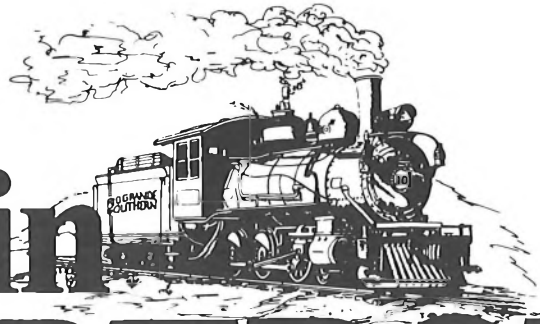


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 12, 1989 -- 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
John Dillavou..... President
Carl Carlson..... 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 in the October, 1989, Rail Report is due no later than SEPTEMBER 4, 1989!!

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.

September, 1989..... No. 360
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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

MEMBERSHIP INQUIRIES

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

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

SEPTEMBER 12 PROGRAM

Our September program will be given by Club Member, Jim Ozment. Jim's subject will be "The Marysville Branch of the Denver & Rio Grande Western." Jim was instrumental in building the new tunnels around the famous Thistle Slide and his program on that subject was excellent. The Marysville Branch was abandoned by the Rio Grande because of the Thistle Slide. Knowing Jim, this should be another outstanding program.
(Carl Carlson)



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.

AUGUST PROGRAM

An enjoyable time was had by all in attendance at the August meeting as Dan Straight, President of the Rollins Pass (Moffat Road) Restoration Association, presented his slide program on the history and current restoration of the Rollins Pass road. It was interesting to get some insight into the problems associated with this kind of project and Dan's collection of slides were of great interest, especially the aerial shots of the Devil's Trestles area. Our thanks to Dan for time and effort to join us.

1989 SCHEDULE OF EVENTS

Sept. 12	Regular Monthly Meeting
Oct. 7-8	North Platte, NE/ UP Rail Facilities
Oct. 14	Annual Banquet
Nov. 14	Regular Monthly Meeting
Dec. 12	Elections and Regular Monthly Meeting

NOTICE OF CANCELLATION

Due to a lack of interest, the September 2-4, 1989 trip to St. Louis has been cancelled.

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.

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the August meeting are as follows:

Wally Porter / America's Colorful RR's
Bob Griswold / Tweetsie Country
Leigh Morris / Trains Annual
Erin Wise / Set of 4 prints
Peter Gilbert / Pennsy RR K-4's
Gary Ellison (NY) / Railroads Unlimited
Gene Martin / Diesel Spotters Guide
Ray Wetmore / Colorado's Mtn. RR's, Vol I
Peter Feitinger / Colorado's Mtn. RR's II
Don Webster / Print: Howard Fogg's Calif. Zephyr
Tom Caldwell / Print: Pennsy RR

The monthly drawing prizes are mostly provided by members, although, the Club does buy new books to add to the many donations. As this monthly event has been very popular and the monies collected have been put to good use in the preservation of regional railroad history, we continue to ask that members help in providing prizes, such as railroad books, pamphlets, timetables, maps, etc. If you have some of these items that you wish to donate, please contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210 or phone (303) 722-4733.

NEW MEMBERS

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

Jan Baumgardner	Boulder, CO
Robert Egge	Punta Gorda Isles, FL
Rodney Guggenheim	Lake Elsinore, CA
Jim L. Hull	Littleton, CO
Mike Hutchison	Englewood, CO
Robert Mitchell	Englewood, CO
Georgianne Parker	Englewood, CO
Emery G. Peabody	Englewood, CO
David Rath	Stoughton, MA
Richard P. Redman	Littleton, CO
Clay Reeves	Arvada, CO
Lad Shunneson	Boulder, CO
Robert Stone	Franktown, CO
Jerry Waterman	Wheat Ridge, CO

ANNUAL BANQUET

It is our great pleasure to extend an invitation to all RMRRRC members and guests to attend the Club's Annual Banquet.

This gala event will be held at the Denver Athletic Club, 1325 Glenarm Place on Saturday, October 14, 1989. Cocktails will be available at 6:00 p.m. (cash bar); Dinner will be at 7:00 p.m., with the evening's program following dinner and door prizes.

Free parking is available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton. Please mention that you are with the Rocky Mountain Railroad Club.

Our banquet will be held in the newly, and completely, refurbished grand ballroom of the DAC. We may even be the very first party to use this newly refurbished facility!!

