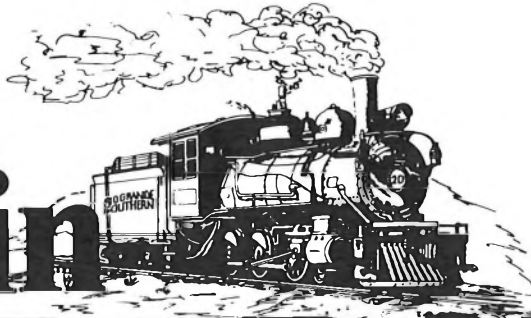


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 10, 1991 -- 7:30 p.m.

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

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert Bidwell..... Treasurer

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

COPY DEADLINE ALL copy for publication in the January, 1992 Rail Report is due no later than December 10, 1991!!

MEMBERSHIP INQUIRIES

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

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

December, 1991..... No. 387
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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

CLUB MEMBERSHIP

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

DECEMBER 10 MEETING

The last monthly program of 1991 features a giant "Bang" as two Denver & Rio Grande narrow gauge locomotives collide head-on in this 16mm color and sound documentary entitled "Journey to Yesterday." The Paramount Pictures "Denver & Rio Grande" motion picture, produced in 1951, is the subject of documentation and features portions of how this movie was filmed on the D&RG narrow gauge.

The Rocky Mountain Railroad Club's Rio Grande Southern narrow gauge locomotive number 20 also gets a brief review in the film.

Come along and watch a color motion picture being filmed in Colorado narrow gauge country. You'll enjoy it!! (Joe Priselac)

PUBLISHER'S STATEMENT

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

NOVEMBER MEETING

November 12th was Melodrama Night at the Rocky Mountain Railroad Club's monthly meeting. Neal Miller presented three very old silent movies which allowed the audience to get involved, hissing the villains and cheering for the heroes and heroines.

The first film, entitled "The Girl and Her Trust" (1912), centered around a female telegrapher who defends a payroll against the dishonorable intentions of two scruffy bums. A crew aboard a steam locomotive comes to her rescue as the film ends with a high speed chase.

The second film, entitled "In danger's Path" (1915), tells the story of another heroine, Helen, (from the serial, Hazards of Helen) who gets involved in chasing down a pair of bums who have tried to steal merchandise from a moving freight train. They capture Helen and lock her in a reefer where she starts a fire to get free. Some more great railroading shots complete this episode.

The final film, entitled "The Leap from the Water Tower" (1915), again centers around a railroad theme. An engineer (or fireman) has a problem with "Rule G" and when confronted, is fired. To get even, he opens a brake line in the middle of the freight which must descend a treacherous grade. The villain is hurt while fleeing the scene of

his crime, repents, and tells of his misdeed. Helen must save the train and crew from certain disaster--mounts her horse and rides ahead of the train, climbs the water tower and leaps onto the moving train to tell where the cut brake line is located. Naturally, the hero now finds and corrects the problem--just in the nick of time!!

This last film was special in another way--it featured the Santa Fe's experimental mallet, number 3001, a 2-10-10-2! This series of locomotives were the largest ever produced at this time and proved to be less than satisfactory, eventually being remade into twice as many conventional arrangement locomotives (2-10-2's).

Our thanks to Neal for presenting this fun program.



1992 CALENDAR AND SCHEDULE OF EVENTS

January 14	Regular Monthly Meeting
February 11	Regular Monthly Meeting
March 10	Regular Monthly Meeting
April 14	Regular Monthly Meeting
May 12	Regular Monthly Meeting
June 9	Regular Monthly Meeting
July 14	Regular Monthly Meeting
August 11	Regular Monthly Meeting
September 8	Regular Monthly Meeting
October 10 or 17	ANNUAL BANQUET
November 10	Regular Monthly Meeting
December 8	ELECTIONS and Regular Monthly Meeting

TRIPS: Bud Lehrer, Trip Chairman, advises that things have still not been firmed up and, thus, has requested no listing until final arrangements are made.

