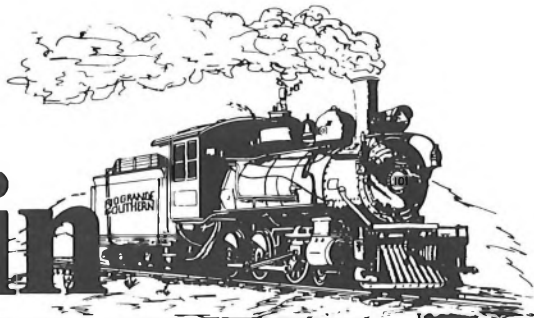


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

## MEETING SCHEDULE:

April 14, 1987 -- 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  
John Dillavou..... President  
Rich Dais..... 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.

## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships and lost newsletters to:

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

April, 1987..... No. 331  
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. 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 for many benefits such as free entry to the Colorado RR Museum.

## APRIL 14 PROGRAM

"Snowbound" Jim Ehernberger will drop in from Cheyenne to present our April program, consisting of slides showing the development of railroad snow equipment including views of engine pilot plows, wedge plows, Russell plows, rotary plows, Jull plows, spreaders and flangers.

Along with the above, Jim will show photos of trains buried in snow and action scenes of snowplowing. The program will end with

coverage of the 1949 Blizzard as well as a few subsequent storms of Northern Colorado, Wyoming and Nebraska.

### MARCH PROGRAM—POTPOURRI REPORT

Once, again, Club members were treated to a really fine evening of railroadin' entertainment through the eyes of 20 fellow members, presenting their favorite slides of past and present railroading. As usual, we present a listing of those members and the subject matter they presented as our thanks for their efforts and sharing some truly great photography with those attending the March meeting.

ED HALEY: A bit of photographic history of the Club as we witnessed the moving of F&CC/RGS No. 20 from the storage track at the Potatoe Plant to the "new" Narrow Gauge Motel/Museum at Alamosa, showing the "nerve-shattering" move and restoration of the engine at the Motel/Museum.

BILL KEPNER: 1982-83 shots of Western Pacific engines and trains as it was about to be merged into the UP system. Taken mostly at Altmont Pass area.

ERWIN CHAIM: Recap of the recent (and most successful) tour of Union Station.

GENE MARTIN: Steam and early Diesel in Oklahoma during the 1930's, 40's. Also 1982 tour of Trolley Museum.

CHARLES MAX: 1982 Tour of Italy to Switzerland aboard comuters as well as excursion trains.

BOB ANDREWS: UP mainline shots through Nebraska to Cheyenne, Wyoming.

DICK ROSS: Steam Expo '86/ the engines on display and the Club's excursion.

CHIP SHERMAN: Chicago & Northwestern's 1986 Stockholder's Special Train

JIM RANNIGER: "People Riding Trains" Candid shots of folks enjoying train riding.

JIM STEWART: Pre-Amtrak "City of Miami" on the Illinois Central from Champaign over four railroads and also covering the Central of Georgia trains.

RON PECK: Southwest Canada/Passenger Trains

OLIE LARSEN: UP 8444 "Looking at Smoke," as well as shots of N&W #763 and SP's Daylight trains.

TOM KLINGER: Trinchera Line south to Texas from Trinidad/ BN Coalmont branch/ Potpourri: Amtrak on Raton Pass; a Dent Branch wreck; and Rio Grande Plow Train.

JIM TROWBRIDGE: [Editor's note: Did those in attendance notice that the advance malfunctioned just prior to your editor's slides and zipped through all of the slides? Was this just a coincidence?!?! It didn't happen before or after this point.] Private excursion on the C&TS with a freight-only consist. Shots of photo runbys on this and 6th Nat'l NG Convention doubleheader two days later.

AL DUNTON: Ft. Collins trolley--day and night photography. Special night photography of UP and D&RGW subjects.

ARDIE SCHOENINGER: April, 1977 snow removal on the old Rock Island line between Limon and Colorado Springs including UP rotary assist.

JACK HETTINGER: Steamtown in Vermont during 1969 and Black Hills Central 1880's train in 1977.

