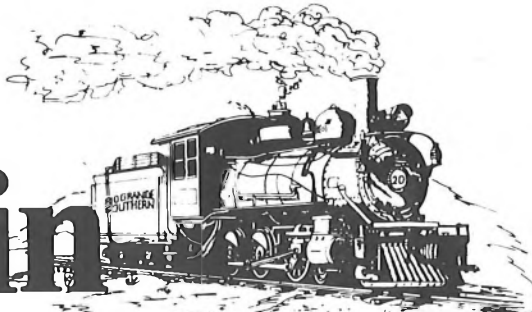


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 8, 1995 -- 7:30 p.m.

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

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

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

COPY DEADLINE ALL copy for publication in the September, 1995 Rail Report is due no later than August 8, 1995!!

MEMBERSHIP INQUIRIES

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

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

August, 1995..... No. 431
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

AUGUST 8 PROGRAM

Club member, Ray Mathewson, of Levin, New Zealand, will be visiting with us in August and will be presenting a program on New Zealand railroading. Ray annually contributes photos to the New Zealand Railroad Calendar. Be sure to mark this date on your calendar and join us for an interesting evening of unique railfanning.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Street, Denver, CO 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, CO 80201-2391.

JULY PROGRAM AND MEETING

Keith Kirby took many of us back to our near-youth as he presented long-gone views of railroads and their colors throughout the 60's and 70's. The program also told the end of private passenger service and how that equipment worked its way into the Amtrak System we know today.

It was great to relive the days of private passenger service and the locomotives that provided the power, along with the many color schemes. Our "Thanks" to Keith!

NEW MEMBERS

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

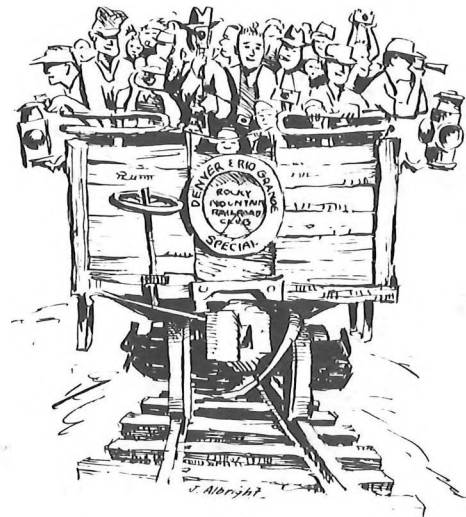
Lisa Hayes Glenwood Springs, CO
Ron Meyers Littleton, CO

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

John O'Neale Anchorage, AK
(29-year member)

NEWSLETTER CONTRIBUTIONS

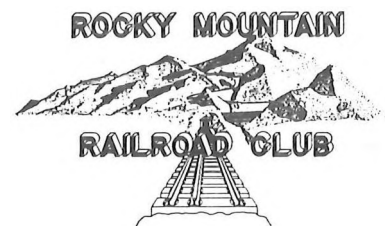
We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail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



1995 SCHEDULE OF EVENTS

August 8	Regular Monthly Meeting
August 12	Como/Fairplay Area--DSP&P Field Trip
September 12	Regular Monthly Meeting
September 29- October 8	Arizona/New Mexico Sojourn
October 14	ANNUAL BANQUET
November 14	Regular Monthly Meeting
December 1-3	D&SNG RR Winter Trip
December 12	ELECTIONS and Regular Monthly Meeting

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



THE BEGINNING OF THE ROCKY MOUNTAIN RAILROAD CLUB AND OTHER INTERESTING NOTES

Club member, Jack Morison, sent this photo copy to your editor thinking that it would be of interest to Club members--and your editor agrees!

There are three separate items of interest in this March, 1938 issue of Railroad Magazine, including the beginning spark for the establishment of the Rocky Mountain Railroad Club. Carl Hewett got the Club started and served as its first president. The Club was established just one month later!! The second item of interest is the comments by

R. A. Gordon (Father of Bill Gordon) who served as the Club's president during 1944 and 1945. The third item concerns the movie notes about "Danger Lights," which is still available on video and has been shown at the Club's Annual Banquet!! Our "Thanks" to Jack for sharing this bit of history!

Colorado Heard From



DURING my vacation last summer I rambled over the Colorado Midland right-of-way. The only part of it left was between Colorado Springs and Cripple Creek and Victor. A gas-car furnished passenger and mail service. Freight was handled in railroad style. I watched them go for the hill—fifty cars and five engines; one ahead, three spaced through the train and one behind with a connection for electric lights in the caboose. Three engines separate came down light, one brought the return train and the other stayed behind to do the switching.

I also went up the old grade of the Florence & Cripple Creek, now a scenic highway. It must have required skill and muscle to bring a train down that line when air was just coming into use. The descent is 4,000 feet in 26 miles, with curves on trestles and in tunnels. Many years ago, when my father-in-law made a boomer trip over the old road, he had to put a deposit on a switch key so he would not be tempted to quit at Cripple Creek and return via the Midland to spare his nerves.

The old South Park is still working from Leadville to Climax, eleven miles. Three engines take ten loads up the hill.

A few years ago the Moffat Road (Denver & Salt Lake) was about to fold up, but is now doing lots of business.—R. A. GORDON (*ex-rail*), 4158 Zuni St., Denver, Colo.

