

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 8, 1997 -- 7:30 p.m.

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

Jim Trowbridge..... Editor
Jim Blouch..... President
Walter Weart..... Vice President
Carolyn Blouch..... Secretary
David Goss..... Treasurer

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

COPY DEADLINE ALL copy for publication in the May, 1997 Rail Report is due no later than April 8, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

April, 1997..... No. 451
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

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

APRIL 8 MEETING AND PROGRAM

"The Railroads of India" provides material for our April program, presented by Peter Jordan who arranged and led the Club's Great Britain trip last fall.

In this program, you will see the last of Indian steam, built to British and American designs, along with their modern diesel replacements, based on Alco technology, and electrics, from 1928 centre-cab crocodiles, working 1500 volt trains around Bombay, to modern 25kV a.c., streamlined passenger electrics for the next generation of Indian expresses. In addition, you will also see the magic of the "toy railway" up to Darjeeling, where a group was given the whole railway to play with for a day! Most

of all, you will see this vast, interesting country, which can be breathtaking, frustratingly revolting and captivating--all at the same time!!

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.

FEBRUARY MEETING AND PROGRAM

There was some great railroading film shown at the March meeting via the Club's archives. The 30-minute film, "Going Railroadin'" was a lot of fun with a typical 40's narration and acting peculiar to documentaries of the time. The film gave some history of railroads, but mostly focused on freight and passenger trains of the 1940's, showing some classic steam and early diesel locomotives and wonderful consists.

Following this program, an Otto Perry reel was shown depicting the Manitou & Pike's Peak Cog Railway snow operations, opening the line in 1958 with the home-made rotary snowplow, and, the last steam trip up to the top of Pike's Peak that fall.

Our THANKS to Erwin Chaim for previewing the films and running the projector. "Thank Goodness we have someone old enough to remember how to run the Club's 16mm projector!" [That should get Erwin's attention! Editor]

Memo!

FROM OUR MEMBERSHIP CHAIRPERSON

The unfortunate increase in member's deaths this past year has uncovered a problem in the record-keeping of past years. Our membership chairperson sent me the following note this last month:

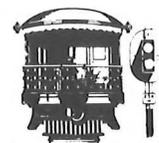
Jim: It has come to my attention that the

original year of joining of some of our Club members has been incorrectly recorded on the membership card files; on which, the date of joining and record of payments are recorded. I have no idea when this happened. I am sorry for any inconvenience that this may have caused. If members would like to send me their date of joining (ie. the Year), I will be happy to correct any errors. We do know that the member's card numbers ARE correct, as these were considered the most important data recorded by the Club. Linda Johnson.

So, fellow Club members, if you wish to have the records corrected, this is a generous offer by Linda as it will require many, many hours of work to compare the Club's records with your information about when you joined the Club. This is particularly important for older Club members as this is where we are finding the errors!

At any rate, do take advantage of this offer for your sake and the Club's. We wish to have accurate records. Please send your information to: Linda Johnson, Membership Chairperson, RMRRC, 1935 Independence, Colorado Springs, Colorado 80920-3705.

We will NOT make this offer again!!



NEW MEMBERS—FEBRUARY AND MARCH

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

REGULAR MEMBERSHIPS:

Michael Heirty	Aurora, CO
Stephen Spear	Golden, CO
Michael H. Wolf	Littleton, CO

ASSOCIATE MEMBERSHIPS:

Deborah Fisher	Arvada, CO
Ian Fisher	Arvada, C
Neal Fisher	Arvada, CO
Joy Varney	Torrington, WY



Carl Carlson...a good friend, will be remembered fondly. One of my favorite photos, having hung over my desk since 1976, shows (left to right) myself, Darrell Arndt, and, Carl in February of that year in Glenwood Springs, CO, heading to an overnight stay in Grand Junction via the Rio Grande Zephyr. Darrell and I look slightly older, but Carl hadn't changed much. (Jim Trowbridge)

RECENT DEATHS

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

T. H. Barber Member #87	Lakewood, CO
Lou Koeppe Member #583	Kearney, NE
Carl Carlson Member #72	Denver, CO

It is particularly sad to announce the death of Carl Carlson. Carl has been a good friend to so many of us and is, perhaps, one of the most involved people the Club has ever known. Carl served as President and Board member; he was involved in programs and trips; he and Mary (who passed away some years ago) shared the task of treasurer and Membership Chairman; and, Carl could be found helping with the Club's equipment, or mailing the newsletter, or

receiving and moving the Club's supply of books, etc., etc., etc.!!! If the Club ever picked just one member to represent the Club as a model member, Carl would have to be at the top of the list!