Dinner will consist of your choice of one of two entrees, Filet Mignon or Chicken Augusta (chicken cooked in a wine and pear sauce) plus salad with choice of dressing, vegetable, baked potatoe, rolls and butter, choice of beverage and dessert. [Please mark your entree preference on the order coupon].

Our program is quite special. Erwin Chaim has been trying to locate the last remaining 16mm print of the movie "Titfield Thunderbolt" for the past three years!! At last, he has found it! We may now thrill to the classic struggle of the magnificent TRAIN against the infamous and smelly bus that threatens to dislodge the splendour of civilized train travel over the English countryside. Be sure to be in attendance to see how this threat is repelled.

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is a mere \$20.00 per person. Tickets may be obtained by sending your check or money order to: The Rocky Mountain Railroad Club, c/o Mat Anderson, 1117 So. Clayton St., Denver, Colorado 80210, or, you may obtain your tickets at the September meeting. Please order early. Our cutoff will be Oct.9th.

ANNUAL BANQUET ORDER FORM

NAME _____

ADDRESS _____

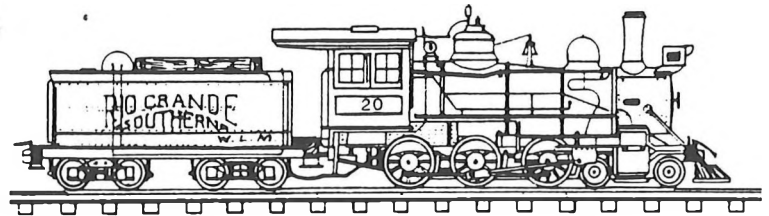
Zip _____

TELEPHONE () _____

_____ Filet Mignon @ \$20.00 ea. \$ _____

_____ Chicken Augusta @ \$20.00 _____

Total \$ _____



DEATHS

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

Clinton T. Andrews Englewood, CO
Darlene Edgerton Denver, CO

ELECTIONS

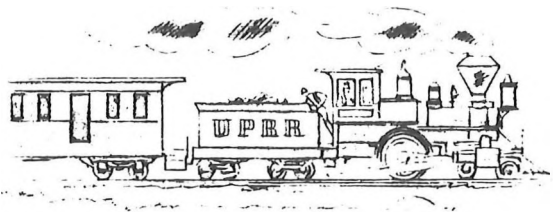
Yes, that's right!! It is time to, once again, begin thinking about the election of officers and three of the six board members.

This year's nominating committee (consisting of the holdover board members) is composed of the following three men: Bill Gould, Bob Griswold and Tom Lawry.

Should any Club member have any suggestions for nominations to any position, please feel free to approach one or more of these men at the regular monthly meetings or write to them at P. O. Box 2391, Denver, Colorado 80201.



*Union Pacific Northern No. 844 is shown in Cheyenne, Wyoming, on July 23, 1989, in preparation for handling a freight to Omaha. This was the first movement for the engine wearing its original number, reclaimed following the retirement of GP-30, No. 844. Some UP crew members familiar to followers of RMRRC excursions include Steve Lee (Upper Right) and Bob Krieger (On the Ground).
(Mat Anderson Photograph)*



D&SNG RR BEGINS REBUILDING ROUNDHOUSE

The Durango & Silverton Narrow Gauge Railroad broke ground the week of July 31st for a roundhouse to replace the one destroyed by fire in February. After ceremonies Tuesday, Aug. 1, 1989, firemen who had battled that blaze joined Durango business people, who rely on the train for their livelihood, for coffee and donuts.

Railroad vice president Amos Cordova suggested the new roundhouse may be the first narrow gauge railroad roundhouse built in this country since the turn of the century.

The new roundhouse will be larger and more fire-resistant than its predecessor, which was equipped with six locomotive stalls and built mostly of timber in 1881. The new roundhouse will have room for 10 locomotives, as well as extensive repair shops. It will be built of cinderblock with a wood facade.

Visually, it will be in keeping with other historically accurate restorations, said Cordova. He declined to put a cost on the old or new roundhouse. However, he says ridership continues to climb, running about 5.5 percent above this time last year.

The railroad, which hauls nearly 200,000 passengers a year behind coal-fired steam locomotives, is credited with generating almost \$25 million annually in business for Durango. It also produces about 75 percent of the \$8 million a year in tourist revenue in Silverton, the northern terminus of the line, 45 track miles from Durango. (Denver Post, 8/4/89)



GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

Since most of our members have purchased their copies of GEORGETOWN AND THE LOOP, we will not be including an order form in every issue of the ROCKY MOUNTAIN RAIL REPORT in the future.

