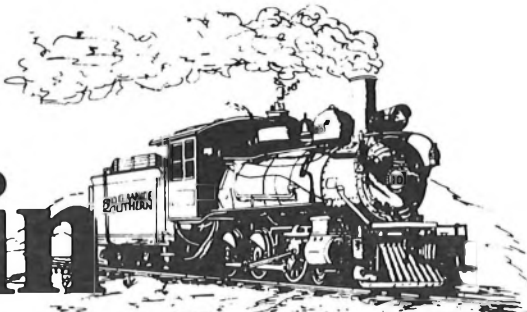


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 8, 1991 -- 7:30 p.m.

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

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert 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 in the February, 1991 Rail Report is due no later than January 8, 1991!!

MEMBERSHIP INQUIRIES

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

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

January, 1991..... No. 376
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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

CLUB MEMBERSHIP

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

JANUARY 8 PROGRAM

The January program is entitled "Passenger Trains West," a slide presentation on the deluxe first-class passenger trains and routes that developed and served Colorado from the late 19th century until the demise of the Rio Grande Zephyr in 1983. Giving this program will be long-time member, Al Dunton, managing editor of Centennial Publications, distributors of railroad books and videos from over 50 publishers.

This program was prepared as the keynote presentation for the 1989 edition of the American West Series at Colorado State University. A unique feature of this presentation is that most of the slides were made from original color postcards and a few from original paintings. Many famous Colorado photographers supplemented their income by selling photographs to postcard publishers who then hand-tinted or "colorized" them for printing as penny postcards. Among those represented are William H. Jackson, Fred Jukes, H. H. Buckwalter, L. C. McClure and George Beam.

Mark your calendar as you won't want to miss this highly informative and entertaining program on railroad passenger train history. (Joe Preiselac)

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

NOVEMBER PROGRAM

The november program was a reminiscence of the beloved Rio Grande Zephyr as presented by John Dillavou with parallel mediums of slides and Super "8mm", along with background music and narration by John.

The last run of the Rio Grande Zephyr was made on April 24, 1983 but memories of that fine passenger train will live on to time immemorial. Our thanks to John for reliving the Zephyr for us.

NOVEMBER MEETING HIGHLIGHTS

It took a number of months, but Jack Morison was in attendance at the November meeting. He and Erma have been very busy traveling.

The Club took this opportunity to "Roast" Jack and acknowledge the outstanding work by both Jack and Erma in the seven years that they hosted the newsletter mailing

committee in their home. During that time period, Erma cleaned her home prior to the committee's arrival and afterwards again. She also took the bags of newsletters down to the Terminal Annex to have them weighed and mailed and made sure that our postage account was up-to-date. Jack and Erma were presented with a certificate of appreciation, a custom (Time Capsule) Trophy, and, a Video on the California Zephyr. "Roasting" was done by a number of Club members who have participated in the newsletter mailings, including: Carl Carlson, Dave Salter, Hugh H. Wilson (Sr.), Erwin Chaim, John Dillavou, Merle Dorsett and Darrell Arndt.

Statistics: 7 years; 84 meetings; 92,400 newsletters transported to the Post Office; 168 house cleanings; Hundreds of goodies baked and served!! Our sincere thanks for such outstanding hospitality and service in behalf of the Club and its members. THANKS, Jack and Erma!

DECEMBER MEETING — ELECTION RESULTS

After the short (as usual) business meeting with only Bert Bidwell being allowed to make a report as Treasuer, officers and directors were "railroaded" into office! Officers and directors for 1991 are as follows:

- PRESIDENT -- David W. Salter
- VICE PRESIDENT -- Joe Preislac
- SECRETARY -- Bill Gordon
- TREASURER -- Bert Bidwell
- BOARD MEMBERS -- Hugh Alexander
Roger Callender
Bob Packer
Steve Rasmussen
Pete West
Hugh K. Wilson

Then, as has been our custom, cake and beverages were served and those in attendance had the opportunity to mix and have some good conversation with friends.

Our thanks to the many men and women who arranged for food and served it. Their efforts were greatly appreciated.