Carl was born on July 17, 1920 and passed away on February 21, 1997. During his active life, Carl served in the Army Air Corp. and flew 58 missions in B-26's as a bombardier/navigator while stationed in England during WW II; began his working career with the Denver Water Board by surveying the 23-mile Roberts Tunnel which carries a major part of the Denver metro area's water from the Western slope, becoming Operations Director of the Denver Water Board--a post he held until retirement in 1986; was active in not only the RMRR Club, but the Schiller Masonic Lodge #41, Good Shepherd Lutheran Church, the NRHS, the Ghost Town Club, and The Westerners Society.

The Club wishes to extend its sympathies to Carl's family. Carl will be greatly missed. (Jim Trowbridge)

Ed Haley
Member #5
Denver, CO

We will have complete information about Ed in the May issue of the Rail Report. Time and space does not allow us to pay tribute to another longtime, and much loved member.

REMINDER

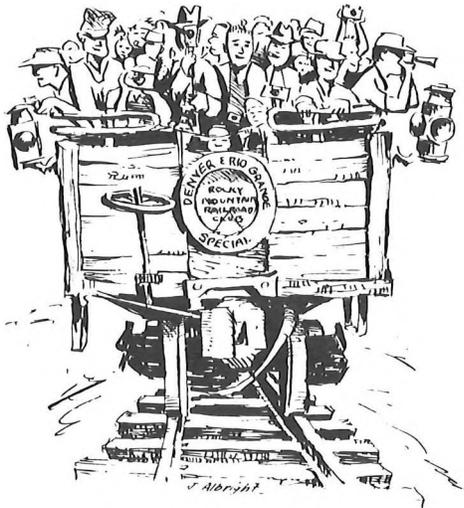
ANNUAL POTPOURRI NIGHT— MAY MEETING THIS YEAR

The Annual Slide Potpourri Night is coming to the May 13, 1997 meeting this year. You will need to come up with your slide program in short order!!

You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Ye Olde Master of Potpourri Night, Erwin Chaim, can be sure that they are in proper order, should you not do so. However, we would appreciate your putting your slides in the proper order for use in a Kodak Carousel [first slide to the front and last slide to the rear] If you have previously submitted potpourri slides, you probably have a name slide. Please submit

this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!

Please give your slides to Erwin at the March or April meetings, or, Erwin works at Caboose Hobbies on Monday, Tuesday and Wednesday, and, mornings on Saturday in the repair department, just past the "N-Scale" department, near the front of the store. If this makes it easier for you to submit your slides, feel free to do so!



1997 SCHEDULE OF EVENTS

April 8	Regular Monthly Meeting
May 13	Regular Monthly Meeting
June 10	Regular Monthly Meeting
June 14 & 15	Annual Workdays: Club's Equipment at the Colorado RR Museum
July 8	Regular Monthly Meeting
July 19	Denver Post/Cheyenne Frontier Days Special Train Excursion
August 12	Regular Monthly Meeting
September 9	Regular Monthly Meeting
October 18	ANNUAL BANQUET
November 11	Regular Monthly Meeting
December 9	ELECTIONS and Regular Monthly Meeting

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

PRESERVATION FUND AND BOOK DRAWING—FEBRUARY

The winners and prizes at the February 18, 1997 meeting are as follows:

- Ardie Schoeninger / BN Hard Hat
- John Holzman / Set of Small Postcards
- Bill Jacobsen / Set of Large Postcards
- John Holzman / ATSF RR Crosstie Nails
- Steve Mason / The Dawn of World Railways--1800-1850
- Lil Ranniger / Passenger Train Journal--miscellaneous 1983 & 1989 issues
- Bill Hoover / Set of Employee Timetables
- Wally Weart / TRAINS magazines--1984 Set
- Bob Fryml / Lackawanna Heritage--1947-1952
- Darrell Arndt / New York Central--1941-1967
- Chris Larscheid / Diesels of the New Haven Railroad
- Phil Scholl / The History of the Canadian National

Thirty-five members participated in the February raffle, netting the Club's Preservation Fund \$57.50.

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

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

FOR SALE: A collection of railroad books, pamphlets, instruction manuals and rules & regulations: 8 books, 6 booklets, and 6 pamphlets, including such titles as More Rail Classics, Crystal River Pictorial, Twilight on the Narrow Gauge, Hear That Lonesome Whistle Blow, ALCO Operating Manual, Explanation of Train Rules and Train Orders, Burlington Lines Code of Safety Rules, etc. Complete list available. Sell complete lot only. \$200.00, firm. George E. Williams (non-member), 5550 W. Ohio Ave., Lakewood, CO 80226. 303-922-1831.



