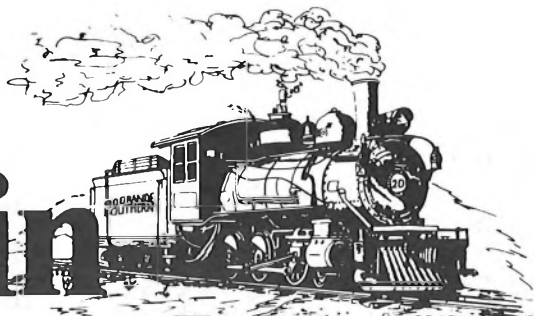


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 10, 1986 -- 7:45 p.m.

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

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Keith Kirby..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

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

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join 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 December of the current year. Membership covers the immediate family unit.

June, 1986..... No. 320
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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

Membership Inquiries and Help:
Chuck & Chicky Morison, Co-Chairmen
3550 South Kendall, #8-301
Denver, Colorado 80235
(303) 980-6698

JUNE 10 PROGRAM

How many of us will ever have a chance to peek behind the iron curtain? Well, you can do just that from the comfort of your chair at the next Rocky Mountain Railroad Club meeting on June 10th.

You will travel to East Germany with John Boehner and Bob Fryml, who said that they had a real good time and got great cooperation in taking their slides.

East Germany still uses lots of steam engines in regular service. I'm sure you will enjoy this program...so come and bring a friend. (Erwin Chaim)



MAY PROGRAM

Everyone in attendance at the May meeting was enchanted with our guest speaker, Maxine Brown Phillips. Maxine's program was filled with enthusiasm, humor and fine poetry mixed into an hour of slides depicting the Victor and Cripple Creek boom era. The slides ranged from early stagecoach days to that of the railroads. We were treated to an overall view of life in the Cripple Creek area from the late 1800's to more modern days (early 1900's)

We wish to thank Maxine and her helpers for a wonderful evening of instruction and entertainment.

NEW MEMBERS

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

Gary Ellison	Pleasantville, NY
Eldon Jones	Littleton, CO

MEMBERSHIP INQUIRIES AND HELP

You will note that Chuck and Chicky Morison's address and phone number is listed on the front page of this newsletter. After talking with Chuck, your editor decided that membership matters could be taken care of much faster if members were able to correspond directly with the Morison's. We will continue to list their address and phone number for your convenience. Naturally, we would expect discretion with phone calls. Evenings from seven to nine might be best to make calls, although letters would be best.

MUSEUM WORKDAY

The May 17th Workday had to be cancelled due to cold weather and rain. As the alternate workday was replaced with the Colorado Live Steamers outing, we have rescheduled the annual workday for June 28th, a Saturday. Please mark this on your calendars. Specific information will be given at the June meeting by Bill Gould.

If the weather again looks bad, please call the Club's telephone number for a message regarding cancellation.

FT. COLLINS TROLLEY AND FAMILY PICNIC

Don't forget to join us for an outing on the Ft. Collins Trolley on Father's Day, June 15, 1986. We will charter the trolley for two hours between 10:00 a.m. and noon. This will be followed by a bring-your-own-food picnic in City Park.

The cost is \$5.00 PER FAMILY and all proceeds will be contributed to the Fort Collins Municipal Railway Society. Be sure to help the Club show its support for this project.

You can buy a pass at the June meeting or contact Mat Anderson at 722-9460, through the 15th of June. The Club can provide transportation to and from Ft. Collins for those who request it. (Mat Anderson)

PRESERVATION FUND AND BOOK DRAWING

It was reported by Jack Morison at the May 9th Board Meeting that as of that date, fifty-four members had contributed \$426.00 to the preservation fund. In addition, it was reported that the committee is at work gathering information on sites where restoration help is needed. The committee again states that all ideas and suggestions are welcome. In an earlier issue of the Rail Report we mentioned that if all 1100 members were to send in just one dollar each, the fund would be off to a great start. So far, the average is closer to ten dollars each and a really great start! Any contribution is welcome and we hope to report soon on projects under way.