DARRELL ARNDT: A promotion of the upcoming COG trip with views of past trips.

JEFF DUNNING: July, 1979 Amtrak North Coast Hiawatha/ Milwaukee Road shots.

RICH DAIS: Montana depots including the Livingston, Montana depot mentioned in the March newsletter. Also depots in Butte and Great Falls.

Our many thanks to those participating in the March Potpourri. We look forward to next year's potpourri!

### EVENTS SCHEDULE FOR 1987

- |                |   |
|----------------|---|
| May 2          | Preservation Work Day/ Fleming, Colorado Depot (5/16 Alternative) |
| May 9          | Manitou & Pike's Peak Cog Ry.                                     |
| May 24         | Union Pacific 3985 Excursion                                      |
| May 30         | Colo. RR Museum Work Day (June 6 Alternative)                     |
| June 13-21     | Pennsylvania & Eastern US Tour                                    |
| June 21        | High Country RR/ Heritage Square                                  |
| July 25        | Preservation Work Day/ Victor, CO/ Alta Vista Station, F&CC RR.   |
| Aug. 22-23     | Hagerman Tunnel Field Trip  |
| Sept. 5, 6 & 7 | Flagstaff, AZ/ Grand Canyon/ Amtrak Excursion                     |
| Sept. 19       | Cadillac & Lake City RR Trip                                      |
| Oct. 10        | RMRR Annual Banquet   |

## NEW MEMBERS

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

Dick Downs	Denver, CO
Richard & Nancy Goebel	Longmont, CO
William Hight	Denver, CO
Steve & Diane Karden	Aurora, CO
Jim Yust	Kremmling, CO

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

Ernest E. Heuer                      Broomfield, CO

## UP 3985 EXCURSION SOLD OUT!!!

The Club's Union Pacific Excursion on May 24 was sold out by the March meeting. Many checks had to be returned. While the Club is happy about the sellout, we wish we could turn back the clock and be running a 14-car train and have 440 seats to sell! We hate to leave anyone behind that would want to be aboard, but changing times require adjustments. If you missed this year, plan now to ride in 1988 during our 50th Anniversary Celebration.



## MANITOU & PIKE'S PEAK COG RY EXCURSION

The Rocky Mountain Railroad Club will sponsor an excursion on the Manitou and Pike's Peak Railway Cog Wheel Route on Saturday, May 9, 1987. The special train will leave the Manitou Springs Depot at 12:00 noon. After a short stop at the Summit House, the train will start its descent from the peak. Two photo run-bys will be held on the way down. The train will be exclusively for the use of the Rocky Mountain Railroad Club. The type of train--either the single unit or the articulated double unit--will be determined based on the number of passengers. A copy

of the railway's souvenir book will be included with the ticket price.

The Rocky Mountain Railroad Club has enjoyed many excursions on the COG Wheel Route over the years. The Club has sponsored steam excursions when the steam engine was available, has sponsored fall foliage excursions and even, a few years ago, sponsored a moonlight trip to the summit. This year's trip will be different from many of the past trips inasmuch as it will be a mid spring trip when the snow should still be deep on the mountain. The Club has not sponsored a Pike's Peak trip since October 6, 1984. Accordingly, this trip will give Club members and their guests a ride on a special chartered train to the top of Pike's Peak which has not been available for quite a while. It promises to be an enjoyable day.

Prices for the trip, including the souvenir book, are \$16.00 for adults and \$8.00 for children ages 5 through 11. There will be no charge for children under 5.

The Pike's Peak trip is an always popular excursion. Seating is limited to one train, so Club members and guests are urged to order tickets as early as possible. Ticket orders may be made using the following order form:  
(Jim Ranniger)

### COG ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_

Please send \_\_\_\_\_ Adult tickets \$ \_\_\_\_\_

Please send \_\_\_\_\_ Child tickets \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

Send check or money order to:

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. Box 2391  
Denver, Colorado 80201

## A VOLUNTEER ORGANIZATION

### An Editorial

I believe that most of you would acknowledge that the Rocky Mountain Railroad Club is an unusually fine organization. But, I have noted recently a growing number of unfounded complaints about many facets of Club activity. I mention this for a very good reason--the RMRRC functions solely on VOLUNTEER help!!! Many, many fine people willingly give large numbers of hours out of their busy lives to perform the numerous jobs required to run the Club--from being officers, directors, committee chairmen or members to such mundane activity as changing address records to mailing the newsletter.