In order for the book to have as wide a distribution as possible, we suggest that members show their copies to local book dealers or hobby shop operators and suggest that they send the Club a purchase order for copies to be sold in their establishments. On quantity orders (four or more copies) we offer the customary dealer terms, and, on these quantity orders, the shipping cost per book is considerably less. In this manner, those outside the Club will have an opportunity to enjoy our fine book. Dealers in some of the larger cities already stock GEORGETOWN AND THE LOOP, but there are many cities where the book could be marketed to those who are not Club members. (Bob Griswold)

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Enclosed is \$29.95 plus \$2.75 shipping and [] \$2.15 sales tax for a Colorado Resident for each book.

Total enclosed: \$ _____

Order From:

Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

NORTH PLATTE FIELD TRIP

The Rocky Mountain Railroad Club is planning a field trip to North Platte, Nebraska on October 7 and 8, 1989.

This should be an easy-going weekend of watching an extremely busy railroad main-line. North Platte is the site of Bailey Yard. The yard is considered one of the largest in the country, resting on 2,550 acres and containing 221 miles of track.

The field trip will include a tour of the Railroad Museum at Cody Park, night photo session of UP Challenger 3977 and its passenger consist, Buffalo Bill's ranch, and a guide to photo locations on each end of North Platte, as well as at the hump and diesel shops.

Unfortunately, the Club was unable to arrange a tour of Bailey Yard and shops with the Union Pacific Railroad.

Tickets for this field trip will cost just \$6.00 per person and includes a trip brochure as well as entrance to the railroad museum and Buffalo Bill's ranch. Tickets can be purchased at the September meeting or by mail, using the order form provided.

NORTH PLATTE FIELD TRIP ORDER FORM

NAME _____

ADDRESS _____

PHONE () _____

_____ Tickets @ \$6.00 each = \$ _____

Please mail order form and check or MO to:

Tom Lawry
c/o ROCKY MOUNTAIN RAILROAD CLUB
2013 So. Elkhart St.
Aurora, Colorado 80014

Should you have any questions, please call:

Tom Lawry (303) 750-2697
Alan Greene (303) 693-7922

CHANGES IN NEWSLETTER MAILING AND DEADLINE

The Newsletter Mailing Committee meets the 1st Tuesday of the month to assemble the newsletter for mailing. The next day, it is taken to the terminal annex of the Denver Post Office, and, hopefully starts on its way into your hands. With First Class mailing increasing in cost, the Board of Directors decided to give Second Class a try, beginning the first of this year. This changeover would reduce the cost of mailing the newsletter by half, and, should only mean a day later for delivery. However, a major foul-up occurred about two months ago when an entire bag of Denver mail (802 zip code) was lost. Our treasurer, Bert Bidwell, went into the Post Office and discussed it with them, taking a list of all the missing zip code numbers. Suddenly, that bag was found and members received their lost newsletters about two days later.

The Newsletter Mailing Committee has decided to back up their assembling time to the 4th or last Tuesday of the month starting in August (with the September issue of the Rail Report). [Editor's note: I have changed John's article to reflect a more reasonable approach to the DEADLINE than pegging the deadline at the 10th of each month due to the changing calendar. Each month, I will give the following months deadline on the first page of the Rail Report under the heading DEADLINE in the first column. Please note this deadline and adhere to it if you wish to get your material into the newsletter. For example, the deadline for the October newsletter will be September 4th. Such varying deadline dates will reflect the time needed to produce the newsletter and take into consideration such circumstances as your editor being out-of-town for the 9th National Narrow Gauge Convention in Durango this September.] So, if you submit an article after the established deadline, it may not appear until the next month.

The Newsletter Mailing Committee wants to know exactly when members have received their newsletters. After this text, there is an information blank for each member to fill out with their name, address, and, the EXACT day and date they received their

newsletter. PLEASE, we need your help!! Send in this information each month, ASAP, for the next four (4) months. Note...we need the exact delivery date--no give-or-take a day! We want to see what is going on with delivery and if there is any consistency as to delivery dates. So, please let us know. Your help will be greatly appreciated. (John Dillavou)