Union Pacific's E-Units, #951, 963B, and 949 come into ex-D&RGW's North Yard on February 20, 1997. Other units behind this consist included D&RGW SD50's #5515 and #5502, and, SP AC4400CW's #247 and 125. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

UNION PACIFIC E-UNITS TRAVEL INTO DENVER VIA MOFFAT TUNNEL ROUTE FROM CALIFORNIA. Union Pacific's E-units hustled the Roper Yard (Salt Lake City, UT) to Denver Forwarder of February 20th, symbol 1RODFV-20 into Denver, February 20, 1997. The eight car, no empties, 867-ton piggyback train zipped through Arvada, CO, around 7:15 p.m.

The train had as many locomotives as it did cars: 8. The lashup had the E-units on the point: 951, 963B, 949, SP SD50 5517, D&RGW SD50 5515, D&RGW SD50 5502, SP AC4400CW 247 and 125.

The UP streamlined E-units stood out, parked at the ex-Denver & Rio Grande Western North

Yard, parked on the east side of the diesel servicing area for two days. They moved over to UP's 36th Street Yard in Denver on Feb. 22nd via the Belt Line past Public Service of Colorado's Cherokee Power Plant. (Joe M. and CW)

UNION PACIFIC REPAINTS EX-SOUTHERN PACIFIC SW-1500'S. The first three repainted ex-Southern Pacific SW-1500's, done by Rescar, now Union Pacific (UP) 1095, 1132 and 1195, moved south on UP train DVPUM-22 and Feb. 22nd. They moved dead in consist with their stacks covered. These were the first repainted UP SW-1500's to be done by Rescar at Hudson, CO, and started emerging from the paint booth in early February, 1997.

Rescar now operates the defunct Rocky Mountain Railcar facility at Hudson, CO, located east of Hudson on the BNSF (ex-BN) McCook main line.



One of Union Pacific's SW-1500's, #1095 (ex-SP #2499), is seen in Hudson, CO, on February 10, 1997. This is one of the first SW-1500's repainted into Armour Yellow by Rescar.
(Chip Sherman Photograph)

Spotted freshly painted by Rescar on Feb. 22nd were UP 1112 and 1174, ex-SP 2526 and 2606, respectively. Fresh from the paint booths on February 25th were UP 1151 (ex-SP 2574) and UP 1190 (ex-SP 2620).

Another contractor at the old General Iron Works plant, Englewood, CO, has repainted ex-SP SW-1500 2507 and 2523. The units are now Union Pacific.

BNSF JOINT TRACKAGE TRAIN ON MOFFAT ROAD HUSTLES ALONG WITH WARBONNETS AND PUMPKINS. The BNSF trains operating over Union Pacific's Moffat Line (ex-Denver & Rio Grande Western) have some colorful power. The Denver to Salt Lake City, UT, intermodal train DVSCJ-22, on February 22nd, had Santa Fe warbonnet 858 leading its short train. The second unit was a blue and yellow SD40-2.

February 23rd, the DVSCJ-23 had BNSF 9-44CW #1036 and green BN SD40-2 highballing west ahead of that day's Ski Train with four cars. The Union Pacific, ex-Southern Pacific Denver dispatcher 82 was giving the DVSCJ-23 all "green eyes" as it met several coal trains along the line. One coal train was the Energy Mine to Eagle Pass loaded coal train at Pinecliffe, CO, (signal boxes say CLIFF) with SP AC4400CW #226 on the point. This train had the crossing gates activated since its long train just barely fit on the siding. Power on the coal train was typical Distributed Power Unit (DPU) setup implemented by Union Pacific: two units up front, two units as swing helpers (mid-train) and two units on the rear, all AC4400CW's.

SKI TRAIN SEASON EXTENDED INTO APRIL. The Ski Train's sponsor, the Denver Post, announced in February, 1997, that it would

operate the Ski Train the weekend of April 5 & 6, 1997. This is one more week than had originally been planned for the 1996-97 season.



GRANITE MOUNTAIN RAILWAY

701 SOUTH TERRY STREET LONGMONT, CO 80501 (303)-651-2225

The Ski Train has run every weekend with Rio Grande speed-lettered GP60's #3155 and #3156--an 18-car consist. Passenger counts have been good, with 705 passengers riding the Sunday, February 23rd, trip. Only one weekend, February 8 & 9, 1997, saw D&RGW #3156 leading the train. (David P., C.W. & Joe M.)

The management of the Granite Mountain Railway invites you to an annual open house to be held on Saturday, April 19th, 1997 from 9:00 am to 5:00 pm and on Sunday, April 20th from 11am until 5pm. The railroad is located in the basement of 701 South Terry Street in Longmont. Directions are given by the accompanying map.

The GMRy is a modern-era HO/HO3 model railroad of approximately 2000 square feet, with multiple levels, DYNATROL command control, three large staging yards, four spirals, freight and passenger operations, and six interchange railroads. We hold monthly operating sessions of about 17 people, trying to run the railroad as realistically as possible. A CTC panel with a dispatcher together with operating signals controls the railroad.