A few Club members seem to forget this fact! We receive rather strong letters or phone calls complaining about occasional errors or oversights. I list a few recent examples, not to cause controversy nor hard feelings, but to ask that when a problem arises, stop to realize that volunteers are handling literally thousands of items or activities each year for your benefit without any desire for or chance of compensation of any kind except for a possible "well done" acknowledgement at some time. If a problem arises, for any reason, please let the proper person know, but please do so in a mild manner. I can say, without contradiction, that everyone involved in the running of the RMRRC will go out of their way to help you and straighten out the matter that concerns you.

Some recent complaints surrounded the following items:

SKI TRAIN TRIP SELLOUT-- This trip sold out within a few weeks! Everyone even remotely involved with this trip was absolutely dumbfounded at the response. While sorry that a number of folks had to be turned down, what could be done? There was only limited space!

UNION STATION TOUR--Another shocking success that caught all of us by surprise! Another tour was organized quickly and at the March meeting (only a day or two after receiving the OK to organize another tour by Union Station officials) over 45 folks mobbed poor Mat Anderson to get tickets.

This tour was sold out immediately! That's wonderful and heartwarming for those who organized this tour, but the complaints!

MEMBERSHIP CARDS-- Every year we receive many "inquiries" about membership cards and why we haven't sent them out! Every year I write a paragraph telling that cards will not be mailed out until a fair number of members have renewed. Imagine the work involved in changing membership numbers each year as members drop out or pass away! Imagine the bookwork to record renewals, send out reminders, etc.! We wait until we have at least 2/3 of the renewals in to streamline the sending of cards and save postage by mailing them with the newsletter. AND, yes, sometimes a card does not get sent out or a card or two get into the wrong envelope. This year, out of over 800 sent at one time, three mistakes were made (Wow! Isn't that terrible? Almost a .00375% error factor! Heads will roll!!!!)

NEWSLETTER-- You won't believe this, but... sometimes the Editor makes mistakes! I blush to admit it, but you may notice typos, incomplete information (such as omitting the address of the Ute Pass Historical Society and double listing Earl Knoob's C&TS audio tape in the March issue) It is a known fact that one cannot adequately proof his own material--the eyes see the mistakes, but the brain over-reads them. I have not found anyone who wishes to proof-read the newsletter--especially at the drop of a hat! The newsletter requires over twenty-five hours of "volunteer" time every month just to gather, write, edit, type and paste up. Printing and folding are paid for, but collating pages, stapling and labeling and mailing are all volunteer jobs.

Again, I personally request that no one get excited over a problem. Merely advise the proper Club officer, committeeman, editor or trip coordinator in a mild and timely manner. You will get action!

(Jim Trowbridge)



## 50th ANNIVERSARY OF THE LAST C&S PASSENGER TRAIN FROM LEADVILLE

### THE LAST TRAIN FROM LEADVILLE

by E. J. Haley

April 10, 1937--I remember that bright, sunny spring afternoon of 50 years ago as if it had been just yesterday. I rode the No. 28 trolley car from work to North Denver, arriving home about 4:30 PM. Backing my 1932 Auburn convertible out of the garage, I headed down to 2619 West 27th Avenue to pick up my fiancée, Wan Lewis. We drove over to West 29th Avenue and east to Boulder Street, then via 15th Street across the South Platte River and the railroad yards. Turning north on Delgany Street, we rumbled over its rough red cobblestone surface to a parking space beside the old Burlington Freight House. From here it was a short walk across a couple of intervening tracks to the south end of the concrete platform alongside three-rail track No. 9 at Denver Union Station. Here we joined a small group awaiting the scheduled 4:50 PM arrival of Colorado & Southern passenger train No. 71 on its last run over the mountains from Leadville. Among the group were Governor Teller Ammons and Burlington and Colorado & Southern officials, the latter no doubt happily anticipating this last train as they had been endeavoring to eliminate narrow gauge passenger service for years. As scheduled arrival time passed and the minutes ticked by, the crowd became restless and remarks began to be heard; "It's probably on the ground again"; "Maybe it's off the track and in the river again"; "Could be the C&S cancelled the last run" etc.