Many members again participated in the Preservation Fund "Book" drawing. The following people received some great books and railroad-oriented items:

Mat Anderson	/ <u>Mineral Belt III</u>
Darlene Edgerton	/ <u>Trails Among the Columbine</u>
Bill Gordon	/ <u>1986 Amtrak Calendar</u>
Olie Larsen	/ <u>Various Older Trains and Railroad magazines.</u>
Herb Berner	/ <u>UP artifacts picked up on the Wyoming, abandoned roadbed to be hiked this July.</u>



The "Lubrication Research Vehicle."



This winter a rather unusual piece of equipment called a Lubrication Research Vehicle showed up on occasional service on D&RGW freight trains gathering data for the Transportation Test Center facility near Pueblo.

The car is equipped with a special mechanism that results in the lubrication of the inside of the railhead. This procedure has proven surprisingly effective in reducing drag on train consists, not only on curves, but even on straight track, resulting in a reduction in power requirements, fuel consumption and wheel/rail wear. The car, converted from a diesel "B" unit is shown here in an eastbound freight passing through Leyden, Colorado on April 5, 1986.

(Photos by Darrell T. Arndt)

NEW LOWER PRICES ON CLUB MERCHANDISE

Want people to know you're a member of the "world famous" Rocky Mountain Railroad Club?! Why not take advantage of lowered prices on Club merchandise.

CLUB T-SHIRT (s-m-l only).....	\$5.00
CAPS (one size fits all).....	4.00
CLUB EMBLEM (fits any bumper or suitcase).....	.50
CLUB PATCH (fits anything at all!)..	1.00

Please add \$1.00 per order if ordering by mail on large items or include a stamped, self-addressed envelope if just a patch or self-sticking decal is ordered.

Items may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Erwin Chaim
560 Emerson Street
Denver, Colorado 80218

CLUB MEMBER/FAMOUS ARTIST DIES

Philip A. Ronfor, one of the world's most renowned railroad artists, died in Santa Cruz, California on February 11, 1986. Phil had been a member of the Rocky Mountain Railroad Club, off and on, through most of the Club's history. He was in his seventies and had been in poor health the past few years. His wonderful paintings graced four of the Rocky Mountain Railroad Club's railroad books: Denver, South Park & Pacific; Pictorial Supplement to Denver, South Park & Pacific; Colorado Midland; and the Memorial Edition of Denver, South Park & Pacific. He was also famous for his periodical illustrations and he had many magazine covers to his credit, among them, Railroad Magazine; True Magazine; Colliers; and Field and Stream. Three of his most famous works adorned the dust jackets of the Pictorial Supplement to Denver, South Park & Pacific (Night Train to Gunnison); Colorado Midland (Thunder at Hagerman Trestle); Memorial Edition to D.S.P.&P. (Meet at Little Mountain Spur). Phil will be sadly missed by all his many friends in the railroad fraternity but the railroad masterpieces that he created during his lifetime will provide a fitting and permanent memorial. (Ed Haley)

The Rocky Mountain Railroad Club is planning a field trip to Wyoming on Saturday, July 12, 1986. This is an event none of you will want to miss. We will explore the original Union Pacific Line from the old town site of Tie Siding; The Site of the Dale Cut High Bridge; The Site of the Town of Sherman and the Ames Monument.

Ranniger's Roadbed Commissary will be set up for lunch.

All this for \$7.50 per person.

The itinerary is as follows:

9:30 AM Meet at Hermosa for coffee and donuts.

10:00 AM Proceed on the county road to old townsite of Tie Siding.

11:00 AM Follow leader's to site of the original Dale Cut Trestle.

1:00 PM Lunch at Ranniger's Roadbed Commissary at Dale Cut parking area.

2:30 PM Proceed on county road to Ames Monument and site of town of Sherman.

4:00 PM Head for home.

It is a 2½ hour drive from Denver to Tie Siding on US 287 (around 115 miles). A good pit stop is at the Virginia Dale rest area on the west side of Highway 14 heading north at milepost 383.5.

At Tie Siding turn right about 100 yards ahead of the Exxon station and follow the county road 1.1 miles to Hermosa. Wear good walking shoes and remember Wyoming can be windy.