New for the open house this year are: the fourth helix and another staging yard, another section of scenery and buildings completed around the waterfront town, more trees, more intermodal equipment, and of course more details.

Please come visit us at our open house. We will be glad you came.

AMTRAK FULL LENGTH DOME DEADHEADS WEST ON TRAIN 5, THE CALIFORNIA ZEPHYR. Amtrak full length dome #9301 was seen as the third car on train #5 of February 21st (departure date from Chicago, IL), leaving Denver February 22nd. The full length dome had last been used in Auto Train service between Lorton, VA, and Sanford, Florida. The car is an ex-Great Northern dome.

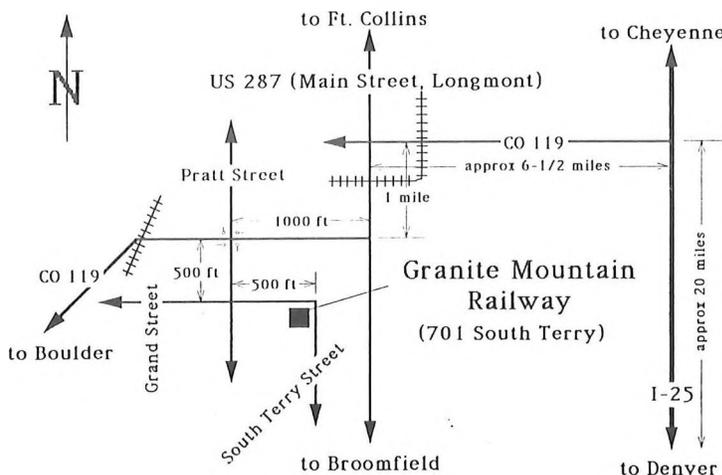
Granite Mountain Railway
Doug & Barbara
 Doug and Barbara Geiger

Hustling the train west that day was P42DC #11, F40PH's 372 and 377. Following the power were mail handling car 1515 (Chicago to Salt Lake City), baggage car 1188, dead-heading full length dome 9301, Superliner crew car 39011, sleepers 32013 & 32099, diner 38014, lounge 33038, coach 31535, baggage 34049 and coach 34084. (Littleton Tower Operator)

EMD AND UNION PACIFIC TO CONDUCT TESTS ON NEW SDC90MAC'S ON TENNESSEE PASS. EMD has plans to conduct tests on Union Pacific's latest order of SD90MAC locomotives on Tennessee Pass, near Leadville, CO, in March and/or April, 1997. The pass' high altitude offers the harshest operating environment operated by Union Pacific, and, EMD wants to test its latest locomotive model there.

NEWSLETTER CONTRIBUTIONS

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



GREAT BRITAIN AND MORE!—PART 4— THE CONCLUSION

On Tuesday, October 8, 1996, we rode the Severn Valley Railway. On the way to Bewdley, Fuzz said he that that was spending the night with his Mom. He said that he thought about bringing her up to meet us, but he was afraid that, "Old Tom Keeton" would start, "Chatting her up!" We arrived at Bewdley for our ride on the Severn Valley Railway. It was our first real experience with English "liquid sunshine," although the rain wasn't heavy. The Severn Valley Railway was opened in 1862 and was in the transport business for 101 years. Today's Severn Valley Railway Company began operations in 1970, and runs from Bridgnorth to Kidderminster. It regularly runs some of the largest preserved steam locomotives in Great Britain. We took the ride to Bridgnorth where we were given a tour of the locomotive works. The shops are very impressive. They do work here

for many preservation groups throughout the country. The Severn Valley Railway has around 34 locomotives and over 14 or 15 of them are capable of operating. Our train consisted of a four unit DMU, Diesel Multiple Unit. It was a very nice ride. They played music popular during World War II as we rode along. On the way back I rode in the First Class Section. After a short tour around the yards where we saw various Great Western cars made up into a dining car train. We also saw 6960, Raveningham Hall. Built in 1944, this locomotive is a 4-6-0 built for the Great Western Railway. It looked quite splendid in its green livery.

On the following day Fuzz drove us to the complex at the mouth of the Channel Tunnel. We paused in the rain and watched several *Le Shuttle* trains and a couple of *Eurostar* passenger express trains pass into and out of it. The *Le Shuttle* trains haul trucks and automobiles through the tunnel. It was one of these trains that caught fire recently, closing that bore of the tunnel for several months and costing several million to repair. There are three bores, one large one with rails going each direction and a smaller service tunnel between them. There are small electrically powered vehicles that can travel through the service tunnels. The complex stretching out from the tunnel was most impressive.