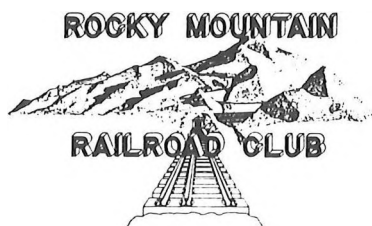
NAME _____

ADDRESS _____

_____ Zip _____

Day of week and date Rail Report was

received: DAY/ _____ DATE/ _____



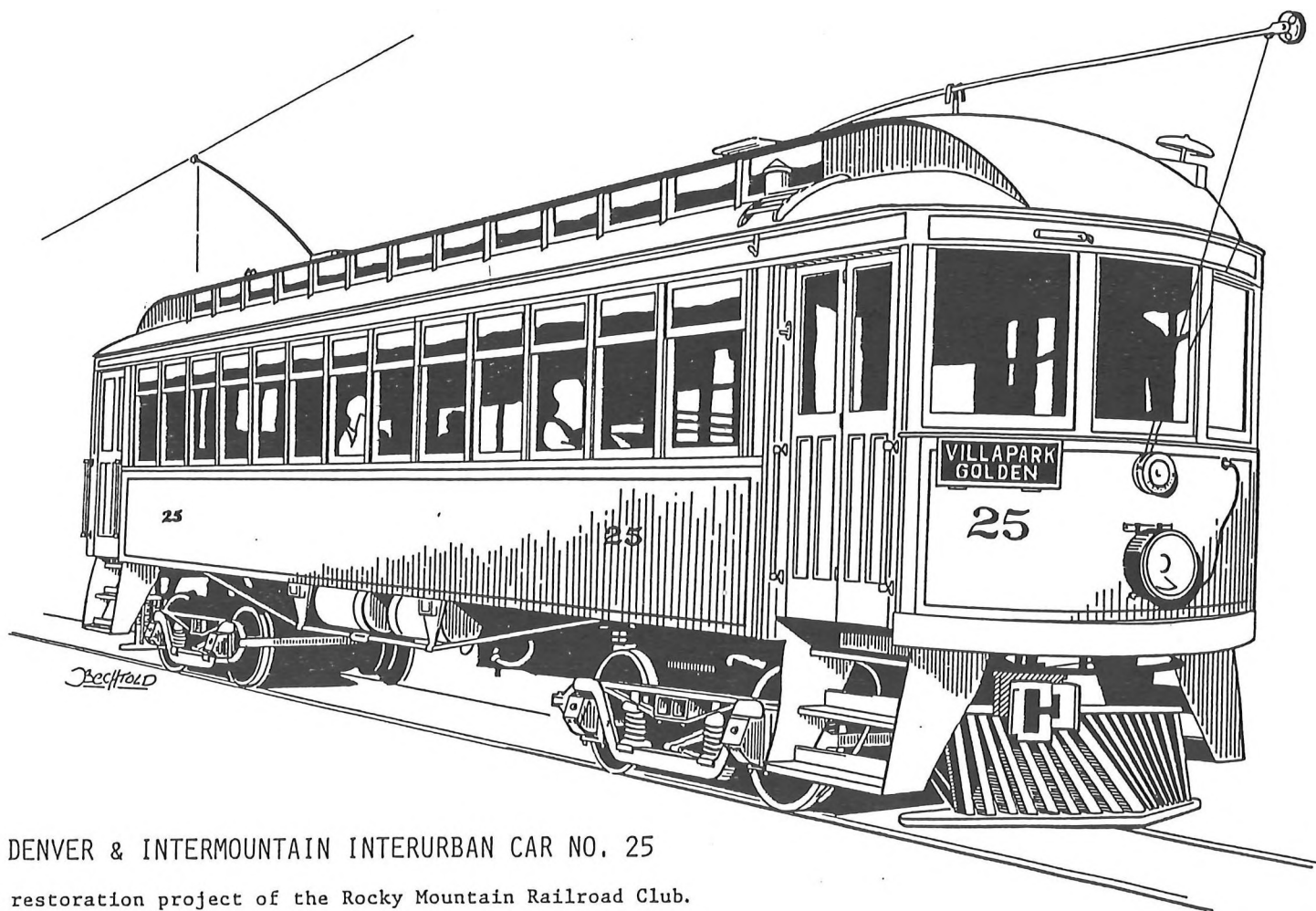
SWAP 'N SHOP

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: 60-minute stereo cassette of Double Headed Steam (587 & 1218) climbing 900 feet in 12 miles, through 7 tunnels. Lots of Whistle! Taped 7/19/89 on 18-car NRHS Ashville Special. \$8.00. Nate Busteed, 404 Rubens Drive, Nokomis, FL 34275.