DECEMBER PROGRAM

Prior to the actual program, Bud Lehrer gave a verbal account of 1991 events with particular emphasis on the May 4-12 "California State Railroad Museum/'Railfair '91 in Sacramento'" Excursion. Keith Kirby then provided a slide presentation on the same material, again, with particular emphasis on the "Railfair '91" excursion. Our thanks to Keith and Bud for entertaining us at the December meeting and whetting our appetites for railroading events in 1991.

PRESERVATION FUND AND BOOK DRAWING FOR NOVEMBER

Prizes and winners at the November 13, 1990 meeting are as follows:

Frank Wilson / Vintage Films: Journey to Yesterday Video

Erwin Chaim / Union Pacific Timetable

Tim Clay / Set of MoPac tickets

Steve Subber / Union Pacific Lantern

Bud Lehrer / New Zealand Railroad Calendar

Russel Clay / Ticket to Silverton

Virgil Light / UP 8444 Poster

Lee Whiteley / Century-Plus of Locomotives

Peter Gilbert / Cass Railway of West Virginia

Russel Clay / Railways of New Jersey

PRESERVATION FUND AND BOOK

Prizes and winners at the December 11, 1990 meeting are as follows:

Vance Hester / Evening Before the Diesel

G. W. Pool / Union Pacific Lantern

Don Niemczyk / Grab Bag of miscellaneous Railroad items

John Holzman / 1991 Dixon Paper Calendar featuring the Santa Fe Depot

Betty Mott / 1991 Colorado (RR Museum) Narrow Gauge Calendar

Doug Gorton / 1991 American Streetcars Calendar

Gary Ellison (NY) / 1991 Trains Calendar

Lee Whiteley / Print: Super Chief on Raton Pass

Sherm Conners / 1991 New Zealand Railroad Calendar

Keith Kirby / Poster: 8444 UP Montage

Phil Wise / Lean' Tree Christmas Cards

Herb Votaw / Lean' Tree Christmas Cards

Steve Subber / Lean' Tree Christmas Cards

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

We wish to thank the many members who have donated such fine prizes during 1990. These donations kept the Club's expenses down and poured more of the funds received into the preservation fund. Your continued support in this matter is appreciated and the continued support by those attending the monthly meetings, as well as those who participate by mail, is also very much appreciated.

CONGRATULATIONS IN ORDER

Our former president, Keith Kirby, was one of the recipients of the American Association for State and Local History Award for his work with the Dora Moore School PTSA. The award was made at the Colorado Historical Society Annual Meeting on November 27, 1990 for the school's centennial project of programs and exhibits.

Keith was among an elite group receiving awards including state senators and representatives and especially Charles E. Bradshaw, representing the Durango and Silverton Narrow Gauge Railroad for the rebuilding of the roundhouse and restoring the six vintage steam locomotives damaged in the disastrous fire on February 10, 1989. Mr. Bradshaw received one of the Stephen H. Hart Awards. (Bob Griswold)

ANNUAL POTPOURRI PROGRAM

Joe Priselac announced at the December meeting that the 1991 Potpourri Program will be held in April with Erwin Chaim volunteering to oversee the collection and presentation of slides. We are letting members know about this somewhat earlier than usual to allow everyone who wishes to participate time to get their slides together and presented to Erwin.

Beginning with the January meeting, members are invited to bring fifteen (15) of their favorite railroad slides to Erwin Chaim (along with a previous name slide, if available). Your slides should be presented to Erwin in the order you wish to have them shown. The slides will be shown from Kodac carousel trays. To be sure that Erwin knows which slide is first, please mark your slides for him. Kodac carousel trays show the first slide from the front of the group to the back of the group.

Be sure that your slides are in focus and properly exposed. We want your very best!! Slides will be returned at the end of the program.

ANNUAL NEAL MILLER PHOTOGRAPH

As always, those in attendance at the December meeting were thrilled to receive Neal's photograph for their collections of fine railroad photography. This year's shot of UP steam locomotives 820 and 831 on Train #27 at Cheyenne, Wyoming on February 19, 1956 was no exception.

Neal goes to great expense to hand these photographs out each year and we wish to express our sincere thanks to him.



1991 SCHEDULE OF EVENTS CALENDAR

Enclosed with this newsletter is your personal copy of the Club's 1991 Schedule of Events Calendar. Please keep it handy as a reminder of upcoming meetings, trips and work days at the Colorado Railroad Museum.