IN MEMORIAL



Elbert E. "Bert" Bidwell

February 15, 1923--October 28, 1991

Bert Bidwell passed away suddenly at home the evening of October 28th, the result of a massive coronary. Bert was elected Treasurer of the Rocky Mountain Railroad Club with elections held in December, 1985, and served in this capacity until his death.

Many accolades can be paid to Bert but perhaps his most notable achievement was establishing the Rocky Mountain Railroad Historical Foundation to enable the Club to have a "tax exemption" status for the preservation of its equipment. In addition, he was a diligent over-seer of the Club's funds and the dispensing of these funds--almost as though they were his own.

Those of us who had the pleasure of working closely with Bert found him to be not only pragmatic in his approach to the Club's

business, but also witty and a delightful person to know. He also had a way of bringing things back into focus when they tended to get a little far afield--as can be the case with a group of us "railroad nuts," and he always greeted you with a grin that literally went from ear to ear. Reverend Calhoun, who conducted Bert's Memorial Service summed it up perfectly when he stated that you always just felt better after having seen Bert Bidwell at any given time.

Bert will certainly be missed by the Club, and particularly by those of us who had the privilege of working closely with him. Our love and respect go out to his family.
(David W. Salter, President)

ELECTIONS

December is the Club's annual elections and our nominating committee, consisting of hold-over board members Hugh Alexander, Roger Callender and Steve Rasmussen, wish to present the following slate of candidates:

PRESIDENT--Joe Priselac

VICE PRESIDENT--Frank Stapleton

SECRETARY--Bill Gordon

TREASURER--Larry Lombard

BOARD OF DIRECTORS--Brian Bechtold

Sherm Connors

Hugh Wilson (Senior)

NEW MEMBERS

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

Brian J. Gould	Ft. Collins, CO
Matthew Jameson	Downers Grove, IL
Don Kramer	Camarillo, CA
James N. Payton, Jr.	Denver, CO

Associate Member:

Shirley Kramer	Camarillo, CA
----------------	---------------

ANNUAL DUES

The 1991 Dues Notice was sent out with the November, 1991 Rail Report. We encourage all members to send in their 1992 dues as early as possible, particularly to help our new treasurer.

The 1992 Membership Fee will continue to be \$15.00 for Regular Members and \$7.50 for Associate Members (spouses and children of regular members).

As has been our custom, we are offering a Book Drawing, the proceeds of which go toward the preservation and renovation of the Club's historic railroad equipment. This year's drawing is offering the following prizes: 1st Prize--*Colorado Midland*, by W. Morris Cafky (RMRRRC Publication--used); 2nd Prize--*Memorial Edition--Denver, South Park & Pacific*, by M. C. Poor (RMRRRC Publication); 3rd Prize--*Georgetown and The Loop*, by Kindig, Griswold & Trombly (RMRRRC Publication); 4th Prize--*Denver & Intermountain Railroad No. 25 PRINT*, by Joe Priselac; plus other prizes. Chances are \$2.00 each and you may enter as many times as you wish. If additional coupons are needed, please make them similar in size to the original provided here. *Please be sure to fill out each coupon with your complete name and address!!*

ROCKY MOUNTAIN RAILROAD CLUB
1992 Book Drawing - April 14, 1992

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

If any information on your mailing label has changed, please advise the Club when you send in your dues. Again, please send your 1992 Membership Dues in as early as possible. Not only will this help the new treasurer, but will allow the Club to send out 1992 Membership Cards sooner!! Thank You for your cooperation.

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the November 12, 1991 meeting are as follows:

Lee Morris / How We Built the Union Pacific Railway

Tom Robinson / Highball, by Lucius Beebe

Phil Klinger / The First 5 Years of Railroads in Colorado (Davis)

