB 3) publishes this amendment to its System Diagram Map pursuant to 49 CFR 1152.13 of the regulations of the Interstate Commerce Commission. The amended rail line is described as follows:

- Towner - NA Jct. (portion of Hoisington Subdivision)
- State of Colorado
- Counties of Kiowa, Crowley, Pueblo
- M.P. 747.0 near Towner to M.P. 869.4 near NA Jct.
- No agency stations. The abandonment does not include active industries located at Towner and NA Jct.

The abandonment includes discontinuance of trackage rights of the Denver and Rio Grande Western Railroad Company.



The color-coded System Diagram Map will be provided upon request. Send to SYSTEM DIAGRAM MAP, Union Pacific Railroad Company, Room 830, 1416 Dodge Street, Omaha, Nebraska 68179.





UNION PACIFIC INFORMATION

UNION PACIFIC INFORMATION. Now that it appears that the Union Pacific will play a much greater roll in the Colorado railroad scene, our local members will have a greater interest in the activities centered in Omaha. For those who have never dialed 1-800-377-6900, they may want to hear the daily report from Omaha. This current information is changed daily, covering everything from derailments to board room decisions.

Looking to the future, we may do a little wishful thinking about such things as Union Pacific steam in the Royal Gorge or the Moffat Tunnel. Wouldn't that be terrific!
(P. R. "Bob" Griswold)

NEWSLETTER CONTRIBUTIONS

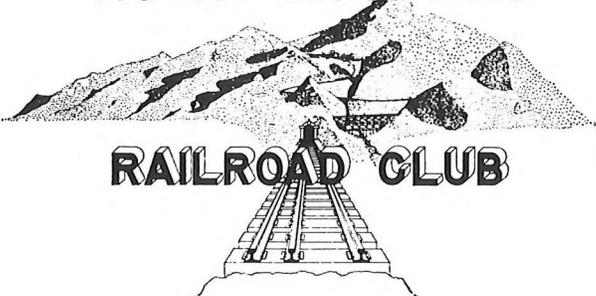
We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail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



THE COMBUSTION CORNER — CURRENT RAILROAD HAPPENINGS

Chip Sherman had to be out-of-town for some training for his new job with the BN when the newsletter was being prepared. We hope to have his informative column back next month.

ROCKY MOUNTAIN



RAILROAD CLUB

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