* * *

A RECENT issue told of the reopening of the abandoned narrow-gage Silverton Northern, in Colorado, for the convenience of the Golden Treasure, or Treasure Mountain, Mine. I was born in Silverton and lived there nineteen years. I knew of no such mine in or near Silverton. The Silverton Northern will not be operated by the D&RGW. The branch to Gladstone, long unused, is to be abandoned entirely.—ROBERT COLE, 18037 Pelkey Ave., Detroit, Mich.

* * *

I WANT to hear from persons interested in forming a rail fan group in Colorado, especially around Denver. Also I'd like to organize a narrow-gage fan trip over the famous Georgetown Loop.—CARL HEWETT (*ex-rail*), 1411 E. 33rd Ave., Denver, Colo.

(EDITOR'S NOTE: *Here's a real chance for one of the big historical organizations to do some missionary work. We happen to know that Mr. Hewett travels around the state quite a bit, so he'd probably be a good contact man for any live-wire rail fan outfit that wants to form a Colorado branch.*)

Railroads in the Movies



"RAILROADS IN THE MOVIES," in a recent issue, was very interesting but did not mention "Danger Lights," which was filmed by Radio Pictures, of Hollywood, on the Milwaukee Road between Butte and Chicago, a few years ago. Another picture was filmed on the same location by Essanay Co.

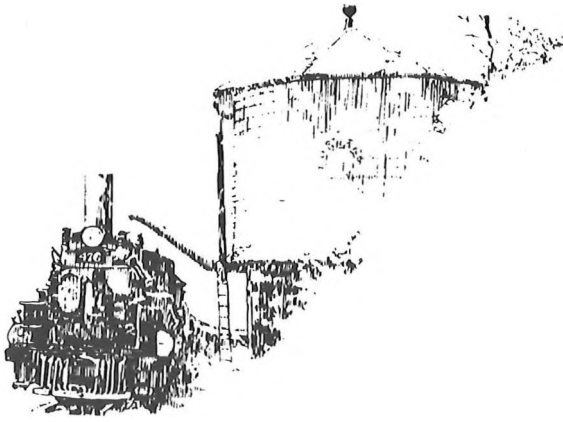
I acted as technical director in the filming, cutting and editing of "Danger Lights." RKO sent two special trains to Montana. One carried 150 actors, directors, writers, technicians, property men, etc. The other hauled two sound-recording trucks, three electric generators, rain-making machines, props, wardrobes, etc. Six weeks on location were required to complete both pictures.

We encountered real operating problems during our 15-day stay at Lombard, 95 miles west of Harlowton, Mont., on the electrified portion

of the road. Electric locomotives need neither coal chutes nor water tanks, but the railroad picture required constant use of steam power.

We had two passenger trains, one freight, and one wrecking train. Engines were coaled at night from cars alongside. Water was pumped from roadside streams, but it foamed badly in the boilers until we could get the right kind of anti-foam compound from South St. Paul. Two dining cars fed all the motion-picture people and train and engine crews. Mail was received twice daily.

Not a foot of sound was dubbed in on this picture, but was recorded and synchronized right along with all the camera shots on the exact location. In many shots and recordings we would make the run with the business car *St. Paul* or other equipment for the camera. Then we would repeat the run with a baggage car carrying a sound recording truck and generator cut in between the locomotive and business car or other equipment, retaking the exact scene at the same speed for sound.



ANNUAL BANQUET

You are cordially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 14, 1995.

This gala event will be held at The Regency Hotel, I-25 and 38th Avenue (Look for the gold dome!). Cocktails will be available at 6:00 p.m. at a cash bar; Dinner will follow at 7:00 p.m. with the evening's program following dinner and door prizes.

Ample free parking is available, and, for out-of-town members and guests, the Club has arranged for reduced rates at the Regency Hotel: Single, \$49.00; Double, \$58.00. Reservations need to be made directly with the hotel by September 14th!! Their phone number is (303) 458-0808. Be sure to identify yourself as being with the Rocky Mountain Railroad Club.

Dinner will consist of your choice of:

- A. Trout Almondine, Rice Pilaf and Mixed Vegetables, or,
- B. London Broil, Mushroom Sauce, Baby Red Potatoes and Mixed Vegetables, or,
- C. Chicken Pierre, Rice Pilaf and Mixed Vegetables.

All menu choices include tossed green salad with Regency dressing, rolls and butter, dessert, and, your choice of regular coffee, decaffeinated coffee, tea and water.

Our program this year will feature Margaret Speas Coel, presenting a program entitled "Goin' Railroading." The program is based

on her book of the same title which tells the experiences of her father and his family of railroaders. Sam Speas worked for the Colorado & Southern as an engineer and he and his family were involved in both standard and narrow gauge operations. This program will interest all who attend, and, Margaret will be donating several of her books, "Goin' Railroading," to complement our other outstanding door prizes. In addition, we will have one copy of "Goin' Railroading" as a table prize for each and every table!

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is only \$18.00 per person!! Tickets will be available at Club meetings or by mail. Please order as soon as possible. We must submit a head count by Tuesday, October 10th. We cannot seat people who arrive without a reservation!

Send your reservations, along with a check or money order to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, Ticket Chairman, 700 So. Elizabeth, Denver, Colorado 80209.