NEW MEMBERS

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

REGULAR--

Raymond L. Bender	Barrington, IL
Frank Briggs	Houston, TX
George P. Godfrey	Denver, CO
Susan L. Godfrey	Denver, CO
Bill Herrmann	Boise, ID
Donald Niemczyk	Littleton, CO
Frank R. Wilson	Lakewood, CO
Gerald W. Charter	Golden, CO

ASSOCIATE--

Vada Adams	Centralia, IL
Annette Davis	Denver, CO
Peter W. Goss	Aurora, CO
Christopher Hanna	Wasco, IL
Gail Hanna	Wasco, IL
Joshua Hanna	Wasco, IL
Linda S. Johnson	Colorado Springs, CO
Mary Kathryn Kanard	Cheyenne, WY
Alexis Kotarba	Denver, CO
Loretta Nelson	Lakewood, CO
Charles L. Osgood	Denver, CO
Thomas M. Osgood	Denver, CO
Gail Rowe	Boulder, CO
Connie Schaeffer	Montrose, CO
Sarah Sue Stuska	Arvada, CO
James R. Welch	Gallup, NM

MISCELLANEOUS



ColoRail, P. O. Box 9696, Denver, Colorado 80209-0696, is a citizens group that believes railroad passenger service (long distance, corridor, high speed, commuter and connecting services) is an essential asset that must be preserved, improved and expanded. In particular, ColoRail is dedicated to the preservation and improvement of intercity rail passenger service through and within the State of Colorado.

Membership information is available upon request. In general, membership is open to any interested individual, in or out of Colorado, upon payment of \$10.00 for annual dues. (Hugh Wilson, (303)744-6250)



SKI TRAIN EXCURSION

The Rocky Mountain Railroad Club is pleased to announce the annual D&RGW Ski Train excursion. This trip has been set for Sunday, March 24, 1991.

Our trip begins at 7:15 a.m. when the D&RGW Ski Train departs Denver's Union Station for a trip to Winter Park, Colorado. Arrival in Winter Park is scheduled for 9:15 a.m.

Upon arrival at Winter Park, members of our group will have several activities to choose from. Skiing, shopping and eating are, of course, available; however, we have added some options. We've chartered a Snow Cat which will take a group of 12 up the old railroad grade to Rifle Sight Notch. This trip leaves at 10:00 a.m. and will return between 3:00-3:30 p.m. The fare is \$46.00 and well worth the money if you've never taken the trip. There is another Snow Cat tour available: We are offering a 2-hour tour of the Winter Park Ski area. Departures for this trip are 10:00 a.m., 12:00 noon and 2:00 p.m. The fare is \$15.00 for adults and \$10.00 for children 13 and under. When making reservations, please specify which time you would like to depart.

We have also chartered a bus to take photographers to Tabernash tp photograph the Ski Train being turned on the Wye. If time permits, we will also try to catch the California Zephyr between Winter Park and Tabernash. Departure at 9:30; Return at 11:30 a.m. Fare is included in basic trip cost.

Fare for the Ski Train, shuttle bus, charter bus (for Ski Train photographers) and railroad movies is \$28.00 per person.

In the afternoon, railroad movies will be shown in the meeting room we've booked at the Mary Jane Ski area (Free shuttle bus service is available to Mary Jane). The Ski Train departs Winter Park at 4:15 p.m. with an arrival in Denver set at 6:15 p.m.

We highly recommend reserving your seats as soon as possible since the Ski Train Trip and Snow Cat trips have always sold out in past years.

All tickets must be purchased by March 1, 1991. NO REFUNDS will be available after March 1, 1991.

SKI TRAIN & SNOW CAT TOUR ORDER FORM

NAME _____

ADDRESS _____

Zip _____

PHONE () _____

_____ Ski Train tickets at \$28.00 each \$ _____

_____ Railroad Grade Snow Cat Tours at \$46.00 each \$ _____

_____ Winter Park Snow Cat Tours at \$15.00 ea. \$ _____

_____ Winter Park Snow Cat Tours at \$10.00 ea. \$ _____
(Children's Fare)

Please provide your first and second choices for departure times on the Winter Park Tours:

1st: _____

2nd: _____

Total Enclosed \$ _____

Send ticket orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Joe Priselac
5100 Stuart
Denver, Colorado 80212

PRESIDENT'S REPORT — 1990

1990 was basically a good year for the Rocky Mountain Railroad Club.