It became quite chilly when the sun set early behind a low bank of clouds above the Front Range and a more appropriately melancholy mood settled on the group. But they perked up as a distinctive whistle sounded far away to the south. Soon somebody standing over Track No. 6 hollered "She's comin through the bridge over Cherry Creek." Engine No. 9, with a big steel wedge plow on its pilot beam (almost all narrow gauge C&S locomotives carried these plows during the winter months) and trailing a wisp of smoke from its strange look-

ing cinder diverter, came into sight around the corner of the Case Building. Red lights flashed and warning bells rang as the crossing gates guarding 15th Street came banging down. The two-car train came drifting along the south throat tracks toward the depot but suddenly came to a squealing stop. A heavy-set man wearing a long black overcoat and a cap with ear flaps climbed down from the lone coach's front platform and someone handed him his large movie camera mounted on a wooden tripod. He sprinted toward our waiting group, propped his tripod in the cinders at the end of the platform, peered through the viewfinder, made a couple of adjustments and signalled the crew that he was ready. With a short blast from its whistle, No. 9, black smoke pouring from its stack, hauled Train No. 71 into Denver Union Station for the final time.

A sad-faced Conductor Tom St. John came out onto the rear platform, took down the marker lamps, gathered up his black satchel and his hand lantern and stepped to the depot platform to be greeted by his wife, daughter and granddaughter. His almost 50-year career as a brakeman and a conductor on the Denver-Leadville run had come to an end and retirement was just ahead. A group of people (perhaps "vandals" would be a better word) swarmed aboard the coach and began procuring souvenirs. They cut the emergency brake cord into pieces, unscrewed the small brass ticket holders from posts between the windows, removed some of the seat handles and one fellow came out with the little brass oil lamp from the wall of the men's room. It would be nice to have one of those items today but at the time I felt so badly about the railroad abandoning its passenger service that I didn't even take any photos, something I sadly regret today.

The C&S narrow gauge line had played an important part in my childhood and early youth. There had been C&S and Burlington company picnics and many Sunday trips to Strontia Springs, Dome Rock and Shawnee. And when I reached high-school age there were rides all the way to Leadville. Wan and I were engaged to be married and had even planned to spend a part of our honeymoon on a train ride to Leadville and back. But old No. 70-71 just couldn't hang on long enough to accommodate us.



*The last Colorado & Southern narrow gauge passenger train from Leadville to Denver at the Dillon, Colorado depot, April 10, 1937. R. H. Kindig Collection.*

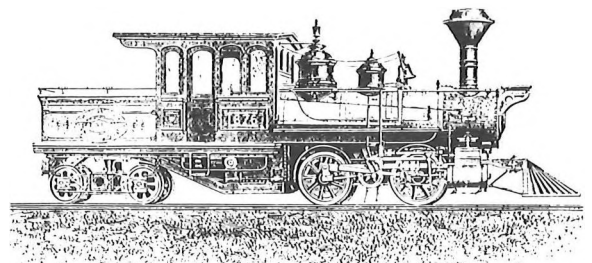
Later Tom St. John told me the reason No. 71 had been so late on its last run was that he had stopped the train a number of times to allow the fellow with the movie camera and others to get off and take pictures of the historic event. I've never been able to learn the identity of the movie cameraman but because of his expensive equipment I figured he was probably a professional. Somewhere there must be some terrific film taken on this last run and I'd give a great deal to be able to see those movies.

Fifty eventful years have passed since that sad day. Wan and I are still together awaiting our 50th wedding anniversary; our old Auburn convertible languishes in our garage hoping for restoration; the Burlington Freight House has been demolished and most of the yard tracks removed; the Union Station sees onlt two passenger trains each day and trains no longer enter from the south; the rails and some of the can-

opies are gone from tracks No. 6 through 9 and I suppose the concrete platforms will soon be gone too. But there still remain those wonderful and vivid memories of a tiny two-car train that twice crossed the Continental Divide via passes over 11,000 feet above sea level (Boreas and Fremont) on its daily 151-mile run through some of the world's most spectacular scenery on a now long-gone but not forgotten railroad.