Ticket order form

Name _____

Address _____

City _____ State _____ Zip _____

Telephone # _____

Number in party _____ @ \$7.50 per person = _____

Send send stamped self addressed envelope

Rocky Mountain Railroad Club
C/o Warren M. Anderson
1117 South Clayton Street
Denver, CO 80210

RAIL FAIR '86

One of the premier railroading events each year is the Intermountain Chapter of the NRHS's Rail Fair, held at the Jefferson County Fairgrounds (West 6th Avenue, just west of Indiana Street in Lakewood). This year is no exception and so on Saturday and Sunday, July 12 and 13, all the railroading faithful will gather to seek out railroad history artifacts, books, china, model trains, lanterns, switch keys and locks, picture post cards and other art of by-gone days as well as new works by many outstanding artists, and much, much more!

To secure the very best to be offered, one must attend on Saturday, but there is still a vast selection awaiting the rail enthusiast on Sunday. The Fair is open from 10:00 a.m. to 6:00 p.m. on Saturday and from 10:00 a.m. to 5:00 p.m. on Sunday. The fare is \$2.00 for adults and \$1.00 for children.

In addition to buying, trading and selling of various railroad items, many displays are offered ranging from live steam locomotives to n-scale model railroads running trains of a hundred cars in length.

The RMRRRC will also be there with our display and various merchandise for sale. A number of volunteers will be needed to watch the Club's display during this weekend. Can we count on you? If so, please contact Erwin Chaim at the next Club meeting or give him a call. Your help in this matter will be greatly appreciated and we know that, from past experience, you will have a great deal of fun representing the Club.

See you at Railfair '86!!!!

1986 EVENTS CALENDAR

June 15	Ft. Collins Muni. Ry. & Family Picnic
July 12	Wyoming-UP Field Trip
Aug. 29-	
Sept. 1	Amtrak/Omaha Excursion
Oct. 9	Annual Banquet

CHEYENNE CELEBRATES 100th ANNIVERSARY OF DEPOT

Cheyenne will celebrate the 100th anniversary of the Union Pacific Depot with a special event, TRAINFEST '86, on Friday and Saturday, July 18 and 19, 1986.

Vintage steam engines, the 8444, 3985 and 1243 will once again grace the Union Pacific tracks west of the Depot. These mighty giants, conquerors of the great American plains will be on static display from 11:00 a.m. to 5:00 p.m., Saturday, July 19th.

In addition to the steam displays, Diesel Centennial #6936, a rotary snowplow and numerous other freight cars will be on display with volunteer Union Pacific employees available to explain the various equipment.

Pete West supplies the following schedule of events for TRAINFEST '86:

Friday, July 18, 1986

- 3:00 p.m. Procession from Masonic Lodge 19th Street & Capitol Avenue Cheyenne Fire Dept., Grand Lodge of Free & Accepted Masons, 5th Cavalry Reorganized
- 3:30 p.m. Rededication of the Cheyenne Union Pacific Depot, North side of Depot, foot of Capitol Avenue
- 7:00 p.m. Dome Liner Reception, UP President's Private Lounge Car, 15th Street & foot of Warren Ave. \$25/person, western suits proper attire.
- 7:30 p.m. Old-Fashioned Melodrama Historic Atlas Theatre, 211 West 16th Street
- 9:00 p.m. Old-Fashioned Melodrama

(Throughout TRAINFEST '86--Wyoming State Museum--Photodocumentary display, Depot Lobby)

Saturday, July 19, 1986

- 7:30 a.m. High Plains Wanderers Commemorative Depot Centennial Walk, Depot Lobby (Walk is free, unless award is desired)

- 9:00 a.m. Cheyenne Model Railroad Society Exhibit & Swap Meet. Hick's Hall, SE corner of the Depot.
- 9:30 a.m. Cheyenne Frontier Days Parade
- 11:00 a.m. Static Display Vintage Union Pacific Rail Equipment. West of Depot, 15th Street & foot of Carey Avenue. Optimist Club conducting tours.
- 1:00 p.m. Miniature Train rides for children. UP parking lot, 15th Street & Central Avenue
- 1:15 p.m. 90th Annual Cheyenne Frontier Days "Daddy of 'em ALL", Frontier Park.
- 2:00 p.m. UP German Band & UP Hot Air Balloon (tethered) West of Depot
- 7:00 p.m. Dining Car Banquet--DDA Benefit. East of Depot, 15th Street & Warren Avenue. Silent auction for a seven course meal, 4 tables for 4 persons. Awarded to 4 highest bidders. Bid deadline, June 20th, 1986.
- 7:00 p.m. Frontier Days Night Show--Johnny Cash, Frontier Park
- 7:30 p.m. Old-Fashioned Melodrama
- 9:00 p.m. Historic Atlas Theatre (Melodrama) 211 West 16th Street

For more complete details, contact the Greater Cheyenne Chamber of Commerce.