FOR SALE: TRAINS, MODEL RAILROADER and RAILROAD MAGAZINES. Also, several technical books. Send SSAE for list or call (303) 988-1102 for information. Morris Haimowitz, 3342 So. Jellison Ct., Lakewood, CO 80227.

FOR SALE: FORT COLLINS MUNICIPAL RAILWAY Birney trolley decals. 1930 or 1950 era. Please specify era. Complete sets \$8.00, HO-Scale. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.



DENVER & INTERMOUNTAIN INTERURBAN CAR NO. 25

A restoration project of the Rocky Mountain Railroad Club.

RESTORATION OF TROLLEY 25 UPDATE

The rehabilitation and restoration of the Club's "Denver and Intermountain" interurban car No. 25 has been in progress throughout the spring and summer with 10 to 15 "hard-core" members volunteering hundreds of hours on the project.

Three major areas of restoration are being addressed, including: 1) the right side of the car, 2) the No. 2-end, and, 3) the re-wiring of the interior. The siding on the right side has been completely removed due to poor and deteriorating condition. Brand new tongue and groove popular wood siding will be installed. A new milled window sash has already been installed the entire length of the side plus new window trim.

Layers of paint and varnish have been removed from the side and clerestory window frames. The frames have been repaired, stained and varnished. The interior side

window framing has also been stripped, restained and varnished.

On the No. 2-end, the rotted and ruined decking behind the steel bumper has been completely replaced with new wood framing between the floor beams and the new oak upper beam. The upright pillars between the windows have been repaired, strengthened and secured to the new decking. New framing and side supports have been installed in preparation for new siding and trim. A new window sill will also replace the old one.

All new oak window frames are being custom made for both ends of the car to replace the old frames which are rotted and falling apart.

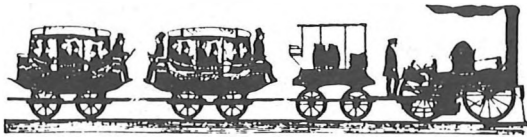
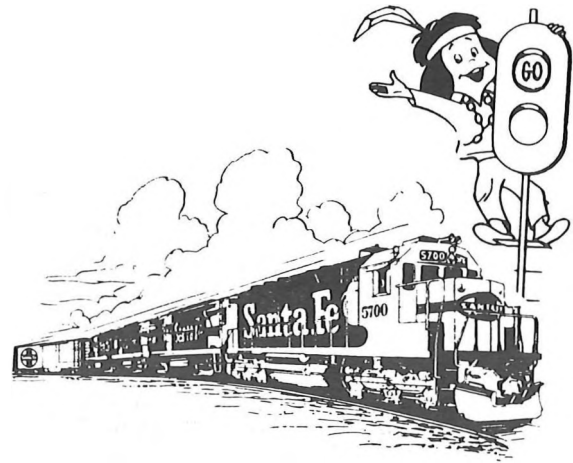
All exterior paint had been stripped completely from the right side door frames, letter board and clerestory area.

The old electric wiring has been removed

from the car's interior and research and new wiring plans are in the final stages of preparation.

Professional businesses handled the rebuilding of the traction motors as well as the cleaning, repairing and painting of the trucks and the turning of the wheels.

Much work remains and additional volunteers are needed, especially those who like carpentry. If you can help, please call Dave Waltrip, the project chairman, at 499-0470.
(Joe Priselac)



MORE CHANGES ALONG THE SOUTH SANTA FE DRIVE CORRIDOR

The state highway department has awarded a \$5.6 million contract to Lawrence Construction Company of Littleton, Colorado, for grade separation work at the Dartmouth Avenue crossing in Englewood. A 420-foot, 5-span, 3-track bridge will carry the ATSF (east), D&RGW (west), and one future track in the middle, over Dartmouth Avenue and Little Dry Creek.