Long live the old South Park!

### **MASON - BOGIE**







*Colorado & Southern #9 with the last train during the lunch stop at Como, Colorado, April 10, 1937. Richard B. Jackson Photograph from the R. H. Kindig Collection.*



*The last C&S passenger train in Platte Canon, a few miles west of Waterton, Colorado during one of the photo stops, April 10, 1937. R. H. Kindig Photograph.*



Colorado & Southern #9 running 20mph near Waterton, Colorado, with the last passenger train on April 10, 1937. R. H. Kindig Photograph.

## PRESERVATION FUND AND BOOK DRAWING

Our support of the book drawing each month as well as donations to the Preservation Fund have enabled the Board of Directors to okay a \$500 expenditure to purchase paint and other supplies for the upcoming preservation work day at Fleming. We hope to put a complete new coat of paint on the preprimed siding recently installed by the Fleming Historical Society. This does come close to wiping out the fund for now and we appreciate your continued support.

The following members won books or other railroad related items at the March meeting:

Tom Keeton / Otto Perry's Railroad Pilgrimage, Sundance Publications (Discounted to the Club by Sundance)

Bud Lehrer / Colorado Trolleys by Leland Feitz  
Tom Moss / Photo of UP 3985 from UP RR Steam Trip  
Stu Anderson / Door Knocker, hand-made by Club member Bill Yoder, using RR spike & tie plate  
Brian Bechtold / Line drawing of AT&SF 2-8-2 Steamer  
Neal Reich / Line drawing of AT&SF 2-8-2  
Gary Ellison / 1987 Amtrak Calendar (Pleasantville, New York)\*\*\*  
Roy Jensen / Official RR Guide, 1/68  
G. W. Pool / Amtrak Checker Game  
Brian Gould / 1987 Amtrak Calendar

If anyone has railroad books or artifacts that they might wish to donate, please contact Tom Lawry at 2013 So. Elkhart St., Aurora, CO 80014 or (303) 750-2697. ALSO, those members who cannot attend meetings but would like to participate in the drawing, contact Tom and he will send a letter explaining how you can participate!





*The largest collection of Budd stainless steel in the U.S. today has been collected by the Roaring Fork Railroad Company in preparation for the proposed route between Denver's Stapleton International Airport and Aspen, Colorado. Amtrak #5627, foreground, (Budd-built 1946, 56-passenger coach, built as FEC Jacksonville) and ex-Alaska Railroad dome, 46-seat coaches #'s 7032 and 7022, are part of the growing fleet. Photo taken on March 4, 1987 at the Rocky Mountain Arsenal by Chip Sherman.*

## **ROARING FORK RAILROAD UPDATE**

Revival of train service from Denver to Aspen might be postponed for a year, said entrepreneurs who wanted to have the Roaring Fork RR running by November, 1987. "We realize there's a likelihood we couldn't be able to initiate full-scale service by the end of the year," said railroad spokesman C. A. Bedinger.

The company still hopes to have a commemorative train running by November. It would mark the 100th anniversary of the first train service to Aspen.

Planning and zoning requirements set by

Aspen and Pitkin County primarily are responsible for the delays, Bedinger said. Various panels have asked the railroad to prove it will not harm the environment or cause traffic problems.

Delays in the planning process could delay authorization to proceed until perhaps midsummer or perhaps late summer. The railroad hopes to use existing track from Denver to within several miles of Aspen, where tracks have been removed, and now is used as a bike and hiking trail. Opponents of the train have objected to converting the trail back to railway usage.



*The interior condition of ARR #7033 (Budd-built dome, 46-seat coach) is really good! This was D&RGW #1108 Silver Pony, last seen in Colorado on the D&RGW's Rio Grande Zephyr in April, 1983. Location: Rocky Mountain Arsenal, Denver, Colorado, March 4, 1987. Photograph by Chip Sherman.*

The Roaring Fork RR also wants to build a \$2.5 million station in Aspen, and offer a commuter service for area residents. Startup costs have been estimated at \$18 million.