After a brief session of photographs, we were off to the Romney, Hythe & Dymchurch Railway. We stopped briefly at Sandgate at the edge of the English Channel where Fuzz gave us stone skipping lessons, in the rain. We arrived at the R.H.&D. It is a most impressive operation. The line is 15 inch gauge, or about 1/3 life size. They have a trainshed which covers three passenger tracks as well as four storage tracks for carriage storage. The locomotive that pulled our special train was #10, *The Dr. Syn*. Dr. Syn, alias "The Scarecrow" was an imaginary character who was the Rector of Dymchurch by day and by night the excise man who was the scourge of the men who carried out their smuggling trade across the Romney Marsh. *The Dr. Syn* was built in 1931 and is patterned after a Canadian Pacific 4-6-2. Painted black with brass and stainless steel trim, it pulled our train effortlessly at speeds between 25 and 30 miles per hour. We traveled from New Romney to Dungeness, about 5 1/2 miles away. The entire line is 13.5 miles long. At Dungeness we were treated to a traditional English lunch of fish and chips. We reboarded the train and headed back for New Romney. Along the way we were treated to two photo runbys. Excellent! At New Romney we were guided through the engine storage house. A highlight was watching the engineer turn *The Dr. Syn* on the R.H.&D. turntable. We also saw the locomotive repair shops. We then reboarded the train, now powered by a diesel, No. #14 - built in 1989. We were joined by about 150 school children. The R.H.&D. has a contract with the local school board to haul students too and from school each day. It was a very interesting trip. The students were from about 12 years old and up. At the stops, they made a running departure from the train. As we would slow to a

stop for the station, numerous uniform clad students would flash by us, having departed, "before the train came to a complete stop in the station." Hauling the students on the tiny train enables it to operate all year round, rather than just during the tourist season. When they first got the school contract, they were sure how long it would last, so they used steam locomotives to pull the train. When they saw this was going to be an ongoing operation, they acquired two diesels to pull the trains. The students seemed very unimpressed by the train, seemingly paying no more attention to it than American students do to school buses. When I was their age, commuting to school on a miniature train would have been my greatest dream come true!

The R.H.&D. also has another diesel built in 1983 and 11 steam locomotives built between 1926 and 1937. The line was built in 1926 by Captain J.E.P. Howey, a millionaire who inherited his fortune which came from property in Melbourne, Australia. After a friend, Count Louis Zborowski, was killed during practice for a automobile race at Monza, Howey took over the responsibility for two express passenger steam locomotives that Zborowski had ordered from an engineering company. Even though they were only one third size, they still weighed eight tons each. Howey instructed Henry Greenly, the locomotives' designer to locate a place to run them, and the result is the "World's Smallest Public Railway" the R.H.&D. Rwy.

Having dropped off the last of the students we returned to the station at Dymchurch, finished depleting the gift shop of souvenirs, and reboarded the bus. We headed for Tenterden and a visit to the Kent & East Sussex Railway. It is called Britain's first light railway. It was built with light weight rails to give residents, farmers and businessmen of Tenterden access to the mainline. It was opened on March 26, 1900. In 1948 it was reluctantly included in the British Railways network. By January 1954 the line was closed to passengers, and in 1961 it was closed to goods (freight) traffic. In 1974 the first section was reopened as a tourist line. It runs for several miles along the rolling English countryside. The Station Refreshment Rooms is probably the world's oldest bus station, having built in 1921 as the Maidstone Bus Station Office. In 1977, facing demolition, it was dismantled and reerected in Tenterden in 1986. In it we were treated to afternoon tea and scones with clotted cream. After tea, I went outside and photographed the two Pullman cars the railway had on display. One was a postwar car, Car No. 340. The other was Car No. 185, *The Barbara*, built in 1926. Both cars were gorgeous in the traditional brown and cream colored livery. Pullmans in Britain are typically not sleeping cars as they would have been in the U.S., but rather they are comparable to Parlor Cars, used for First Class daylight travel. We then boarded a DMU for a twilight ride on the Kent & East Sussex Railway. As we headed west, the sun was setting. We stopped at Rolvenden at locomotive shed, where we got a look at the railway's small shops and several steam locomotives parked in the yards. Locomotives 65 and 238 were built in 1943, in America -

Pittsburgh, to be exact. They were built in kit form and sent to England for final assembly. They served as shunters (switchers) at the Southampton Docks.

After a few photos we resumed our journey to Northiam, at the tracks end. At each grade crossing, the crew stopped the train and opened gates stretched across the tracks, swinging them across the highway blocking it. The train would then pass across the highway, stop so the crew could replace the gates, reboard the train, and we would be off again. It was an interesting, but time consuming process. At the end of the line, the crew switched ends in the DMU, but I stayed put. I was in the last (formerly the first) seat with Bud Lehrer across the aisle. We watched the track slip out from beneath us, rather like being in a Milwaukee Road Beaver Tail observation car. It was like riding in a time capsule from the late 1930's.