Jim Bratton / PRINT of Granbury Station

Gary Ellison (NY) / Alaska's Wilderness Rails

Don Vancil / POSTER: D&RGW Routes

Les Nelson / The Official Railway Guide, November, 1972

Tom Klinger / UP System Timetable #7

Madison Ayer / 150 Years of North American Railroads

Madison Ayer / Official List of Open & Pre-pay Stations, November, 1966

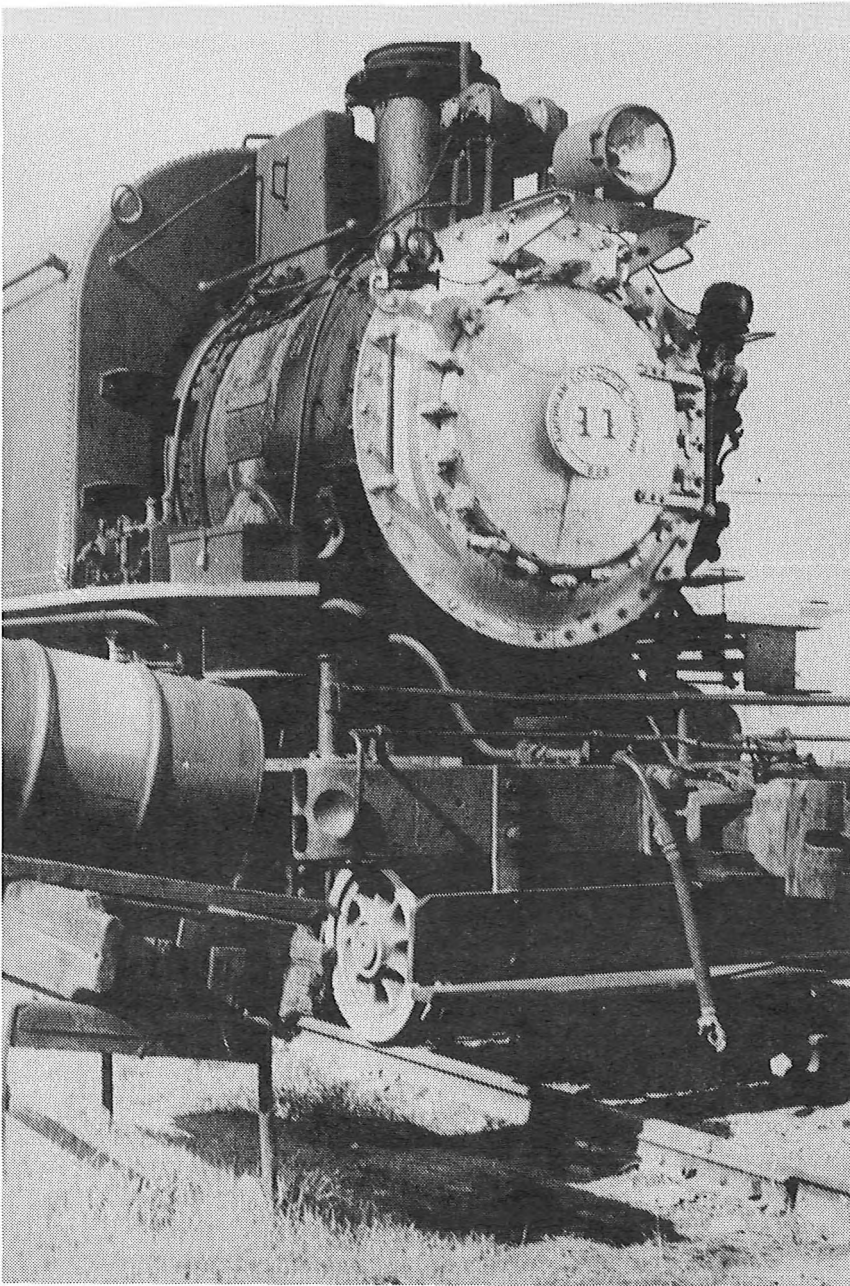
Orin Weed / Official Guide--Freight Service, 1991

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



GEORGETOWN LOOP SPECIAL EXCURSIONS

Special runs on the Georgetown Loop Railroad will be held December 7th & 8th and 14th & 15th. Tickets may be purchased at the Old Georgetown Station Visitor Information Center: \$6.00 for adults and \$3.00 for children 4-15. Trains depart from Devil's Gate Boarding Area at 11:30, 12:15, 1:00 and 1:45. The excursion will take passengers over the famous Devil's Gate Viaduct, and a portion of the line for a thirty minute round trip. Trains will be powered by diesel.