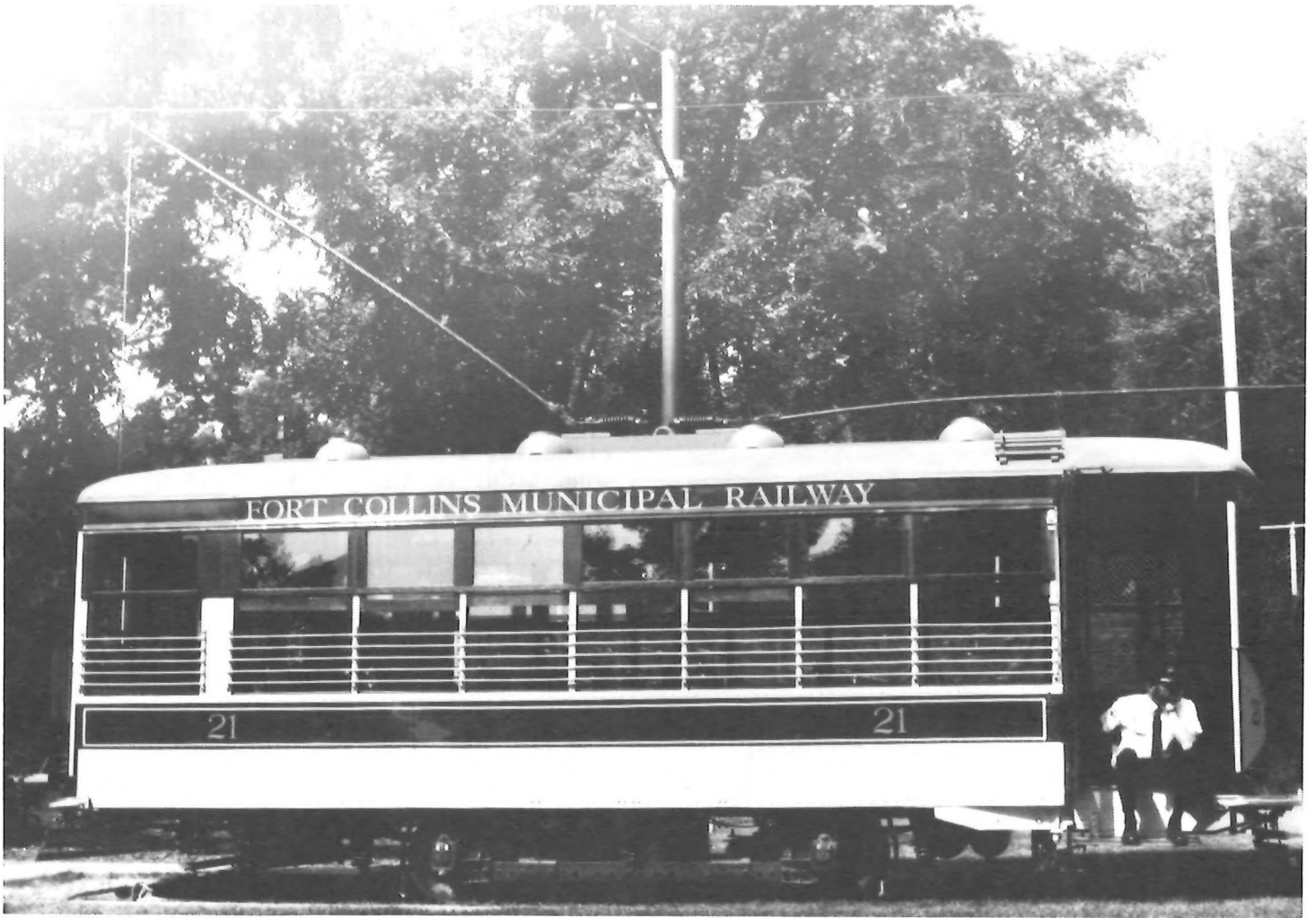
The bridge will raise the tracks 13-feet higher than the present railroad detour alignment. Dartmouth Avenue will be lowered 15-feet to pass under the bridge.

New embankment will carry the tracks north on the original ATSF alignment past the old General Iron Works site and south past Cinderella City to Hampden Avenue, where the ATSF bridge will be replaced. The new line will curve west, south of the Englewood depot and connect with the existing track at West Kenyon Avenue.

The contract was awarded August 7, 1989. Work is to be completed within 310 calendar days after "notice to proceed." (Mat Anderson)

A RETURN TO "WARBONNET" COLORS

A return to the days of the SUPER CHIEF may be in the making as it appears that the ATSF may be turning back the clock. Through the grapevine, rumors are being heard about "warbonnet colors." The ATSF has recently shopped and repainted two wide body units in their 1970's color scheme. They are going to be used as a preview of things to come. The Santa Fe has ordered 100 new power units for use on their high speed trailer (intermodal) trains. The new locomotives will be delivered in 1990 and will be painted in the familiar warbonnet style that once graced the Santa Fe's famous CHIEF, regarded by many as America's premier passenger train. The order of 60 General Electric B40-8 and 40 Electro Motive Division GP-60's will have the new wide cab (Comfort Cab), and will be used in the high speed service. The two engines already painted will be used for publicity trips, and some Special runs (30 are already in the plans) all over the system. The EMD's will be numbered 100-139 and the GE's 300-359. An additional feature to be applied to these new engines will be "ditch lights," which light up the sides of the track and give the crew a better look at the right-of-way, especially obstacles just off the track. The beacon on the top of the cab, as well as external air conditioners, will be gone. The Santa Fe is selling off a number of older engines, such as the GP-7's and GP-9's.
(Colorado Midland Rails)