[Please send a stamped, self-addressed envelope with your order to reduce the work load for Hugh. Your cooperation in this matter is greatly appreciated]

ANNUAL BANQUET ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Please send the following tickets for the Annual RMRR Club Banquet:

_____ (A) Trout @ \$18.00 \$ _____

_____ (B) London Broil @ \$18 _____

_____ (C) Chicken @ \$18.00 _____

_____ Total \$ _____



The AAR, 9-car special train was photographed at Dotsero, Colorado, on June 27, 1995. The locomotive power included GP-60's: Cotton Belt #9690 and Southern Pacific #9780. The AAR special made a circle trip via the Joint Line from Denver to Pueblo, the Tennessee Pass Line to Dotsero, and, the Moffat Road back to Denver. (Chip Sherman Photograph)

THE COMBUSTION CORNER — CURRENT RAILROAD HAPPENINGS

by Chip Sherman

ASSOCIATION OF AMERICAN RAILROADS (AAR) OPERATES COLORADO CIRCLE TRIP ON OLD RIO GRANDE. The AAR's Operating Committee met in Colorado Springs, CO, this year. A highlight of their meeting was operating a 9-car Santa Fe and Union Pacific passenger car train over Southern Pacific's Colorado lines; The Joint Line, Tennessee Pass and the Moffat Tunnel Route! To get the train from Council Bluffs, NE, Union Pacific had their E-9's #949, 951 and 963-B deadhead a 12-car train via Cheyenne, WY, south into Denver on June 25th. At Denver, UP turned a 9-car train over to SP at Denver Union

Terminal around 3:00 p.m. Southern Pacific then moved the train south over the Joint Line that afternoon to Colorado Springs. The consist was UP power car 207, UP staff car CABARTON, ATSF sleeper REGAL SPA, ATSF baggage car #77, UP diner CITY OF DENVER, UP presentation car SUN VALLEY, UP sleeper POWDER RIVER, ATSF full length dome/lounge #60, and UP track inspection car IDAHO.

The AAR 9-car special ran without difficulty on June 26-27, 1995. Departing Colorado Springs, CO, on time at 8:30 a.m., the GP-60's Cotton Belt 9690 and SP 9780 (speed lettered) headed south down the Joint Line to Pueblo, CO. At the SP's Pueblo, CO, yard, a bus brought other attendees from the Transportation Test Center (TTC) to board the train. Then, it was westward

along the raging Arkansas River, past Canon City for a fifteen minute stop at the Royal Gorge. Westward they continued where there was a meet with Wisconsin Central SD-45 #6595 on an eastbound general merchandise freight at Kobe siding near Leadville.

Atop Tennessee Pass, at the brick ovens, were three Denver railfans: Augie Mastrogiuseppe, Gene Loftus and Jim Hurt. They were making a day of Tennessee Pass railfanning--and what a day they had!

The AAR special made good time on the old Denver & Rio Grande Western operating ahead of schedule. The train pulled into Minturn (near Vail, CO) before 5:00 p.m. scheduled arrival time. The approximately 48 passengers boarded a bus and were taken to Vail for the overnight stay. The train was serviced and kept under the watchful eye of a Southern Pacific special agent at Minturn.

June 27th found them ready to continue the circle tour to Denver, departing Minturn at 8:00 a.m. Hot air balloons met them at Edwards, CO, and then to Dotsero where they turned east onto the Moffat Road. They made great time over this busy coal-hauling line, through the Moffat Tunnel and through Tunnel #1 at 1:40 p.m. They arrived ahead of the 3:00 p.m. schedule at Denver Union Station where their journey ended. (Jim Hickey and the AAR)

WISCONSIN POWER & LIGHT TO REDUCE YORK CANYON COAL CONTRACT. Santa Fe will lose some of the York coal shipments to Wisconsin Power & Light in June, 1995. Reports indicate the mining company is running out of the coal seam, and can not provide the volume of coal the power company needs. Santa Fe service has been excellent in delivering the coal and was not a factor in losing the contract. This will reduce the number of coal trains travelling between Raton, NM, over Raton Pass, through La Junta, CO, and on east. Santa Fe has assigned its newest GE-built model C40-8W's (800-series) and C44-9W's (600-series) war-bonnet-painted units to this coal service. (John Arbuckle)

PRIVATELY OWNED EX-WESTERN PACIFIC DOME "SILVER PALACE" TRANSITS COLORADO. Amtrak's Desert Wind, train #35, had former Western

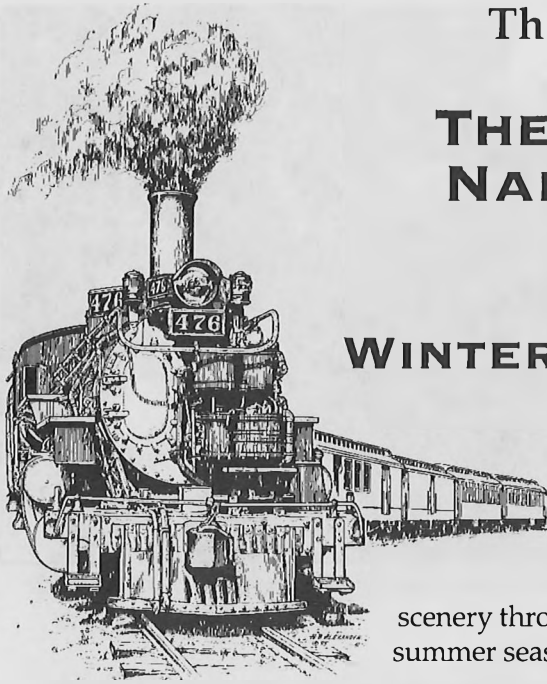
Pacific, California Zephyr (the 1949 version) dome car SILVER PALACE bringing up the rear through Denver on July 11, 1995. The California Zephyr letterboard was covered by a Railtex sign. The car was destined for Salt Lake City, UT.