CAN YOU IDENTIFY?

Bob Griswold thought Club members might enjoy trying to identify this mystery photograph. If this sort of thing interests members, we may do more, especially if members are willing to supply good quality photographs, along with necessary information to your editor.

To help you out, consider the following information:

1) The locomotive's number is "11".

Not enough info, you say!!
Well, then, how about this:

2) The locomotive is a Baldwin product, and,

3) It operated in the Western U.S.

You may send your answers to:
Jim Trowbridge, Editor, Rocky Mountain Rail Report, 502 So. Cody St., Lakewood, CO 80226.

Unless hundreds of you guess the answer, we will print the names of those who come up with the right answer, as well as the actual correct answer, in the January, 1992 Rail Report.

A RMRRRC MEMBER'S TRAVELS

BY SHERM CONNERS

Genny and I recently returned from a trip that took us across Nebraska, Iowa, Illinois, Indiana, Ohio and Pennsylvania with a short side trip into Wisconsin. Our return trip took us through Virginia, Tennessee, Kentucky, Missouri and Kansas. The purpose of our trip was to attend two weddings in Illinois and visit our daughter and her family in Pennsylvania. However, we found time to visit several railroad museums and tourist railroads.

My good friend in Illinois, Al Ritzman, is on intimate terms with Ray Buhrmaster who is on the board of directors for the Mid-Continent Railroad Museum in North Freedom, Wisconsin. Ray is very much involved with the restoration of locomotives and other equipment at the museum. Mid-Continent is open only on weekends in September but Ray was kind enough to admit us and show us through the museum on a Wednesday and gave us an unhurried look at the exhibits. They have a 1894 C&NW depot which serves as a ticket booth and display area for many pictures and artifacts. They also have a 1912 OSL steam rotary snowplow which they



This Russell snowplow was built in 1906 by the Russell Car & Snow-Plow Company, Ridgeway, Pennsylvania. This early snowplow is of all-wood construction with the exception of iron plates covering the actual plow surface. Before being acquired by Mid-Continent in 1977, this RUSSELL plow spent its entire life working the upper part of lower Michigan on the Boyne City, Garlord & Alpena Railroad (later known as the Boyne City Railroad when the line abandoned its trackage to Alpena in 1925). It was their Snowplow No. 1. The plow was last used by the railroad in the winter of 1958. (Sherm Connors Photograph)

operate on snow weekend in February. In addition, they have on display, in one of the car barns, a Russell snowplow which is made entirely of wood. The Russell is somewhat unusual in that the main frame extends all the way through the car. The plow is mounted in such a manner that it is pulled rather than pushed through the snow.

The next day we went to the Illinois Railway Museum in Union, Illinois. Like the Mid-Continent, it operates only on weekends this time of the year. However, all the exhibits are open and railfans are welcome to examine them. A display that brought back many memories to me was the restored "EL" station. Back in the 1930's, my parents used to take me with them when they went to shop in Chicago. Dad would

drive to Oak Park where we would get on the "EL", ride to the "LOOP" in downtown Chicago and get off right on the second floor of the Marshall Field department store. This museum has a large collection of trolleys and interurban equipment which is operable and offers rides daily during the summer and on weekends during the spring and fall. They also have a large collection of locomotives and rolling stock which is displayed in the open and is easy to look at and photograph.

We were able to spend a pleasant morning at Steamtown National Historic Site in Scranton, Pennsylvania. Since this has come under the direction of the National Park Service, a master plan has been conceived and there is a lot of construction going on. A rebuilt

roundhouse, turntable and visitor center are in various stages of completion. Rangers and volunteer help are eager to explain the master plan which will change the area from an old and delapidated railroad yard, once part of the Delaware, Lackawanna and Western R.R. to a museum which will tell the story of steam railroading in the United States. This first phase is scheduled for completion and to be opened to the public in 1994.