Motorman, Roger Smith, awaits passengers boarding for the first trip on the Club's July 22, 1989, Fort Collins Trolley outing. About three dozen rode the trolley during the two hour charter.
(Mat Anderson Photograph)

THE GRAND CANYON RAILROAD

With expected trips as soon as this fall, the Grand Canyon Railroad is coming together over the 65 miles from Williams, AZ to the station near El Tovar resort inside the park boundaries.

Old friends and Club members, Russ and Marty Fischer have left the Cumbres & Toltec Scenic Railroad to take full-time positions with the new railroad. We wish them the very best and expect to hear from them about the goings on out of Williams.

Russ recently told your editor that the

Grand Canyon currently has two diesels on work trains, replacing track, as well as reworking grade and washouts and cutting down trees growing near or in between the rails, especially at the station track near El Tovar, on the south rim.

Passenger trains will be pulled by American 2-8-0's (three currently in service). The railroad is in the process of securing additional steam power, hoping to secure American 4-8-4's, perhaps out of Mexico.

A shop building near the old Williams depot will be used to maintain locos and cars. The old Harvey House facility in Williams is being renovated for railroad offices.

Passenger equipment has been purchased and more is being sought.

It might be nice to look at scheduling an excursion over this line in 1990. The Club's 1988 Grand Canyon trip was well received and a steam excursion from Williams to El Tovar would be an exciting addition!!



TERMINAL MAY STAY AT UNION STATION

Talk about moving Denver's mail railroad terminal away from Union Station has quieted because railroads using the station seem to want to stay there. The decision will be final in October if no group comes forward with an alternate suggestion that city officials, the railroads and others agree on.

The decision to maintain train service delights members of several groups who have been trying to keep 75-year-old Union Station alive. The site has been Denver's train terminal for more than a century. One backer of keeping trains in the station has collected more than 3,000 signatures on a petition to keep train service there.

City officials previously estimated the cost of replacing the 20th Street Viaduct, at street level, at about \$33 million. Alternatives that would let the trains keep using Union Station--building a partial viaduct, or digging a "depression" to take the trains below ground level--would probably add \$2 million to \$7 million to that figure.

Mayor Federico Peña's administration would prefer keeping the roadway at grade. "It has to do with the development potential of the (Central Platte Valley) property. It's much more difficult to access land that has been made available for development, if you have to access it from viaducts. The perception from a developer's standpoint is that they're developing in a hole. It puts the city at a disadvantage compared with sites out in the suburbs."

The city has planned for years to replace the rickety 20th Street and 23rd Street viaducts, and the Peña administration has sought during its six years in office to redevelop the old river bottoms, long filled with tracks. Now, only a few active tracks remain, chiefly to service about 1,000 passengers a day who ride Amtrak. The station, owned by a consortium of railroads, also serves the Winter Park ski train, other specially chartered trains and Burlington Northern and Denver and Rio Grande trains.

City officials earlier discussed moving Denver's main train terminal to 38th and Fox streets. Amtrak has examined other sites at the city's request, but their examinations indicated the present facility at Union Station is best for their use. In addition, Amtrak officials feel that the city could not move the terminal to another site without the approval of the Interstate Commerce Commission. The BN RR is satisfied with the current situation and current operations. Officials of the D&RGW could not be reached for comment. Local business people want the terminal to stay at Union Station, including John Hickenlooper, president of the Wynkoop Brewery bar, who collected the more than 3,000 signatures on the petition to keep the terminal at Union Station. Many, including Hickenlooper, would like to see not only the current railroads using the station, but using the station for a bus terminal and a boarding point for light rail. In other words, use Union Station for a complete transportation center, serving downtown Denver as well as surrounding metro areas. (Denver Post, 7/24/89)

MISCELLANEOUS

THANK YOU LOST

We received many donations for door prizes at the 50th Anniversary Banquet and letters were written to all who contributed, thank-them. However, it appears that our letter to Carson Home Video never got there and wish to apologize to that firm. The company has a nice selection of home videos including quite a bit of trolley and light rail, mostly on the east coast and in the mid-west, but, also some interesting foreign titles such as "The Trolleys of Amsterdam" and "The Deutsche Bundesbahn." A complete list can be obtained by writing to Carson Home Video, P. O. Box 42582, Philadelphia, PA 19101. You might mention that you are a member of the RMRRC and heard about the line in the Rocky Mountain Rail Report.