PRESERVATION FUND AND BOOK DRAWING

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

- John Bartlett / "Metra" Print
 - Tim Clay / 3--Framed Pictures: Antique Locomotives
 - Jim Ehernberger / Set of TRAINS Magazines: 1978, complete
 - Ed Dickens / The Second Diesel Spotters Guide
 - Lloyd Crews / The Taskers Collection [Ed. Note: Steam Tractors]
 - Russell Clay / TRAINS ANNUAL:1967 and RAILWAY COLOR ALBUM
 - Dave Salter / Bessemer & Lake Erie RR
 - Jack MacLennan / Trolley Car Treasury
 - Tom Peyton / The Story of the California Western (Skunk) Railroad
 - Bob Stone / D&RGW "Rules & Regulations": 1929
 - John Holzman / A Glimpse of Utah [1907 Brochure]
 - Ronnie Bill / Thunder on the Rails [Video]
 - John Holzman / Set of Large Postcards
 - Jim Ehernberger / Condensed Profile: D&RGW System: 1953
- If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact either Dale Downing at Club meetings or Roger Callender at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



The Rocky Mountain Railroad Club

presents

THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

SPECIAL EXCURSION TRAIN

WINTER IN THE SAN JUAN MOUNTAINS DECEMBER 1-3, 1995

In this age of jet transportation and high speed railways, riding the *Durango & Silverton Narrow Gauge Railroad* in the Colorado's San Juan Mountains is an experience of stepping back into time. Each season of the year paints a different picture of the magnificent scenery through which the railroad travels. Many have ridden the railroad in the summer season, but few have experienced winter in the San Juans.

The *Durango & Silverton* branch of the *Denver & Rio Grande Western Railroad* dates back to 1882 with trains operating to Silverton year round, weather conditions permitting. In the early 1950's the train evolved into a summer only tourist operation. With the *Rio Grande's* of sale the line to Mr. Charles Bradshaw in 1981, winter trips once again became a reality. On February 14, 1982 the *Rocky Mountain Railroad Club* sponsored the first winter excursion on the line.

Since Colorado winter weather conditions are somewhat unpredictable, our trip from Denver will include deluxe motor coach to Durango and return. Each coach will have a knowledgeable club member who will narrate and point out the historical and scenic features en route.

Our route to Durango on Friday, December 1 will be along the front range on I-25 to Walsenburg, over 9,382 foot La Veta Pass across the historic San Luis Valley, over 10,857 foot Wolf Creek Pass to Pagosa Springs and into Durango.

Aboard our private excursion train on Saturday, December 2 we leave Durango, the "Narrow Gauge Capital of the World" and travel through the beautiful Animas River Valley. As we climb along the mountainsides the track comes out on a narrow ledge hundreds of feet above the awesome depths of the Animas River Gorge. Our route continues along the river ringed by 12,000 - 14,000 foot peaks. North of Durango we reach the Cascade Wye which is our terminus and the northern limit of operations during the winter months. A number of photo runbys will be made at selected locations. All of our passenger cars will be heated. In addition, our consist will have two open gondola cars for photography and a concession car. Upon return to Durango, a tour of the yards and shop facilities will be made available for those who would like to see behind the scenes operations.

Our return trip from Durango on Sunday, December 3 will be anything anti-climactic. We will travel Highway 550, the spectacular "Million Dollar Highway," over Red Mountain Pass to Silverton and on to Ouray, the "Little Switzerland of America." From Montrose we will travel east over Cerro Summit and across the beautiful Gunnison River Valley. A stop will be made at Cimarron to view a historic narrow gauge exhibit.



D&SNG engine #481 train in a snowy winter setting from the RMRRCC 1982 excursion.

Photos: Jim Trowbridge

After traversing Monarch and Trout Creek Passes we will cross the high mountain valley of South Park. This was the site of a section of the historic narrow gauge line, the *Denver & South Park, Pacific Railroad*. From there we go over Kenosha Pass and head into Denver.

The circle tour to Durango and return will showcase some of Colorado's most spectacular scenery. The route covers operating sections of present day railroads and areas of the *Denver & Rio Grande's* extensive narrow gauge network from year's past.



The D&SNG train winds its way through Animas Canyon on the 1982 RMRRRC excursion.

Cost of the Trip: The *Rocky Mountain Railroad Club* will offer three packages to tailor this tour for our guests.

PACKAGE 1. This complete package includes deluxe motor coach transportation (Denver to Durango and return), two nights lodging at the Durango Lodge (1/2 block to the rail station), *Durango & Silverton Railroad* excursion, lunch and narrow gauge shop tour. **\$179 /person** (based upon double occupancy). Single supplement for lodging is \$45/ person.

PACKAGE 2. Includes the same as package no. 1 except no transportation is provided to Durango and return. **\$119/person.**Based upon double occupancy. Single supplement for lodging is \$45/ person.

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

***Note:** This special train can only operate with a sufficient number of passengers as per the contract agreement with the *Durango & Silverton Narrow Gauge Railroad*.