(Our thanks to Pete West for this interesting information)

UPDATE ON GEORGETOWN LOOP PROJECT SEARCH FOR ARTIFACTS

Katie Davis of the Colorado Historical Society, Department of Material Culture, recently called your editor to advise us that Club members immediately responded to the article in the February, 1986 issue of the Rail Report and donated many fine items. Katie asked if we might not again mention the Society's needs to complete restoration of the Silver Plume Depot.

If readers wish to donate any of the following objects itemized below, please contact the Society's Department of Material Culture by calling (303) 866-2303 or 866-4691.

Office artifacts needed are: mail slots; desk ledgers and notebooks; file boxes; desk (perhaps roll-top); an ink stand; quill pens; ink pads; rubber stamps; a blotting sander; paper spindles; a bulletin board; a calendar circa 1880-1900; and any other late nineteenth century office supplies.

Railroad items needed are: telegraph equipment; battery jars; signal flags and lamps; ticket daters; a wax sealer; and Colorado & Southern Railroad materials such as time tables, tickets, and railroad guides.

The Silver Plume Depot also needs nineteenth century versions of the following items: a canvas mail bag; waiting room benches; switch locks and keys; a coal hod, tongs and shovel; and an emergency stretcher.

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Am interested in selling 72 timetables, each from a different railroad in the U.S. and Canada, with one British. 1 ea. 1928; 2 ea., 1929; 3 ea., 1933; 3 ea. 1935; 1 ea. 1937; and balance are 1934. Vern Lindahl, (303) 794-9432.

FOR SALE: V&T boxcar seal, metal, used on door to avoid theft. Reads "V&T Ry" with serial number in raised letters. Mint cond. \$27.00. V&T Passenger Conductor's Report (West). Mint, yellow, old. \$15.00. RGS Rotary Snow Plow, On3, Durango Press Kit No. 67 (Ltd. Run) \$200.00. Jan C. Benson, P. O. Box 2472, Carson City, Nevada 89702.

FOR SALE: To highest bidder over \$150.00, Original Denver, South Park & Pacific, 1949, #328. Ray V. Frost, Rte. 2, Box 38, Cedaridge, Colorado 81413.

WANTED: For Texas Sesquicentennial, maps, photos, timetables, local history, passes, guides, keys, view post cards, etc. Offer a copy of Ballinger Family History. A. F. Von Blon, 1699 Ewing Ave., Waco TX 76706.

RMRRRC AUTHORS/NEW RAILROAD BOOKS OFFERED

It has been a rather exciting month, receiving notification of new works by RMRRRC members as well as reminding you about a couple other works that will be out in June, but were mentioned in earlier issues of the Rail Report. We will start with new releases first:

GEORGE LYTTLE BEAM/DENVER & RIO GRANDE PHOTOGRAPHER by Jackson C. Thode.

Available in July, this most welcomed work makes available some of the most magnificent D&RG photos this editor has ever seen. Mr. Beam made the photographs contained in this volume while he was an employee of the Rio Grande, and covers a period of 36 years--from 1898 to mid-1934. The book contains 280 pages and 275 photographs. Members who have seen some of this work as presented by Jack at recent Club meetings will most certainly want a copy of this book for their library. The book is being printed by Sundance Publications, Limited, 250 Broadway, Denver, Colorado 80203. 303-777-2880. The price will be \$22.00 and the first 1,000 orders will receive signed, numbered books.

THE SOUTHERN--A Narrow Gauge Odyssey by Richard L. Dorman.