Certainly the greatest milestone passed during 1990 was the approval by the IRS of our application for the Rocky Mountain Historical Foundation as a tax exempt 501 (c) (3) organization. Again, our thanks to Bert Bidwell, our Treasurer, and to his daughter Janet (who assisted while Bert was hospitalized) for obtaining this approval after many years of trial and failure.

Of course, we are always sorry at the passing of some of our members but in an organization as large as ours, unfortunately, this is to be expected. Too, we were saddened when Tom Abbott lost his foot after a cave-in accident at Needle's Eye Tunnel, but are happy about his recovery and certainly at his attitude after this tragic event. In addition, two of our more active members, Bert Bidwell and Carl Carlson, were hospitalized--Bert for a triple by-pass (and just as he does in spending the Club's money, he talked them down from a quadruple) and Carl for angioplasty to correct a minor "factory defect." Both are now doing so well that several members have inquired as to where they can go to have the same things done! Irv August broke an ankle which is now well on the mend and about all that we can say, Irv, is that at some age you must learn that you cannot enter every "twist contest" that comes along!

Of course, as in any volunteer organization, the Club always needs and appreciates help in its endeavors. Whether your interest is in the restoration of equipment, stuffing newsletters, or assisting in the preparation and serving of refreshments at Club functions, you will be amazed at the enjoyment of being active in Club activities. Our "common denominator" is the love of trains and as in the case of most any endeavor, the fulfillment and enjoyment obtained is directly proportional to active participation. If you are not presently active, come on into the active circle, and I am sure that you will find that your time is well spent with others that have the same common interest. You'll be glad that you did! We are privileged to have

such an outstanding group of members, and in particular, to have the assistance of so many capable people. It is rare indeed to find a group that is of the high caliber of these people, and it is as a direct result of their energies, that the Club is such a phenomenal success.

On behalf of the officers and myself who will be serving the Club membership again in 1991, we appreciate your confidence in our ability to serve you for another year and look forward to working with you towards an even better Rocky Mountain Railroad Club.

David W. Salter, President

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.

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

The Friends of the Cumbres & Toltec Scenic Railroad have announced their 1991 schedule of events on the C&TS. Please mark your calendars for the following events and dates:

- | | |
|-------------|---|
| June 20-22 | Early Work Session on the C&TS. Meeting and Program, June 21. Moonlight Train Excursion, June 21. |
| August 8-10 | Regular Work Session. Annual Meeting and Program, August 10. |

If anyone is interested in volunteering their help during these sessions, please contact The Friends of the Cumbres & Toltec Scenic Railroad, P. O. Box 222, Chama, New Mexico 87520.



The Colorado State Highway Department has done an outstanding job in building the new I-70 highway through Glenwood Canyon. This photograph shows the engineering used in the new highway, and, the new bike/walking path developed alongside the highway at or near the river level. There still exists places to get off the highway and park your motor vehicle. From these parking areas, one can then join the bike/walking trail and secure photographs of rail traffic throughout the canyon.