Payment Schedule: Reservations and a deposit of 50% must be made by September 29, 1995. Full payment is due by October 16,1995. Send the form and check to Al Miller, *Alpine World Travel*, 1-800-878-2468, 303-752-0900.

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

Return this portion with payment .

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

Rocky Mountain Railroad Club
 Durango & Silverton Railroad
 1995 Winter Excursion Train

Total amount due \$ _____

Name _____

Package #1: \$179.00 _____ Package #2: \$119.00 _____ Package#3: \$65.00 _____

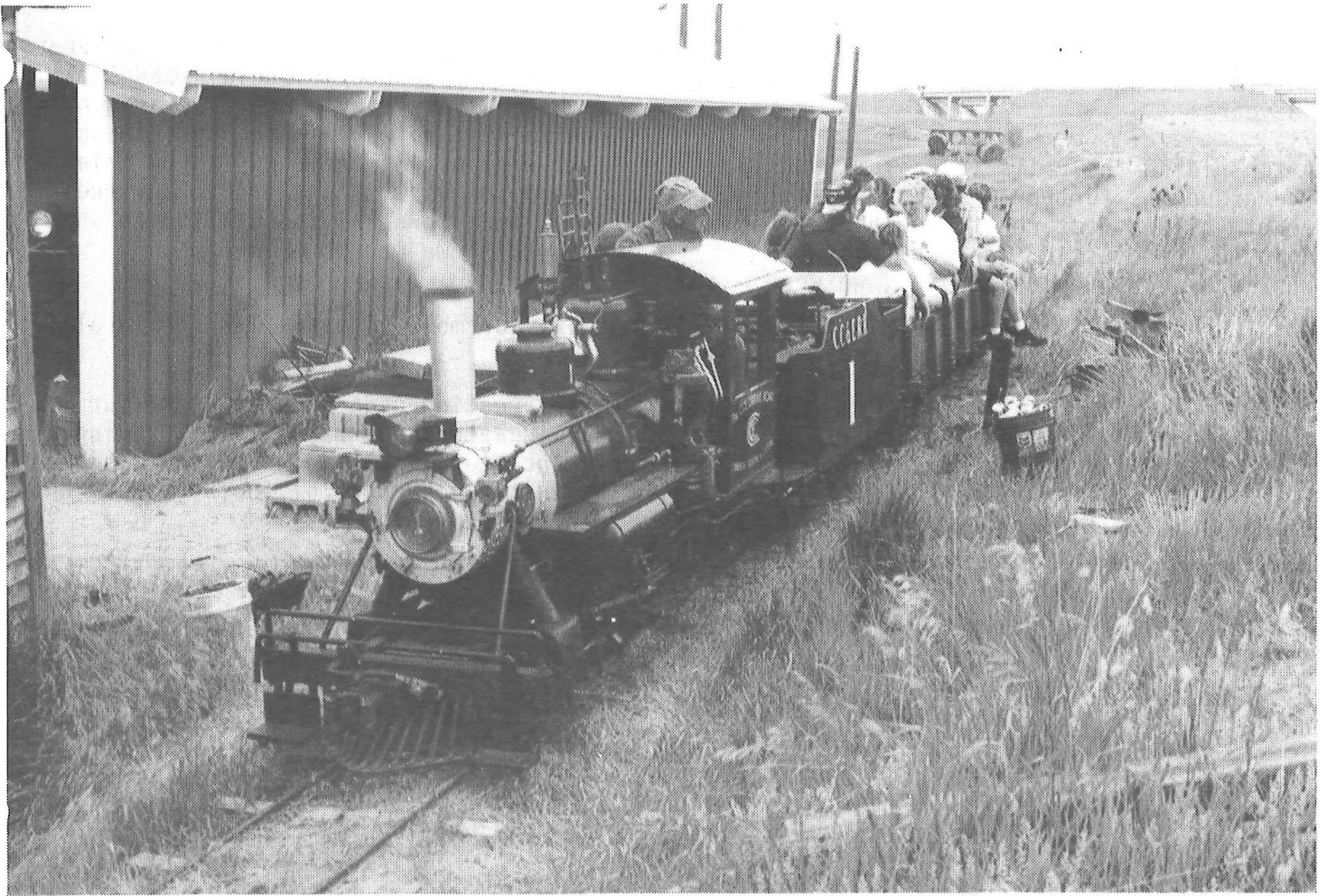
Address _____

City _____ State _____ Zip _____

Phone _____

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

Double Occupancy _____ Single Occupancy _____



*A group of Rocky Mountain Railroad Club members and guests prepare to depart on yet another run over the Comanche Crossing and Eastern Railroad behind CC&E #1. Our engineer for this trip was no other than Virgil Uhrich, founder of what we know today as Uhrich Locomotive Works. The June 17th Outing was a great success with some 94 members and guests attending.
(Bud Lehrer Photograph)*

REPORT ON THE EXCURSION TO THE UHRICH LOCOMOTIVE WORKS/ COMANCHE CROSSING & EASTERN RR/ COMANCHE CROSSING MUSEUM

Outside of some stiff winds, the Club had a perfect day to visit the Uhrich Locomotive Works, the Comanche Crossing & Eastern Railroad, and, the Comanche Crossing Museum.