SUMMIT HISTORICAL SOCIETY DOINGS

Many activities were being held by the Summit Historical Society through August, but word reached your editor too late for the August newsletter. There were two items of interest which should be available beyond August and we list them here for members' pleasure:

The Summit Historical Museum, 403 La Bonte Street, Dillon will maintain its summer hours Wednesday - Saturday, 11:00 a.m. to 4:00 p.m. through September 2nd. Admission by donation. Call for Fall and Winter hours.

Historical photographs and artifacts from Kokomo and Breckenridge's Hauser/Armstrong/Goldworthy family are now on display in the Gaymon Cabin at 309 No. Main Street, Breckenridge. The cabin is open 7 days a week from 9:00 a.m. to 5:00 p.m.

Information about these and other events can be obtained by calling (303) 453-9022.

SILVERTON TROLLEY HISTORY

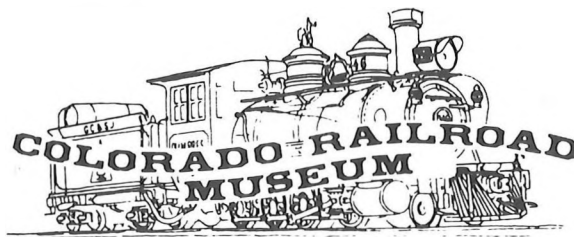
The Silverton Standard and the Colorado Midland Rails both reported that Club Member, Don Stott's Silverton Trolley will not become reality. Two carloads of 65# rail is available to anyone who might want to venture into railroading!!

TOURIST RAILROADS IN COLORADO/NEW MEXICO

Your editor receives many requests for addresses and telephone numbers for the various tourist railroads/museums in Colorado. It seems to be a good idea to republish the list we did in April, 1988 for members' information.

CADILLAC & LAKE CITY RAILWAY

121 East Pike's Peak Ave., #224-A
Colorado Springs, Colorado 80903
(719) 634-1091

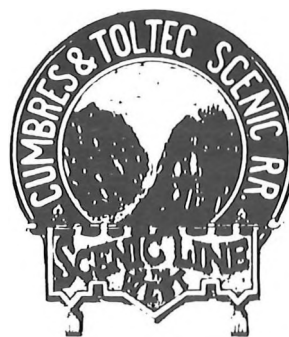


COLORADO RAILROAD MUSEUM

P. O. Box 10
17155 W. 44th Ave.
Golden, Colorado 80402
(303) 279-4591

CRIPPLE CREEK & VICTOR N.G. RAILROAD

Box 459
Cripple Creek, Colorado 80813
(719) 689-2640



CUMBRES & TOLTEC SCENIC RAILROAD

P. O. Box 789
Chama, New Mexico 87520
(505) 756-2151





DURANGO & SILVERTON N. G. RAILROAD
479 Main Avenue
Durango, Colorado 81301
(303) 247-2733

FT. COLLINS MUNICIPAL RAILWAY SOCIETY
P. O. Box 635
Ft. Collins, Colorado 80522
(303) 224-5372

GB & L RY

GEORGETOWN LOOP RAILROAD
P. O. Box 217
Georgetown, Colorado 80444
(303) 569-2403

HIGH COUNTRY RAILROAD
1540 Routh Street
Lakewood, Colorado 80215
[Located at Heritage Square, Golden]



MANITOU & PIKES PEAK RAILWAY
P. O. Box 1329
Colorado Springs, Colorado 80901
(719) 633-7733

GREAT WESTERN RAILWAY
P. O. Box 537
Loveland, Colorado 80537
(303) 667-2384

WYOMING-COLORADO RAILROAD
c/o Rky. Mtn. Travel King
516 So. College Ave.
Ft. Collins, CO 80524
(303) 484-5566
Outside Ft. Collins: 800-525-5306

Leadville, Colorado & Southern Railroad
P. O. Box 916
Leadville, Colorado 80461
(719) 486-3936

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

Sept '89