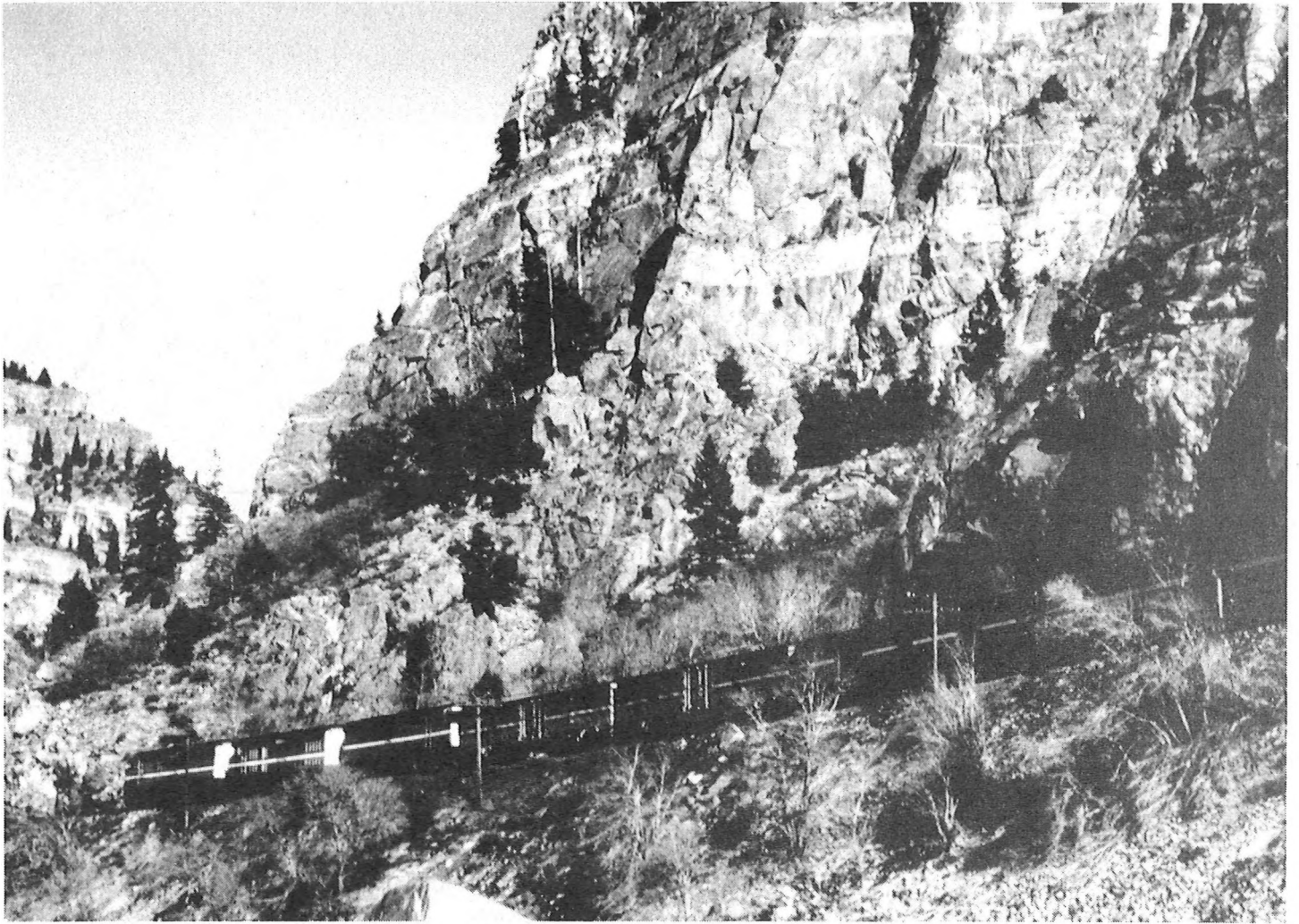
(Mike Butler Photograph)

ANOTHER MEMBER'S OBSERVATION

During John Dillavou's excellent multi-media presentation to the Club on the Rio Grande Zephyr at the November 13 meeting, John mentioned how it was difficult to photograph trains any more in Glenwood Canyon because there is no place to pull off Interstate 70 to take pictures. However, there is still a way to obtain excellent train photographs in Glenwood Canyon--the new bicycle trail which parallels I-70 provides fantastic views of the Canyon, the Colorado River, and of course, the Denver and Rio Grande Railroad tracks. Any time a train comes along it's a simple

matter of parking your bike, and setting up your camera.

My son Jason and I "discovered" the Glenwood Canyon bike trail on a recent outing to Glenwood Springs on Saturday, November 10. The bike trail begins just east of the Hot Springs Pool, and currently proceeds about eight miles through Glenwood Canyon until it is halted by the continuing construction of I-70. From our experience, the best time to see trains in the canyon seems to be from noon until 4:00 p.m.--during that time you should see both eastbound and westbound Amtrak California Zephyrs, as well as whatever freight trains



Nice photographs can still be obtained of trains winding their way through Glenwood Canyon between the mouth of the canyon and Glenwood Springs by using the new bike/walking trail that runs along the new highway and river pathway. Here we see the eastbound Amtrak train in the Canyon on November 10, 1990. (Mike Butler Photograph)

are rolling that day.

If you don't want to bicycle through the canyon, you can certainly walk a mile or so out of Glenwood Springs on the bike trail and snap train photos along Horseshoe Curve between Glenwood and No Name. Either way--biking or hiking--you escape the crush of automobile traffic on I-70, and can stop for an unhurried photo at any time.