A total of 94 members and friends attended the day's events which included a visit to the Comanche Crossing Museum. The Museum's railroad, agricultural and pioneer displays are contained in seven buildings, including the Union Pacific's Strasburg depot. We all enjoyed the many displays and equipment and want to thank Sandy Miller and her staff for their hard work in providing information

throughout the Museum's buildings.

Once again, we were treated to a shop tour of the Uhrich Locomotive Works where we also witnessed a casting demonstration after a fascinating education in scrap metals, furnaces and mold-making. In addition to the tour, we were able to view the new "Electric" locomotive being built as well as the steamed-up 5/12-scale replica of D&RGW #463.

From the Locomotive Works we all travelled to the Comanche Crossing & Eastern Railroad where we were provided with a fine lunch on the property, including hamburgers, hot dogs and brats, barbecued to perfection. After lunch, all were treated to rides behind CC&E #1, a 15" gauge 2-6-0 that, at one time, served at Idaho Springs (1950-

1955; Dumont (1955-1963); and Tiny Town (1990-1992). Having been built in 1948, this engine has now served for almost 48 years!

After riding the rails for a few hours, the group was further treated to a full-length silent feature at The Theatre. We enjoyed the classic, *The General*, with Buster Keaton. Besides movies, we were treated to pop corn and soda!

The Uhrich Locomotive Works and Comanche Crossing & Eastern hosts included Marlin and Virgil Uhrich, Robert, Joane and Jeff Thain and their crews.

The Club wishes to enthusiastically "Thank"

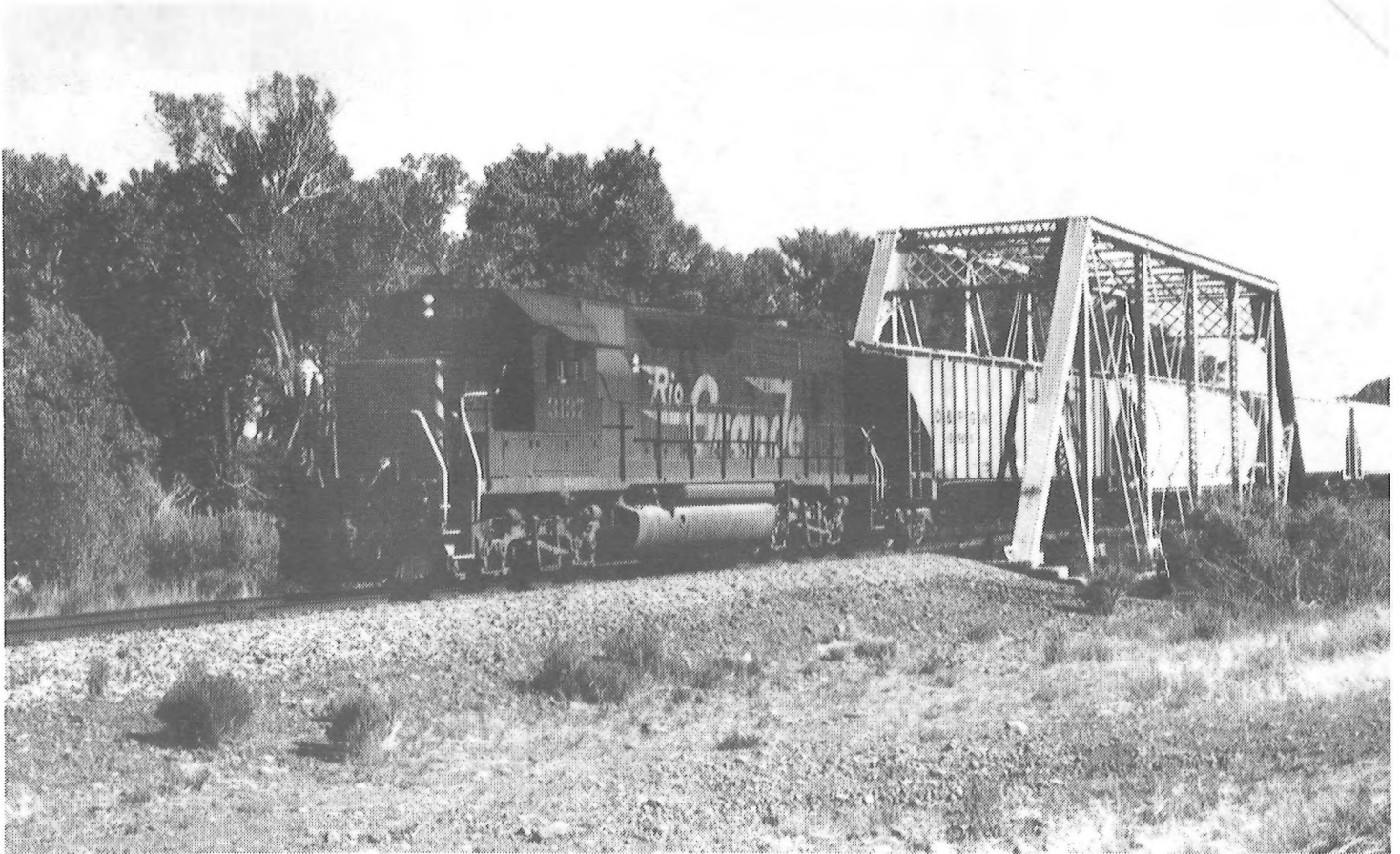
all of the Strasburg folks for making us all feel very welcome. As it was two years ago, the day was very special--made that way by gracious people who display genuine hospitality; so rare these days! These folks went out of their way to be friendly and provide us with answers to any questions, and, were all too willing to show us anything we wanted to see.