While visiting our daughter in Yardley, PA, we took a day to go about 15 miles north along the Delaware River to New Hope to ride and photograph the New Hope and Ivyland R.R. This is a 9-mile roundtrip from New Hope to Lahaska on former Reading R.R. commuter coaches. The train is pulled by No. 40, a 1925 Baldwin 2-8-0 which came from the Lancaster & Chester R.R. As usual, when we go trips like this, I was wearing my Rocky Mountain Railroad Club cap. When I bought the tickets, the agent said "you must be a railfan. You should talk with that young man up at the end of the platform. He's a rabid railfan." The young man was Kurt Bell, Passenger Agent for the NH&I R.R. I identified myself and found that he was very interested in railroading in Colorado. We exchanged several stories and experiences.

I mentioned that I had read an article about the NH&I R.R. in the July/August issue of Locomotive and Railway Preservation. He informed me that he was the author. After we had completed our 45-minute ride, we returned to the platform to take more pictures of the train leaving. While waiting for the train to return, he asked me if I would like a ride in the cab of #40. Never in my life have I been able to make a quicker decision. He went to the Manager and made arrangements for me to ride in the fireman's seat on the next trip. I found out that the locomotive does not ride nearly as smooth as the coaches. It was an experience I will treasure the rest of my life. The moral of this story is that the Rocky Mountain Railroad Club is known and respected everywhere. We should be proud to identify ourselves wherever we go. It could lead to good things.



"SILVER RAILS & GOLDEN MEMORIES" — 50th ANNIVERSARY BANQUET PROGRAM

Many new members have joined us since 1988 when the Rocky Mountain Railroad Club celebrated its 50th anniversary. The annual banquet that year featured a multi-media slide show covering all 50 years of Club activities. The show was produced by Darrell Arndt, Jack Morison and Ron Ruhoff and contains photography by many Club members. The narration and music background is recorded from the actual banquet showing.

The 60-minute video (available in VHS only) offers enjoyable, colorful history of the Rocky Mountain Railroad Club. Cost is \$24.50 postpaid. \$10.00 from each sale goes to the RMRRC equipment fund.

RON RUHOFF RAILROAD MOVIES VIDEO:

The 90-minute video (VHS only) of 3 color movies from the 1960's is still available for \$35.00. \$10.00 from each sale goes to the RMRRC equipment fund. Included in each narrated, music-background movie:

- * "Day in the Life of 641" The daily operation of C&S steamer between Leadville and Climax in 1961.
- * "The San Juan Express" The RMRRC annual Memorial Day, Alamosa-Durango-Silverton excursion of the 1960's.
- * "A C&S-Great Western Excursion" RMRRC 1961 outing north of Denver on the sugar-beet line.

ORDER FORM

Silver Rails @ \$24.50 each \$ _____
 Ruhoff Movies @ \$35.00 ea. _____
 Total \$ _____
 (Both videos are postpaid)

Make check or MO payable to:

Ron Ruhoff
 P. O. Box 1361
 Evergreen, CO 80439

NAME _____
 ADDRESS _____



Three brand new "CXS" Railroad locomotives, numbers 7718, 7709 and 7708, General Electric Dash 8-40CW's , in a classy paint sceme of yellow, blue and grey, are caught napping at the Burlington Northern engine terminal in Denver on October 26, 1991. Perhaps a rail fan can provide information as to why the locomotives were in Denver, so far from their home in the eastern United States. (Joe Priselac Photograph)

A RAILFAN'S NOSTALGIA — HOW I MISSED THE BROADWAY LIMITED

by Irv August

What would you think if a life-long railroad buff and experienced traveler standing at the train gates and watching the train's red marker lights receding into the distance? Never mind. It happened to me. Let me tell you about it.

In the 1940's and early 1950's it was necessary from time to time to travel to the home office in Harrison, New Jersey, near Newark. It was my custom to take the Union Pacific City of Denver to Chicago. This was convenient as our Chicago District Sales Office was in the Chicago Daily News Building adjacent to the Northwestern

Station. After lunch I would take my bag and walk over to the Union Station and check the luggage. Then, weather permitting, I would walk up La Salle Street about ten blocks to the late Owen Davies used book store. Owen had enough railroad books to make a railfan's Heaven, and, if he did not have it he could order a copy. His resources were endless.