PASSENGER CAR REBUILDING TO START. The Roaring Fork RR Board of Directors was informed January 10, 1987 that the complete rebuilding of the Company's rolling stock will begin in March, 1987. Rebuilding will be done in Denver, at a site north of Denver Union Station. Thirty-nine cars will undergo rebuilding. The cars are Budd late 1940 and 1950-built stainless steel cars. They include coaches, diners and vista domes. They will be stripped to their shells and will be completely rebuilt to modern standards. The first-class cars will be decorated in Victorian motif, while the

vista domes will be Art Deco in style.

December 31, 1986, found the RFRR acquiring track and its first locomotive. The Company purchased 2.38 miles of track from the abandoned Snowmass Mine in Carbondale, CO. The track was taken up and is currently stacked at Woody Creek toward Aspen. The mines' EMD SW-8 C997, ex-Coors Brewery, has the distinction of being the railroad's first locomotive. It'll be moved to Denver later this spring.

Ex-Amtrak 36-seat dining cars (Pullman-Standard, 1950) 8085 Talladega and 8088 Tarboro have arrived. They were seen in BN's Denver Yard February 16th. Both cars were originally built for Atlantic Coast Line service and later merged into Seaboard Coast Lines. (Submitted by Chip Sherman from material by Andrew Wirth, RMN and JDS)

ROSTER OF ROARING FORK RR ROLLING STOCK CURRENTLY STORED AT THE RKY. MTN. ARSENAL. (Does not include cars stored out-of-state). As of March 4, 1987. Submitted by Chip Sherman.

Last Owner	Car #	Mfg/Year	Type	Originally
New York Ce	0061	Budd-1948	RE Obs/lounge	New York Central 61
Rock Island	0363	Budd-1948	56-seat coach	RI-363 Herington
Amtrak	2152	Budd-1952	6-Sec,6-Room,4-Bdr.	CB&Q 462-Silver Hyacinth
Butterworth	2201	Budd-1948	Dome 46-seat coach	Missouri Pacific 891
Alaska	4842	Budd-1942	36-seat Diner	ATSF 1497
Alaska	5200	Budd-1949	52-seat coach	SOU 816
Alaska	5201	Budd-1949	52-seat coach	SOU 817
Alaska	5202	Budd-1949	52-seat coach	SOU 819
Alaska	5203	Budd-1949	52-seat coach	SOU 820
Alaska	5204	Budd-1949	52-seat coach	SOU 821
Alaska	5205	Budd-1949	52-seat coach	SOU 822
Alaska	5206	Budd-1949	52-seat coach	SOU 828
Alaska	5220	Budd-1947	54-seat coach	SOU/CofG 665
Amtrak	5409	Budd-1946	54-seat coach	ALC 217
Amtrak	5410	Budd-1946	54-seat coach	ALC 218
Amtrak	5421	Budd-1946	54-seat coach	RF&P 802
Amtrak	5428	Budd-1946	54-seat coach	PRR 4048
Amtrak	5624	Budd-1946	56-seat coach	FEC Eaugallie
Amtrak	5626	Budd-1946	56-seat coach	FEC Wabasso
Amtrak	5627	Budd-1946	56-seat coach	FEC Jacksonville
Amtrak	5640	Budd-1947	56-seat coach	NYC 2900
Amtrak	5641	Budd-1947	56-seat coach	NYC 2901
Amtrak	5646	Budd-1947	56-seat coach	NYC 2909
Amtrak	5660	Budd-1947	56-seat coach	NYC 2937
Amtrak	5663	Budd-1947	56-seat coach	NYC 2944
Amtrak	5665	Budd-1947	56-seat coach	NYC 2947
Alaska	7021	Budd-1948	46-seat dome-coach	D&RGW Silver Colt
Alaska	7022	Budd-1948	46-seat dome-coach	D&RGW Silver Mustang
Alaska	7031	Budd-1948	dome-coach	CB&Q Silver Bridle
Alaska	7032	Budd-1948	dome-coach	CB&Q Silver Lodge
Alaska	7033	Budd-1948	46-seat dome-coach	D&RGW Silver Pony
Alaska	7034	Budd-1948	dome-coach	CB&Q Silver Stirrup
Amtrak	8085	P-S -1950	36-seat Diner	ACL Talladega
Amtrak	8088	P-S -1950	36-seat Diner	ACL Tarboro
Amtrak	9813	Budd-1956	Dome-dorm Coffee	CB&Q Silver Cup