Again, our most sincere "THANKS" to all!!

An interesting side note...One of our members in attendance was William Moedinger of Lancaster, PA. This gentleman was among the initial founders of the Strasburg RR in Pennsylvania.



Operation Lifesaver, in an effort to promote their Operation Lifesaver Program, operated a special passenger train on 1-hour schedules between 80th Street and Brighton, Colorado, and return. The date was May 19, 1995, and Union Pacific E-9 #949 headed up the 11-car train nearing 80th Street in Northern Denver. After this event, #949 proceeded on to Omaha, Nebraska. Club member, Bob Stone, rode the special and provided this photograph for our enjoyment, along with the information contained in this caption. Our thanks to Bob.



A very rare site these days, and, perhaps for the last time! D&RGW GP-40 #3137 pulls a gravel train out of Antonito, Colorado on its way to Alamosa, Colorado where it will find its way out of the San Luis Valley via the La Veta Pass Line of the Southern Pacific. Not only did this train have a Rio Grande-lettered engine, but a real D&RGW caboose as well! Your editor and Frank Stapleton were on their way to Chama for the Jim Trowbridge Freight Train when this train was spotted just outside Antonito. Reversing our direction, we returned to the Conejos River Bridge to get this last photograph of a D&RGW locomotive and caboose on the ex-Rio Grande trackage where dual-gauge track once carried both standard and narrow gauge trains toward the famous San Juan Extension Route to Durango and Silverton, Colorado. On our return trip, this locomotive was lashed up with several other SP locomotives headed toward La Veta Pass and a Cotton Belt unit taking its place on the Antonito train! Did we photograph the very last D&RGW-lettered locomotive on this line!? The date of this photograph was Friday, June 23, 1995. (Jim Trowbridge Photograph)

NEWS FOR THE CUMBRES & TOLTEC SCENIC RAILROAD

Ridership started slow this year with all the snow and rain in May and early June, but has since caught up and is doing well. In addition to regular passenger trains, the C&TS has tentatively scheduled five charter trains, including a British group for a four-day period.

Right-of way improvement continued doing well with 3,800 ties replaced during the 1994 season and another 3,700 to be re-

placed during the 1995 season.

Major locomotive work has been completed and some continues at present, but overall, things are looking rather good. The Chama passenger cars were taken to Antonito for work on their running gear. The brake rigging was redesigned to reduce sliding wheels and also received brake shoe replacement.

Physical plant improvements included the rebuilding of the double-spouted Chama water tank and the finishing of replacing of bridge ties on the Cascade Creek bridge.



Is the date June 25, 1945, or, June 25, 1995!? Ex-D&RGW #463 shows its muscle as it pulls its narrow gauge train up Tanglefoot Curve, just below Cumbres Pass. If you have not seen this rebuilt engine on the Cumbres & Toltec Scenic Railroad, make it your business to get to Chama, New Mexico, to see this locomotive in action! It is a real beauty!! The C&TS is quite busy this year with special excursions and your editor's trip was excellent, due to the outstanding personnel of the C&TS.

(Jim Trowbridge Photograph)

NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The Durango & Silverton Narrow Gauge RR has announced the operation of a triple-header for their September 23, 1995, Photographers Special.

This will be the first time that three K-28, 2-8-2, locomotives are to be used on the Silverton Train. Several photo runbys and meets with other scheduled trains are planned from Durango to Silverton.

Tentative schedule has the train departing from Durango at 7:30 a.m. and returning

about 7:30 p.m. The Fare will be \$65.00 per adult--adults only on this train. The scheduled lunch stop in Silverton will put photographers on their own.

For reservations, call (970) 247-2733 and ask for Photographers Special. (Amos Cordova, D&SNG RR, Newsletter)

ANOTHER RAILROAD LANDMARK FALLS

Another of Colorado's railroad landmarks fell victim to the elements recently with the collapse of the Rio Grande Southern Railroad coal tipple at Ute Junction. Located near Hesperus, the two-pocket coal chute was used for years to fuel the RGS

locomotives.

te Junction, at MP 146.8, at one time had a 26-car siding, with a wye one quarter of a mile to the south. The original eight-pocket coal chute was destroyed by fire and replaced by the smaller structure.

The 1.87-mile-long Ute Coal and Coke Branch was constructed in 1892, with a grade of 4%. Facilities at the mine included several tracks and a turntable. A considerable amount of coal was handled from the Ute Coal Mine to Durango by the RGS until the branch was abandoned in 1908, and the rails removed in 1916.

(Neal Reich)

NOTICE

ARIZONA/NEW MEXICO SOJOURN — ADDITIONAL PASSENGERS NEEDED!

At the writing of this newsletter, reservations for the Southwest/Grand Canyon/Verde Valley and Santa Fe Trip have not come in as expected. Substantial deposits to railroads and hotels are on a deadline in order to hold the group reservations. All trips of this type are planned and made possible with a minimum number of people necessary.

If you have been thinking about going on this trip, you must commit and contact, personally, our travel representative, Al Miller, at Alpine World Travel, 1155 So. Havana Street, #35, Aurora, Colorado 80012. Local phone: (303) 752-0900, or, Toll Free: 1-800-878-2468 for those outside the local phone area.