On this particular trip I got back to Union Station in plenty of time and decided to walk up front to see what was on the head end of the Broadway. I was pleased. A T-1 4-4-4-4 was quietly simmering with the occasional thump of the air pump. I spoke briefly to the fireman and then walked back to pick up the bags.

Standing there in front of the gates I was

sort of day dreaming when I suddenly realized that those marker lamps receding into the distance were those of the Broadway. For a few brief seconds I was overwhelmed with panic until I realized that help was within eyesight. I rushed over to the Pullman desk and telling a little white lie I exclaimed "Geez, the traffic was terrible. I missed the Broadway."

"Let me see your ticket" the attendant said." Looking at it he smiled and said, "No problem. I'll release your space at Englewood and put you on the general. It

leaves at six."

You can be sure that I lost no time boarding the all Pullman General. As soon as I got settled I made my way to the lounge car and ordered a stiff drink. As I enjoyed it I thought, "If this ever gets out to the Railroad Club I'll never live it down." But there it is readers, and in all fairness, it is not the only "boo-boo" I have ever made. But more about that next time.



During October of 1991, the front entrance of the historic Denver, Northwestern and Pacific Railway (The Moffat Road) depot at 15th and Bassett Streets in the lower Platte Valley is bathed in evening sunlight for the first time since 1958 as the 15th Street Viaduct is demolished at the far right. This \$12,839,000 viaduct replacement project is slated for completion in the summer of 1992.

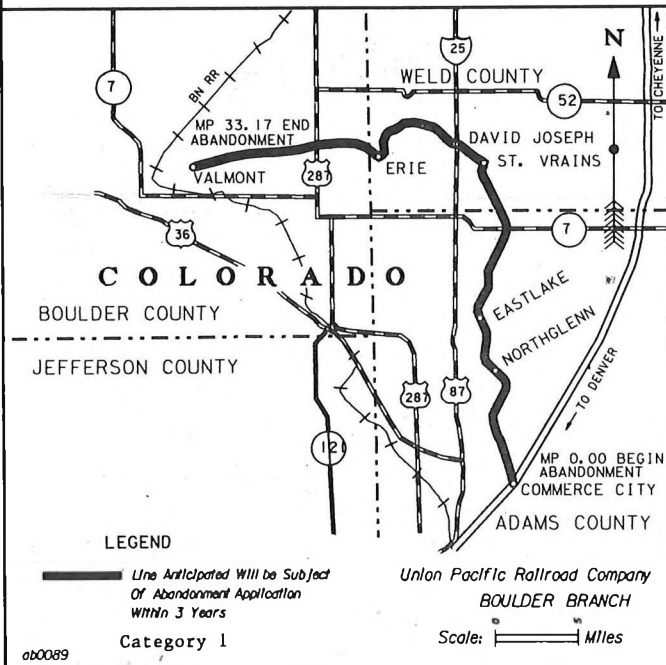
Since 15th Street will, once again, be at grade level, a vehicular and pedestrian underpass will be included in the construction to eliminate crossing the main north/south, double-track mainline just to the southeast of the Moffat Station. The Moffat Station maintains historical preservation status, protecting it from demolition. Please note the old Denver Tramway streetcar tracks in the shadowy foreground that are being removed.

(Joe Priselac Photograph)

NOTICE – SYSTEM DIAGRAM MAP

UNION PACIFIC RAILROAD COMPANY (AB-33) publishes this amendment to its System Diagram Map pursuant to 49 CFR 1152.13 of the regulations of the Interstate Commerce Commission. The amended rail line is described as follows:

- a. Boulder Branch
- b. State of Colorado
- c. Counties of Adams, Weld, Boulder
- d. M.P. 0.00 near Commerce City to M.P. 33.17 near Valmont
- e. No agency stations