### BURLINGTON NORTHERN ASKS FOR CLUB'S HELP

Bud Lehrer received a phone call on the Club's telephone from Ben Reed of the BN asking if the Club would mention the following information and ask Club members if they know anything about the vandalism. If anyone was in the area and can be of any help (even if it is the slightest detail) please call Mr. Reed.

NOTE: During the morning hours of Monday, February 23rd, several diesel units were vandalized at the Burlington roundhouse. These units were positioned over the diesel pits. A number of rail fans were shooting pictures of the engines. They were standing by a warehouse adjacent to the tracks. Ben Reed, Assistant Division Special Agent for the Burlington believes that there is a good possibility that the photographers may have recorded the vandalism on their film. The Burlington has asked for the Railroad Club's help in this matter. If anyone has knowledge or may have been there that morning, you are asked to call Ben Reed at 480-6262.

## 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: Midland Route by McFarland. 1st edition. Some wear on jacket and pages but still in reasonably good shape. Photography of Joseph Collier by Collier and Ross. Like-new condition. C&S Narrow Gauge by Ferrell. Like-new condition. ALL books \$10.00 each plus postage. Daryl B. Ryder, Box 792, Kotzebue, Alaska 99752.

FOR SALE: For best offer on the following timetables: 2 each D&RGW Pueblo Division, January, 1959 (mint); 1 each UP Wyoming Division, April, 1957 (fair); UP Nebraska Division, September, 1956 (fair). Contact Pete Gilbert (303) 534-8296 between 5:30 and 6:30 PM, M-F. Box 16451, Denver, CO 80216.

FOR SALE: "The March to Cumbres, Vol. I, The San Juan Express". 60-minute audio cassette recorded in the cab of C&TS No. 484 from Chama to Cumbres. Lots of Stack Talk & Whistles, Starts & Stops on 4% Grade. \$7.95 post paid. Earl G. Knoob, P. O. Box 541, Chama, NM 87520.

## CORRECTIONS AND ADDITIONS

For those who were interested in the Ute Pass Historical Society's prints of the Colorado Midland, you may write to them

at the following address:

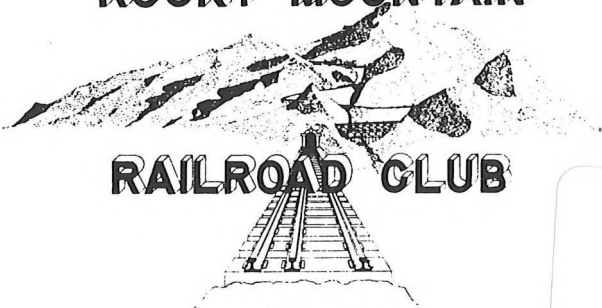
Ute Pass Historical Society  
P. O. Box 2  
Cascade, Colorado 80809  
(303) 684-2201

This is the centennial celebration of the building of the Colorado Midland Railway and many events are scheduled by the Ute Pass Historical Society, having begun with the unveiling of an historical marker in the town of Woodland Park at the site of the Manitou Park Station on March 7, 1987.

May 2 through November 1, 1987, The Midland Men, a Colorado Midland Centennial celebration exhibit, will be open at the Ute Pass Museum in Cascade, Colorado. During the summer, Midland HO-gauge enthusiasts from all over the United States will gather to re-create the Cascade Canon Station area with a six-train layout. This display will be the only one of its kind in the world.

August 8 and 9 have been named Ute Pass Days at the Ute Pass Museum which will feature a reunion for the "Midland men" and their families. Displays and programs, which include laying a section of Midland track, and the dedication of the completed HO layout in the restored railroad building are some of the scheduled attractions. (from article by Jan Pettit in the March issue of the Colorado Heritage News)

# ROCKY MOUNTAIN



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