This should be done no later than noon, MDT, Monday, August 14, 1995!! At that time, the Club will make a decision on whether we have sufficient passengers to operate the trip. (Bud Lehrer, Trip Chairman)

DSP&P FIELD TRIP— COMO/FAIRPLAY AREA

It's time, once again, for the Rocky Mountain Railroad Club's annual Field Trip on a historic railroad grade. This year's outing will follow the famous Denver, South Park & Pacific in the South Park area. It will be held on Saturday, August 12, 1995.

Due to the State's heavy snowpack this year, the field trip has not yet been "scouted;" however, tentative plans include exploring various grades southwest of Fairplay, a visit to the Como Roundhouse, and a walking tour of the DSP&P yards in Como.

Alas! For the first time in many, many years, Jim and Lik Ranniger will be unable to provide us with their trademark luncheon extravaganza; so, plan to bring a picnic lunch instead.

The Club has not visited this area in a long time, so, don't miss this opportunity to join the Club and trip leaders, Keith Kirby and Rich Dais, for a day of exploration in South Park.

The cost of this Field Trip is just \$2.00 per person, with kids under 12 FREE! Please make checks out to the ROCKY MOUNTAIN RAILROAD CLUB, and, send your request for tickets to: Rocky Mountain Railroad Club, c/o Hugh Alexander, Ticket Chairman, 700 South Elizabeth Street, Denver, CO 80209. [Please include a SSAE with your request]

DSP&P Field Trip Order Form

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ tickets.

SPECIAL NOTE: *Since we are getting close to the Field Trip date, we suggest that you call the Club's Phone: (303) 431-4354!*

DIRECTIONS TO VISIT THE PIKE'S PEAK HISTORICAL STREET RAILWAY FOUNDATION'S SHOPS

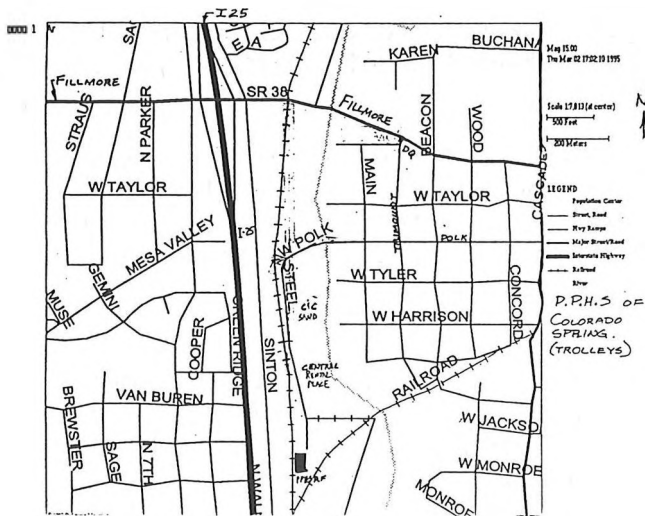
As an aid to take up Howard Noble's invitation to visit the PPHSRF's shops and see the Club's Birney #22 being rebuilt, as well all the other goings-on, Club member, Franklin Collins, submitted the following directions and map for members' convenience. Our "Thanks" to Franklin.

THE ANNUAL WORKDAY AT THE COLORADO RAILROAD MUSEUM

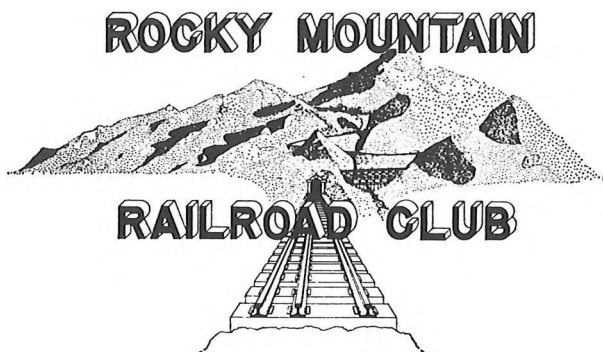
Saturday, June 6th, found eight hardy souls turning out to volunteer their help in a general clean-up of the Club's equipment at the Colorado Railroad Museum. Many "Thanks" go to Sue and Russ Stuska, Roger Callender and Frank Stapleton, all from the metro-Denver area. The long-distance driving award is shared by our own Mike and Linda Johnson (Colorado Springs) and Jack Heiberger (Woodland Park).

Some items that we were unable to find during our cleaning, but are needed as soon as possible, may have their whereabouts known by other Club members. If anyone knows where to find one, each, controller and air brake handle for the #22 Birney, or, a vent window housing (front bulkhead) that fits RGS #20, please notify Rich Berens, your new equipment chairman.

Cloudy skies and a steady rain ended our efforts by 4:00 p.m. (Rich Berens)



As a point of reference, we assume that a member is coming from Denver. TAKE I-25 south to Fillmore Street (in Colorado Springs) Exit. Proceed east on Fillmore to Trimount Street. (There is a D.Q. at the corner of Fillmore & Trimount). Turn south on Trimount and proceed to Polk. Turning west on Polk, proceed to Steel. Turn south on Steel and proceed until the street ends. You have arrived at the Pike's Peak Historical Street Railway Foundation's shops! (Directions and map courtesy of Franklin Collins)



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