On Thursday, October 10, 1996, Fuzz drove us to the *Eurostar* terminal in Ashford. There was an entirely new terminal constructed for the *Eurostar* trains. We went through customs and into a special waiting room. The train was right on time. It was very long (two power cars and eighteen 60 seat trailers - coaches). It seemed full. We boarded coach #4, and after chasing some people out of our seats, settled back, and enjoyed the ride. In Britain the *Eurostar* used regular third rail electrified tracks. That limits the speed to about 70 mph. Quickly we passed through the short tunnel we had stood above the day before. Moments later we entered the Channel Tunnel. I never heard it referred to as "The Chunnel" while I was in Great Britain or France. It took roughly 25 minutes at about 60 miles per hour to pass through its 31.35 miles, 24 of which are under the sea. When we emerged, we were in France. In France the *Eurostar* runs on new right of way with overhead cantenary. Quickly the driver kicked up the speed and soon the director of on board services told us over the P.A. system we were traveling at our maximum speed of 300 km/hr (186 mph) and our maximum cruising altitude of 4 feet. The country side flew by. Cars and trucks on the adjacent high speed motorway seemed like they were parked. The train ran on the left hand track of the double track, as is common practice in Europe. Occasionally a sleek blue and silver *TGV* would blast by, almost too fast to even make a blur. The closing speed was 600 km/ph. The whole trip only took about three hours, much too short! We arrived at the Gare Du Nord in Paris. The station was built in 1865 and remodeled to serve the *Eurostar* trains.

The next day we spent the time site seeing in Paris. Late that afternoon we returned to the Gare du Nord to catch the *Eurostar* for London. Gare du Nord is incredibly busy. It has commuter trains, regional trains, two kinds of *TGVs* and the *Eurostar* facility. The blue and silver *TGVs* use the north line used in part by the *Eurostar*. The burgundy nosed *TGVs* are the PBAK, or Paris, Brussels, Amsterdam, Klon high speed trains. After a brief wait, we entered the exclusive *Eurostar* waiting area. Our car was the third coach

from the rear, handy, as the rear locomotive was under the bridge we crossed to board. We headed northwest across France and in two hours we were at the Channel Tunnel entrance. Twenty minutes later we emerged in England. The difference was immediately noticeable. The speed dropped down to Amtrak- like levels, 70 mph. We were running in third rail territory and the track was considerably rougher. Three or four times we bottomed out the suspension with resounding thuds. We headed across southeastern England as the dusk gave way to total darkness. Darkness made even more pronounced by the very bright fluorescent lighting. The interior also has reading lights, but the bright lighting above the windows make them redundant.

The interior of our Second Class carriage featured fixed seating. The seat backs don't recline. The upholstery is light gray with yellow stripes. The seating is arranged so that they face tables in the center of each car. That means one half of the passengers always face frontwards and one half always face backwards. That way they don't have to turn the train around at the end of the trip or reverse the seats. There are a total of 31 trainsets. The SNCF (French National Railways) ordered 16 trains, the SNCB (Belgium Railways) has 4 and British Rail has 11, with 7 more to be added this year to extend service to Manchester, Birmingham, York, Newcastle and Edinburgh. The regular trains have 18 coaches with a locomotive at each end. They were designed to do the Paris to London trip in three hours. This time will drop in the year 2002 when a high speed line is built in England from the Channel Tunnel to the St. Pancras station in North London. With privatization of the rail lines, I wonder when, or if, this will take place. The trains themselves are improved versions of the *TGV Atlantique*, which also race along at 300 km/ph along the *Eurostar* route. The colors and styling are quite different between the *TGV* and *Eurostar* trains. The *Eurostar* nose is much more rounded. They are painted white with a yellow nose (British trains are required by law to have a yellow nose), with a yellow stripe above the trucks (boggies) with a navy blue roof and stripe on the bottom.

Running over three separate rail systems led to some unusual problems. The trains have three methods of collecting electric power: Retractable shoe gear for collecting 750 volt DC power in England, one style pantograph for collecting 25,000 volts AC on the high speed lines in France, the Channel Tunnel, and the conventional lines north of London, and a separate pantograph for collecting 3,000 volts DC when traveling on the conventional Belgium rail network. The entire train is articulated. No cars can easily be added or removed. Platform heights vary from 550 mm above the rail in France to 760 mm in Belgium to 915 in Britain, so retractable foot boards had to be engineered to accommodate all three levels.