A new work on the Rio Grande Southern, the book contains 154 pages--307 photographs (most unpublished to now), 6 color prints (three by Jim Finnell), many sketches of scenes along the line as well as sketch-maps, a Durango to Ridgeway format. While the book is available in hobby shops in the Denver area, the first 500 copies are available from Richard and are numbered and signed. Should you wish to have this little extra, a copy can be obtained for \$29.95 plus \$2.50 postage/shipping by writing to Richard L. Dorman, 934 Old Taos Highway, Santa Fe, New Mexico 87501.

PICTORIAL SUPPLEMENT TO DENVER, SOUTH PARK & PACIFIC by The Trowbridge Press.

After many months of discussion with the board of directors and the authors, the Trowbridge Press is reprinting an abridged

edition of the Pictorial Supplement to Denver, South Park & Pacific. The abridged edition will contain over 400 pages and 630 photographs as well as retaining the outstanding condensed history of the Denver & South Park by Dick Kindig, the complete engine, passenger and freight rosters and a complete index of all the photographs by subject matter. This book is not being done by the Club, but is being reprinted under agreement and permission of the Club by The Trowbridge Press.

This edition will vary from the exemplary Club original by printing on good quality offset paper rather than gloss enamel and will contain no color prints. In addition, approximately fifty pages have been deleted including the chapter on the Ohio Pass Extension and the various accounts on snow troubles.

This approach to reprinting the Pictorial Supplement allows for the reintroduction of the material into the marketplace for a truly fine reference volume at a very reasonable cost.

The book will be available in September at \$39.95, but a prepublication offer is available through September 1st for \$34.95 plus \$2.50 sales tax for Colorado residents. The book is shipped prepaid. Orders may be sent to: The Trowbridge Press, 502 South Cody Street, Lakewood, Colorado 80226.

SILVER IMAGES OF COLORADO by Richard A. Ronzio. Sundance Publications. \$39.00.

This 256-page book contains 260 photographs reproduced in sepia-tone to more closely approximate the old-time style of pre-1900 photographs.

RIO GRANDE ALONG THE RIO GRANDE by Bob Griswold. \$22.50. P. R. Griswold, 3470 South Popular Street, #310, Denver, CO 80224.

The book features the history of the great San Luis Valley, and describes the important role of the Denver & Rio Grande Railway in developing Rio Grande County. Contains over 200 pages and dozens of distinctive photos, maps and drawings. Included is a complete history of the San Luis Central.

THE ROCKY MOUNTAIN RAILROAD CLUB INVITES YOU TO
JOIN US ON A LABOR DAY TRIP TO



TOUR

The Union Pacific Historical Museum and Shops

On August 29, through September 1, 1986 we are going to Omaha. These are some of the exciting tours we will take while we are there:

- UNION PACIFIC MAINTENANCE SHOPS
- UNION PACIFIC HISTORICAL MUSEUM
- WESTERN HERITAGE MUSEUM (housed in the old Union Station)
- BOY'S TOWN
- STRATEGIC AIR COMMAND MUSEUM
- BELLEVUE HISTORICAL BUILDINGS
- OMAHA & SOUTHERN RAILROAD DEPOT (Nebraska's oldest depot)



We will leave Denver, Friday, August 29, 1986, at 9 PM on Amtrak's #6, the California Zephyr, arriving the next morning at 6:30 AM. After an early check-in at Omaha's luxurious Red Lion Inn, we will embark on a whirlwind series of tours including a rare opportunity to see the Union Pacific's extensive Omaha shops. That evening an extra cost option will be live entertainment at a local dinner theater.

A highlight on Sunday will be a tour of the Strategic Air Command Museum in nearby Bellevue. Here we will see over 25 historic SAC aircraft, and a large number of other displays. Later we will tour historic Bellevue. That evening the group will enjoy a "Farewell to Omaha" dinner before boarding the California Zephyr for our overnight return to Denver. All of this at a cost beginning at under \$300! So plan to join us now.

SEE THE SAC MUSEUM

The Strategic Air Command Museum

COST PER PERSON-DOUBLE OCCUPANCY

Round Trip Coach.....	\$299.00
Round Trip Economy Sleeper.....	\$354.00
Round Trip Deluxe Bedroom.....	\$441.00

(Above prices are contingent on a minimum group of 25 participants in the trip. Other combinations of rail accommodations are available. Single occupancy, add \$40. Payments: \$50 deposit due 06/23, 86. Balance due by 07/14/86.)