On our bike trip we saw our first freight train at about 12:30 p.m. It was westbound with five Rio Grande engines in the lead. And, though we were to see two more freights that afternoon, none had any Southern Pacific motive power in the consist. Since the Rio Grande/Southern Pacific merger, it has

become a common sight to see Southern Pacific locos mixed with Rio Grande--in fact, on a Sunday morning in September at Minturn, I observed a yard full of Southern Pacific engines with only one Rio Grande engine in sight. This day in Glenwood Canyon, however, produced only Rio Grande motive power.

A side benefit of bicycling Glenwood Canyon is viewing the fantastic bridges constructed to carry I-70 through the canyon. Our eight-mile ride took us next to and under scores of bridges, and, in fact, our progress on the trail was finally halted by the construction of yet another bridge. At that point, we stopped to rest, and just past 2:00 p.m., the eastbound Amtrak California Zephyr came rolling by. Of course I

grabbed my camera and shot pictures as fast as I could. It seemed that it was merely a few seconds before the Zephyr had come and gone. But what a magnificent sight she was--all that silver, red and blue curving along the canyon wall just above us, with the Colorado River flowing just below.

We had hoped to see the westbound Amtrak Zephyr also, but it was not to be this day. It was running about two hours late, and we finally spotted it at the Glenwood Station, just as we were going for a swim in the Hot Springs Pool. And wouldn't you know it--there on the tail of Amtrak, Phil Anschutz had two of his special Rio Grande passenger cars coupled on--the "Utah" and the dome car "California." Now why wasn't that train in the canyon when I could have photographed it, instead of now when I was at the swimming pool with no camera?

On the bike ride back to Glenwood, we did see two eastbound freights, and again got some great shots as they rounded the canyon curves and roared up the canyon. So, if you want some great pictures of trains in Glenwood Canyon nowadays folks, hit the bike trail on wheels or on foot. Just be there between noon and 4:00 p.m. and you should catch plenty of action!

(Mike Butler, Denver, Colorado)



THANKSGIVING ON THE RIO GRANDE SOUTHERN

As we enjoyed our Thanksgiving breakfast of specialty pancakes, we could look out to the towering La Plata Mountains sparkling with a cover of new fallen snow under a cloudless Colorado sky. This was our view from our son's home in May Day, an almost

ghost town of about a dozen homes.

Extremely interesting to this old railfan is the abandoned grade of the Rio Grande Southern's May Day branch about 300 feet distant. After the abundant holiday breakfast, my son and I decided to hike the grade to Cima where it joined the mainline of the Rio Grande Southern, about five miles west of the old coal mining town of Hesperus. To make the hike meant putting on our boots and warm jackets as the temperature was right at 30 degrees. To reach the grade, we had to climb through a couple of barb wire fences which enclosed neighbors private property. Close to May Day, the grade is partially obscured by scrub oak, but as we reached the National Forest land, the terrain became open pasture land. The inch or two of snow almost covered the slowly rotting ties, but following the grade for two miles was easy. Of course, it was not a day for spike hunting, although we found a couple still firmly imbedded in solid ties. As we reached the draw up near Cima, the wind picked up and dropped the wind chill temperature a good ten degrees.

On our return, we left the old railroad grade to hike over to the site of the real ghost town, Parrott City. This once busy village was the county seat of La Plata County from 1874 to 1881. When Durango became a town, it took the county government away from Parrott City, and over the years the pioneer town eventually died. The Harris Family who live on the site of Parrott City is not receptive to having strangers explore this historic area.

Most Rio Grande Southern maps show the loop at May Day, but a 1919 map of the Parrott Town and Improvement District shows only a stub track to the May Day Mine. The loop grade is obvious on Charlie Taylor's property, but over near the mine and mill site on Jim Olson's property, one has to use his imagination a bit to follow the loop. Never-the-less, some old ties remain; in fact, I tried to retrieve one. The tie which likely had been in place since 1905 was still solid, and banging the spike with a rock accomplished nothing. I turned the tie over, and all I did was to disturb the home of a garter snake. More fun on the remains of the legendary Rio Grande Southern! (Bob Griswold)

ANNUAL DUES

The 1991 Membership Fee is now due. If you have not yet sent in your renewal, please do so as soon as possible. The REGULAR membership fee is \$15.00. The ASSOCIATE membership fee is \$7.50 per spouse/child. Please fill in the attached coupon if the renewal notice sent to you in the November newsletter has been misplaced.