The tunnel is quite interesting. It has been dreamed of since the 1800's, but wasn't finally opened until May 6,

1994. The first scheme was in 1802 during a brief peaceful spell between England and France. French engineer Albert Mathieu-Favier envisioned passengers in horse drawn coaches traveling through a tunnel ventilated with huge cast iron chimneys. But war broke out again and the plans were abandon. Then in 1834 the idea was revived again, only to be dropped. In 1872 the idea was revived again and by 1882 a tunnel 1.15 miles long had been bored from Shakespeare Cliff. But invasion fears put a halt to it. Finally in 1981 Francois Mitterrand and Margaret Thatcher agreed that a fixed cross channel link would be beneficial, and in 1986 an Anglo-French treaty was signed. In 1987 the company began drilling at Shakespeare Cliff. It is here that the channel is at its narrowest (21 miles), and the ground, mostly a waterproof chalk and clay mixture called Marl, is easy to drill through. When the 1882 tunnel was reopened it was still dry and in good shape. The first breakthrough linking Britain and France was in 1990, and in 1994 it was completed at a cost of £9 Billion. Too soon we arrived at Waterloo Station. A new International Terminal has been built for the *Eurostars* which features a stainless steel and glass trainshed covering five new tracks. After leaving the train, we easily passed through customs. Actually a British customs agent was on board the train and stamped our passports with a stamp that said, "11 Oct 1996 CHANNEL TUNNEL" After a stop at the *Eurostar* Gift Shop (where else), we boarded several London Taxis for the Holiday Inn, Kings Cross.

On Saturday, October 12, 1996, Fuzz met us for our whirlwind tour of London. We walked over to Kings Cross Station, a fairly interesting building, but it paled by comparison when we saw St. Pancras station. Built at the height of the strength of the railways, the British Empire, and the Victorian era of architecture, this massive structure is an absolute architectural wonder. At the terminal Fuzz bought us day passes good on the underground, commuter rail and the famous double decker buses. We set off in search of a hobby shop (which was closed), but we settled for another near Waterloo Station. It was open and had great books.

We then went to Victoria Station, caught a commuter train for Clapham Junction, the busiest point on the British railways. Even on a Saturday morning the rail traffic was incredible. There were never less than two trains moving. In the space of an hour or so we must have seen 50 or more passenger trains. No goods trains. Most stopped at Clapham Junction, but the Gatwick express trains just blew through the station. The line is electrified by third rail, but diesel units also used the line. From here we caught another commuter train and then the Underground (the subway or tube) and headed for Paddington Station. Fuzz says that Paddington was probably the second best terminal. It was very interesting. The trains here are diesel powered. But what pleased me the most, being an old elementary school teacher, was that in the Left Baggage Room, in a glass case was a stuffed Paddington Bear. At this point even Darrell had almost seen enough trains and was willing

to look at some more traditional tourist attractions. After seeing the sites tourists should see, we returned to the Underground and Kings Cross Station for a walk back to the hotel.

The following day we were taken to Gatwick airport for our return to Denver. The flight was uneventful, which is about as great a complement you can make about a plane ride these days. All in all our adventure in Great Britain and Paris was a wonderful trip! A very special thanks is extended to Peter Jordan, Ian Rudd, John Flower, and all of the friendly British railfans who made this an unforgettable trip of a lifetime!

MARCH MEETING AND PROGRAM

Keith Kirby and Tom Lawry prepared a very fine and entertaining slide program and narration of the Club's recent excursion to Great Britain. From classic British steam to the Chunnel trains, we were treated to an excellent overview of the trip and the numerous trains, museums, and other sites taken in by the group. Keith and Tom kept it moving right along with informative and sometimes humorous narration. Our "Thanks" to both Keith and Tom for this lively look at GREAT BRITAIN AND MORE! And, having met Peter "Fuzz" Jordan through their program, we certainly look forward to this month's program by Peter, and, meeting him in person!

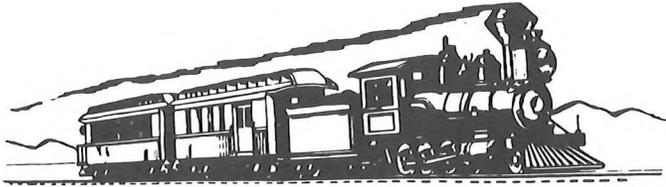
NOTICE

FROM THE BOARD

ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION NOTICE OF ANNUAL MEETING AND ELECTION.

ON TUESDAY, APRIL 8, 1997, AT THE REGULAR MEETING OF THE ROCKY MOUNTAIN RAILROAD CLUB WILL ALSO BE THE ANNUAL MEETING OF THE FOUNDATION, OF WHICH, RMRRC MEMBERS ARE AUTOMATICALLY MEMBERS. ELECTIONS FOR THE FOUNDATION WERE NOT HELD IN DECEMBER, AND THUS, MUST BE HELD AT THE APRIL MEETING.