OMAHA LABOR DAY TRIP ORDER FORM

Please reserve the following spaces for the August 29 - September 1, 1986 trip:

_____ Adult Fares (Dbl.) @ _____ per person \$ _____

I enclose \$ _____ as a deposit. [] Please send me information on other rail accommodation combinations, family fare discounts, or other tour options.

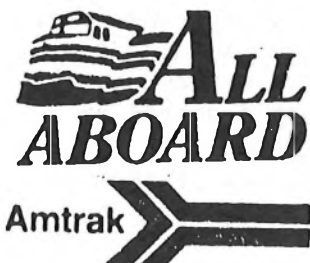
NAME _____

ADDRESS _____

TELEPHONE _____ (Please Print)

Send remittance or questions to: **ROCKY MOUNTAIN CLUB LABOR DAY TRIP**
 c/o Alpine World Travel Attn: Al Miller
 1555 S Havana
 Aurora, Colorado 80012

Phone: (303) 752-0900 8



NEWS FROM THE CUMBRES & TOLTEC SCENIC RR

Recent phone calls to Dan Ranger, General Manager of the C&TS, brings the following information:

Ridership in 1983 and 1984 was relatively consistent at just over 30,000 passengers, but 1985 saw a healthy increase, going up some 11% over 1984 to 33,463. This was an increase over five times larger than the 1985 increase for the Durango & Silverton (even the absolute number increase was more than D&S). The 1986 ridership is expected to grow significantly. If you plan to ride weekends, be sure to make your reservations early!

Some of the significant items accomplished during this past winter and finishing up this spring include the following:

Engine 484 was put into service at the beginning of the 1985 season and worked well for the entire season. Nothing was needed to be done to this locomotive except for usual and normal maintenance. When this locomotive went into service last year, it was the first time in more than sixteen years that there were four operating K-36's working over Cumbres Pass.

Engine 487 has been granted its flue extension by FRA Inspectors. In addition, a minor boiler riveting repair was also approved. Its normal annual maintenance and running gear work have been completed successfully.

Engine 488 also had its flues inspected and extended by the FRA. The number two driver axle was dropped and the crown brass and driving boxes reworked. Normal annual maintenance is being performed.

Engine 489 had rod brasses renewed and other miscellaneous work has been completed. The normal annual maintenance has also been completed in order to ready the engine for service, beginning June 14, 1986.

Diesel No. 19 has been recently repainted and relettered by Earl Knoob as the final touches of its complete restoration. Some minor adjustments are still needed to get all the bugs out, but it looks and runs in

good fashion. The new green paint with black cab, roof, and running gear makes a much more appropriate appearance than the old red and yellow color. In addition, the silver-painted handrails, steps, safety striping and lettering look sharp.

The little locomotive, No. 5, which sat outside the enginehouse so many years has left Chama. The owners, Scenic Railways, Inc., have sold it to a theme park being developed in Hayward, California. Many people visiting the C&TS thought the engine to be one of the early locomotives of the Denver & Rio Grande. In reality, the number five's history began on the Hawaiian Railroad of the Big Island of Hawaii, in 1925. It was used to pull both freight and passenger trains on this Pacific island until after World War II when the line went out of business. In 1965, the #5 was shipped to California for rebuilding, and in 1970 went to south Lake Tahoe for operation on the tourist railroad of the Tahoe, Trout Creek & Pacific. After loss of their leased right of way, that line also was abandoned and the little locomotive came to Chama for storage. While the #5 was tested on the C&TS line it was never successful, being much too small to manage the steep grades of the Cumbres & Toltec.

The C&TS was able to acquire a (almost) narrow gauge ballast regulator. The regulator is a unique piece of track maintenance equipment. This machine has the ability to move ballast into position after being dumped along the track. Up to now all such ballast was shoveled, by hand, into position. In addition, this machine will grade the outer edges of the roadbed, and can be used to clear brush, too. This machine was built to metre gauge (39 3/8") and will not be difficult to rebuild to the 36" gauge of the C&TS.

Normal maintenance of all passenger equipment is under way. The older box cars appear to be in good condition at the end of the winter and need only minor repairs. The seven original Antonito cars are receiving roof repairs and paint jobs. The Capulin coach is being converted from a normal coach to a coach, restroom and handicapped car and will be ready for the season opening in that new role.