NAME _____
Regular Member (Please Print or Type)

NAME _____
Associate Member

NAME _____
Associate Member

Address _____
 _____ Zip _____

Telephone () _____

 ROCKY MOUNTAIN RAILROAD CLUB
 1991 Book Drawing - April 9, 1991

NAME _____

ADDRESS _____
 _____ Zip _____

Please Print or Type. Winners need not be present.

 A check or money order is enclosed for the following:

1991 Regular Membership at \$15.00	\$ _____
1991 Associate Member- ships at \$7.50 ea.	_____
1991 Book Drawing chances at \$2.00 ea. (A coupon is enclosed for each chance de- sired)	_____
TOTAL	\$ _____

OBSERVATIONS

In the November issue of the Rail Report, I covered the Balwin Branch of the D&RGW and what was encountered on that September trip. To continue on, I was searching for more of the line out of Gunnison on its way to Floresta.

I drove on into the Ruby Irwin area and found the remains of one old mine still being worked occasionally for gold or silver. Unfortunately, none of the old buildings exist in their original configuration, having been modified or torn down with new stuctures built on their foundations. I then dropped down into the town of Crested Butte, following or driving on parts of the old railroad grade.

The Crested Butte line was constructed in 1881. This 29-mile branch from Gunnison climbed some 1200 feet in elevation. The wagon freight haulers were put out of business hauling goods to Crested Butte, but found other new business hauling goods from the rail line to the numerous new communities springing up all over the area due to the search for new ore pockets. With the discovery of coal deposits in the Crested Butte area, the railroad developed even more revenue and traffic and, soon, longer coal trains were rolling off the Crested Butte Branch compared to the Baldwin Branch. In later years, the two little consolidations (2-8-0) #268 and #278 were used on alternating days between the two branches.

I gather that it was not uncommon to see 15-20 high-side gondolas of coal coming out of the area as well as stock trains with cattle and sheep. In later years, the small communities along the line developed hunting and fishing tourism with the railroad bringing in people and supplies. The gold discovery in Washington Gulch did not last long and the subsequent discovery of coal deposits was a boom to the area and the railroad that served it.

The two little consolidations were the main motive power, although the heavier 480 and 490-series locomotives did find their way into the area periodically. Today, these two little engines remain in the area. The #278, a box car and a caboose

sits on a segment of steel bridge that once saw the railroad emerge from the Black Canyon of the Gunnison at Cimarron to climb over Cerro Summit on its way to Montrose. The #268 is on display at the museum on the east side of Gunnison, along with a consist of drag flanger, gondola, boc car and cabooses. These displays, along with the recreation of stockyards at the National Park Service's display at Cimarron make up some of the few glimpses of narrow gauge railroad history in the area which saw so much activity during the period from initial building in 1880 until 1953 when the Crested Butte line was dismantled.

What would it be like if, by some wonderful development, the rail line was reconstructed today and tourists and skiers could use the line for transportation? If one considers such projects as the Grand Canyon Railway, it does not seem too far-fetched. It would only take money!!

(John Dillavou. Edited by Jim Trowbridge)

SWAP 'N SHOP

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

WANTED: I am seeking information on Colorado Midland switch stand arrows and I was wondering if someone who has an arrow in their collection could please send me a sketch or drawing along with the dimensions of the various parts. Your help would be very much appreciated. Thank You! Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

NEWS FROM THE COLORADO RAILROAD MUSEUM

Colorado's oldest operating steam locomotive, #346, will be steamed up on the dates listed below. The Rio Grande Southern's Galloping Geese will also be used at times.

April 6-7	August 17-18
May 11-12	September 28-29
July 5-6-7	December 7-8
[National Model Railroad Assoc. Convention]	[Santa Claus Train]

There may be additional operations. If very heavy snowfall and time to assemble a crew, the museum will operate for photographers a "flanger train." Arrangements for photos on all these occasions as a matter of course. Equipment used will vary, century old coaches or private cars, cabooses, or even a simulated "freight" or mixed train consist.