PLEASE ATTEND AND ADVISE ANY RECOMMENDATIONS FOR POSITIONS OF TRUSTEES AND/OR OFFICERS.



**DENVER POST/CHEYENNE FRONTIER DAYS
SPECIAL EXCURSION TRAIN TRIP**

SATURDAY, JULY 19, 1997

The Cheyenne Frontier Days will celebrate its 101st Anniversary this year, and, if you have never been to Frontier Days; you should experience the biggest and wildest of rodeos held anywhere as this event is definitely the "Grand Daddy of them ALL!"

The Denver Post is again sponsoring their Special Train to Cheyenne from Denver--The Denver Post Cheyenne Frontier Days Special--a 25-car train made up of UP Streamliner Equipment and the Ski Train Equipment from the ex-D&RGW/SP.

The Rocky Mountain Railroad Club will again sponsor one of the beautifully restored Union Pacific coaches for our members' use.

This year's fare is expected to be \$210.00 per person; however, the final fare has not been announced. Members are requested to send in their \$210.00 fare to be sure to have seats reserved for this event. Should there be a change in the fare, you will be notified to remit the difference (in the unlikely event that the fare comes out at a higher rate). The train will be powered by the famous UP Northern #844, recently returned to service after an extensive overhaul. Doubleheading with #844 will be UP Centennial #6936, the last of its class still in service (the largest diesel locomotive ever built)

It is truly an exciting day--well worth its cost! Included in your fare is 200 miles behind these great engines in Union Pacific comfort; Breakfast upon leaving Denver; The Cheyenne Frontier Days Parade; Private Buffet Barbecue Luncheon for Denver Post passengers only at Frontier Park; The Frontier Days Museum, featuring the history of this great rodeo, and, one of the finest collections of Western art--just short of the Buffalo Bill Museum in Cody, Prime

Location Seats for the Rodeo; and, a light supper, served aboard the train on its return to Denver.

This is a great trip! Join us and be a part of one of the best days you'll ever experience. In this day and age, one never knows when such opportunities will end, so, make your plans now to reserve your space aboard this outstanding excursion. The Club is receiving advance notice of this event and the Denver Post will hold space for our members and guests through Monday, May 23, 1997 only! After that date, all seats will be open to the general public.

The Club will be limited to 44 passengers (the capacity of our Union Pacific coach). Reservations will be "first come, first served!"

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

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

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

DENVER POST/CHEYENNE FRONTIER DAYS
Order Form

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE () _____

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

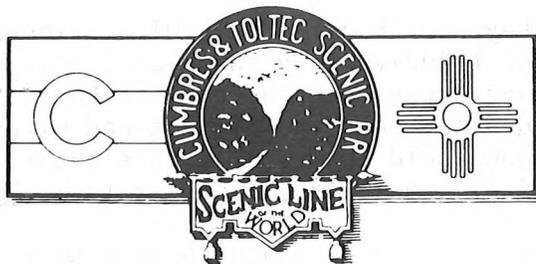
PRESERVATION FUND AND BOOK DRAWING—MARCH

The winners and prizes at the March 11, 1997 meeting are as follows:

- Paul Guinther / Steam Railways of Britain
June Roller / Locomotives
Hatch Wroton / RMRRC Trilogy Booklet
Paul Holger / Set of Large Postcards
Don Zielesch / See Britain By Train
Wally Weart / Rails Under The Mighty Hudson
Gene Roller / Railways in the Transition
From Steam--1940-1965
Paul Holger / Railway Mileposts: British
Columbia
Paul Holger / Passenger Train Journal:
various issues
Milton Cowan / Model Railroader: various
issues
Milton Cowan / TRAINS Magazines, Vol. 25,
hardbound, 11/64-10/65
Tom Peyton / Canadian Pacific
Ray Fleisleber / Locomotives in Our Lives
Rich Berens / Santa Fe/Texaco Poster
Bill Hoover / Santa Fe/Texaco T-Shirt
George Hinds / American Locomotives

A total of \$83.50 was raised by March's raffle for the Club's Preservation Fund.

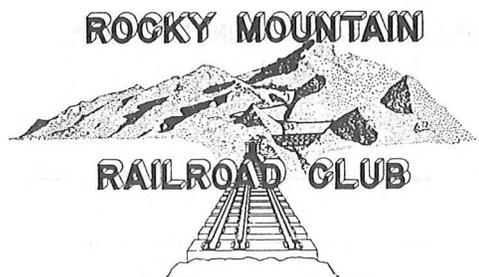
If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

We had planned to publish some extensive information about shop news at the C&TS; however, events of late have pushed that article off until next month.

Don't forget about the Rotary Snowplow operation and the visit of the "Eureka." Information can be found in the March issue of the Rail Report.



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