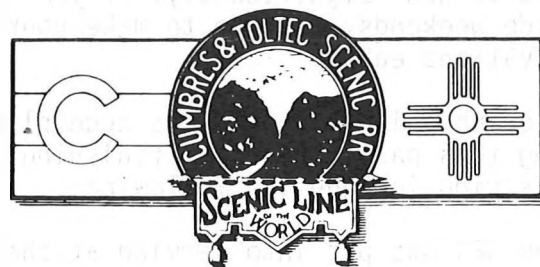
Seven new cars have been approved and funded and are being built on the remaining seven 6500 fish-belly flat cars. Five of these cars are framed with the superstructure. This work is being done in Antonito and materials are largely in place. Aluminum frame windows are to arrive shortly for all seven cars and the fiberglass bodies for the cars are also expected to arrive shortly. The appearance of these bodies will be pleasing since they are scored for the appearance of V-groove, tongue and groove wooden siding. The standard coach model of these new seven cars will accommodate 44 people. Two of these cars had a head start and will be completed by mid-season. Two or three more of these cars will likely be in service by the end of the season. The seats being used in the cars will be traditional walk-over railroad seats, which have been obtained from New Jersey EL transit cars. The cars will be named after Northern New Mexico towns, following the tradition of the first seven Colorado cars. Oh, yes.....and these cars are being built with clerestory roofs!!!!

Four maintenance-of-way drop-bottom gons are receiving new floors and general maintenance. Red spruce lumber is being used for the flooring and eventually steel sheeting will be added to speed up the dropping of ballast and fill. The car numbers involved in this project are 731, 756, 787 and 848.

And, finally, track foreman, Max Pacheco reported that the track is in exceptionally good condition at the beginning of the year. He has inspected from Antonito to just east of Osier (MP 317) and finds it to be in the best condition he has seen in fifteen years at the end of winter. 1985 track work, including the installation of culverts and French drains, resulted in many drainage problems being corrected. The usual settling at MP 336.5 and MP 335.6 has been noted. The Railroad anticipates 10 to 12 cars of fill and an equal number of cars of ballast will be needed to raise the track to its regular position. The wooden trestle at Cumbres (MP 330.77) has been completely refurbished and is nearing completion. Work was started on this trestle after the last train in October, 1985. New timbers were put in but the weather prevented completion last year.

However, the job should be finished by May 23, 1986, in plenty of time for the official opening of the 1986 season. There have been unusual amounts of rockfall at Hamilton Point and Windy Point. Fortunately, these rocks fell on snow accumulations without damage to the track and so they just need to be blasted and removed.

(Credit for much of the written account goes to Bill Lock of the New Mexico Railroad Club and their publication, New Mexico Railroader)



WORKDAYS ON THE CUMBRES & TOLTEC

Many will recall the joint effort of the New Mexico Railroad Club and the Rocky Mountain Railroad Club last August to help with various projects on the C&TS. (Please refer to the September issue of the Rail Report)

Many Club members have already approached your editor to see if we might do this again in 1986. The New Mexico Railroad Club has scheduled a work-weekend for August 23 and 24, 1986. Should any RMRRRC members wish to participate, please get in touch with Jim Trowbridge via mail or phone in the next few weeks to see if there is enough interest to make some arrangements with the New Mexico Railroad Club to join efforts for that weekend. I can be reached at (303) 988-2267 [long-distance calls will be returned Collect] or by sending mail to 502 South Cody Street, Lakewood, Colorado 80226.

If we go ahead with this arrangement, details will be included in future issues of the Rocky Mountain Rail Report.

SAN LUIS CENTRAL

Believe it or not, they are building new railroad on the San Luis Central just north of Monte Vista. In this day of railroad abandonments, new railroad construction, especially in rural Colorado is a rare event. The new trackage is only about a mile long, but it includes two sidings at the Staley starch plant, a passing track, and a 172-foot pile trestle across the Rio Grande.