HOURS: Open daily, 9:00 a.m. to 5:00 p.m.
June, July & August to 6:00 p.m.
Open year 'round, every day except Thanksgiving and Christmas.

ADMISSION: Rocky Mountain Railroad Club members and family, FREE. For the general public: Adults \$3.00; Children \$1.50 (when accompanied by adults); Family Rate, Parents & Children under 16 \$6.50.

HO/HOn3-SCALE MODEL RAILROAD:

Downstairs is the large HO/HOn3-scale railroad of the Denver HO Model Railroad Club. Operated on first Thursday evenings from 8:00 p.m. Free to visitors at that time. Coin-operated trains at any time museum is open.

MERCHANDISE: Everything imaginable as related to trains. For your personal needs or as gifts, check with the museum first!!

NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The D&SNG Railroad reported a ridership of 197,991 passengers from May 5 through October 27, 1990; a 1.5% decrease from its 1989 banner year of 201,004. The publicity from the 1989 roundhouse fire ballooned 1989's ridership.

The new roundhouse back shop is geared to not only the D&SNG's work, but to accepting outside repair work such as locomotive drivers from both the Cumbres & Toltec Scenic Railroad and the Grand Canyon Railway, some of which is already completed. Roundhouse and car shop crews are at their usual busy selves doing annual locomotive and rolling stock repairs and inspections. There will be no additional equipment add-

ed in 1991.

IN SHORT:

THE 1990 Railroad Photographer Special was so successful that the 1991 Special has already been scheduled for September 21st. THE Animas River Railway "Railbus" has been permanently discontinued and the railbus has been stored and will only be used for emergency purposes. THE yard tours were well received and will continue in 1991. TO further promote the Silverton Train, the D&SNG, effective January 1, 1991, will for the first time, offer travel agency commissions. 1991 marks 110 years of continuous service on the Silverton Branch. Celebrations are planned and suggestions for same are generously accepted.

1991 SCHEDULE:

The 8:30 train will run from May 4 thru September 29; the 9:30 train will run from May 25 thru October 27; the 10:15 train will run from June 10 thru August 25; the 7:30 train will run from June 24 thru August 18; and, the Cascade Canyon train will run again 4:30 p.m. to 8:45 p.m. from July 1 thru August 18.

[Amos Cordova, Vice President/Director of Marketing, Sales and Public Relations, Durango & Silverton Narrow Gauge Railroad]

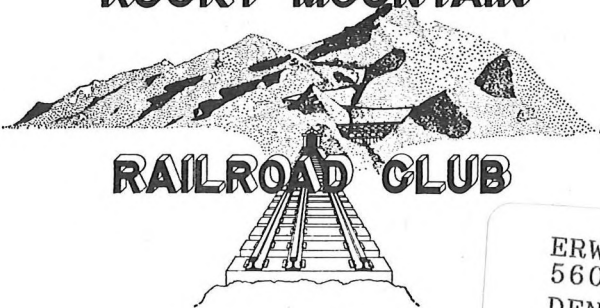
1991 SCHEDULE OF EVENTS

January 8 Regular Monthly Meeting
February 12 Regular Monthly Meeting

March 12 Regular Monthly Meeting
March 24 D&RGW Ski Train Excursion
April 9 Regular Monthly Meeting
May 4-12 California State Railroad Museum / "Railfair '91 in Sacramento" Excursion
May 14 Regular Monthly Meeting
May 18 Work Day at the Colorado Railroad Museum
June 1 Alternate Work Day at the Colorado Railroad Museum
June 8 Limon/Arriba (Kyle Railways) Excursion
June 11 Regular Monthly Meeting
June 28 100th Anniversary Celebration of the Pike's Peak COG Ry.
July 9 Regular Monthly Meeting
July 13 Ft. Collins Trolley & Picnic
August 10 Colorado Midland Field Trip
August 13 Regular Monthly Meeting
September 1 C&TS Double-headed Mix Train Excursion
September 10 Regular Monthly Meeting
October 5 Platte Valley Trolley Trip
October 12 ANNUAL BANQUET
November 12 Regular Monthly Meeting
December 10 ELECTIONS and Regular Monthly Meeting

ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

ERWIN CHAIM
560 EMERSON
DENVER, CO 80218



Dated Material