Track supervisor, Chet Davis, is justifiably proud of the newly completed grade and the very substantial piling in the Rio Grande. The construction began in March when the river was low, and now the pile driving is complete. Ninety pound rail has been unloaded along the main line by crane operator, Danny Naranjo. By the time you read this, the 90#, No. 1 relay rail will be spiked down and the four #9 turnouts will be completed.

The work at the east end of the project is easily reached on the Home Lake Road at the Staley plant, but such is not the case at the west end. One can find the San Luis Central track easily enough, and the little road along the side is easy to follow out to Tom Mathias' place. Then there is a locked gate; if one can find Chet Davis or Pete Valdez, perhaps he would open the gate. The trail passes some flooded lowlands where sandpipers, mallards, and geese enjoy life and through a pasture with countless cows and their offspring. Next comes the Empire Canal and a rather dilapidated crossing (the term "bridge" might be a bit too complimentary), but the calves and their mothers create additional hazards until the construction area is reached.

Plans are to complete the new branch with white granite ballast. While this building is going on, a rail replacement program is under way upgrading the 60# rail on the main line with 90# rail.

The San Luis Central recently sold more than seventy sets of four-wheel passenger trucks from the old R.E.A. refers to Amtrak.

During the Ski Hi Stampede from July 23 to 25, 1986, the San Luis Central is planning to offer rides on the railroad to kids (no ages specified) as part of the Monte Vista Centennial celebration. (Bob Griswold)

CANDID CAMERA TRICK

This is not a Rocky Mountain railroad story; in fact, the events occurred a few thousand miles away in jolly old England, but it is a story you won't find in your local newspaper.

Remember the old TV show, Candid Camera; now, in England they have a similar show called "Game for a Laugh." It seems that Peter Roger, who lives in the town of Healing, was just right for the super-duper trick. He and his wife had bought an old unused railroad station and converted it into an attractive cottage, complete with garden and lawn. Peter was at work at the Humber refinery when his wife, Liz (who was in on the joke) called and told him that British Rail was laying track in their yard.

Peter hurried home and found heavy equipment laying rail panels across his lawn, right by his porch. Of course, he was fuming, and went storming up to the British Rail official roaring out a stream of exclamations hardly suitable for television. Along came the star of the show, Jeremy Beadle, and then Peter realized that he was the victim of one of the most outrageous TV tricks of all time.

When he saw the show, Peter said he felt like the "world's worst pig," but he was able to laugh at himself as the dialog was interrupted repeatedly with a series of bleeps to make the program suitable for the millions of Britons who laughed along with him. (Submitted by Bob Griswold from Conoco World, April, 1986)



HIGH COUNTRY RAILROAD UPDATE

Having already been open weekends, it appears that this will be a good year for the High Country Railroad at Heritage Square in Golden.

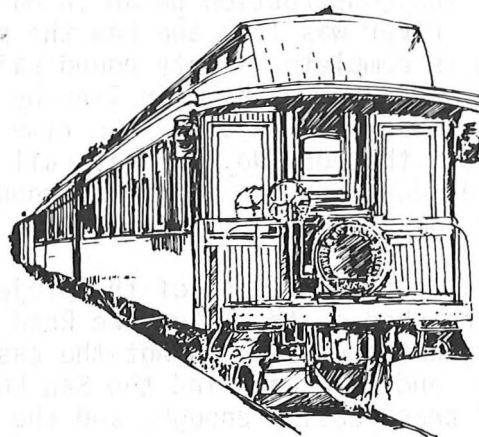
The "Square" has recently been sold to a new owner, Johnson Homes, who states that the amusement portion of the square will be expanded and retaining the railroad is important to their plans. The previous owners raised some question as to the future operation of the railroad--a classic 2-foot gauge operation.

In addition to normal repair and maintenance, some engine work has already been required including replacing a bearing on No. 9. A major project this year is to overhaul the beautiful traditional passenger coach. A new roof is planned as well as new seats. Another heavy project concerns the Shay. Problems with draft may see a new ash pan and grates. High Country hopes to have it running smoothly this year.

The railroad operates every day from 11:00 a.m. to 8:00 p.m. The cost for a ride is \$2.50 for adults, \$1.50 for children up to 12 and children under 5 are free. This really is a fine piece of railroad and is run by steam! Why not plan to take a ride this year.

NEWSLETTER CONTRIBUTIONS

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



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