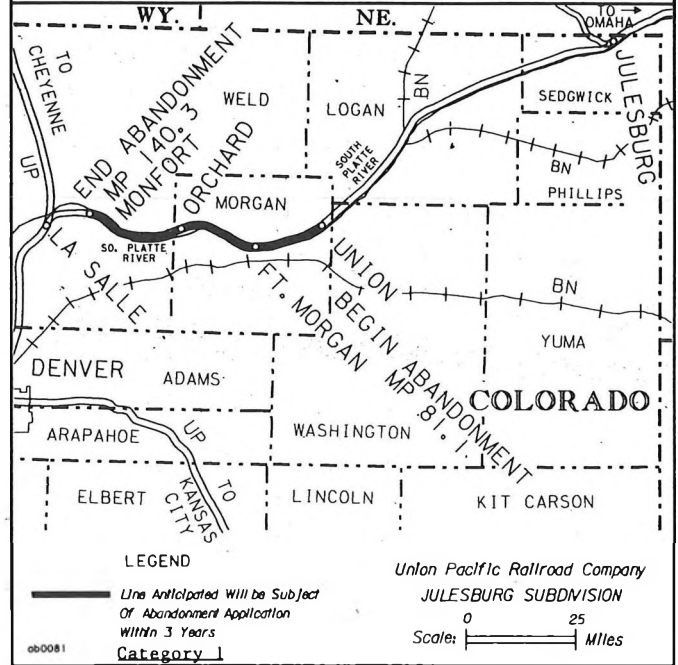


A copy of the System Diagram Map will be provided upon request. Send request to : SYSTEM DIAGRAM MAP, Union Pacific Railroad Company, Room 830, 1416 Dodge Street, Omaha, Nebraska 68179.

NOTICE – SYSTEM DIAGRAM MAP

UNION PACIFIC RAILROAD COMPANY (AB-33) publishes this amendment to its System Diagram Map pursuant to 49 CFR 1152.13 of the regulations of the Interstate Commerce Commission. The amended rail line is described as follows:

- a. Julesburg Subdivision
- b. State of Colorado
- c. Counties of Morgan, Weld
- d. M.P. 81.1 near Union to M.P. 140.3 near Monfort
- e. No agency stations



A copy of the System Diagram Map will be provided upon request. Send request to : SYSTEM DIAGRAM MAP, Union Pacific Railroad Company, Room 830, 1416 Dodge Street, Omaha, Nebraska 68179.

Tom Caldwell sent these notices of proposed abandonment by the Union Pacific for the interest of fellow Club members. They were originally published in The Greeley Tribune.

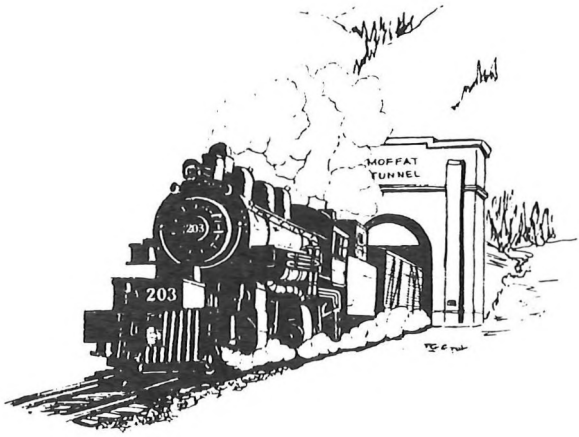
A RAILFAN'S NOSTALGIA – CLEAR, UPPER BERTH WINDOWS

by Lloyd Crews

I clearly remember my first long train ride in a Pullman sleeping car, back in the summer of 1921 when I was about 5 years old. Mother went back to visit her relatives in rural southern Illinois and took my brother and me along. We had to change trains in Kansas City where I remember the station had a long flight of marble stairs to climb. Mother had to get a Red Cap to

help her with our bags. On the train east to Illinois, Mother had the lower berth and she put us boys in the upper berth. We boys were awake a good part of the night looking out the windows at every stop, or any other provocation we could think of. Apparently these clear, upper berth windows were quite rare. I have not seen any pictures of such Pullmans, and, have only found one or two books that even mention them. But the memory of that night is still with me.





OUT ON THE OLD MOFFAT ROAD

While most of our Club members were enjoying a glorious trip on the Cumbres & Toltec, this old member (he is kind of a maverick, anyway) was checking out the old Moffat Road from Toponas to Craig. Not any railroad activity was noted until we reached Phippsburg, and even though this is a division point, activity was minimal with empty coal hoppers on the sidings and diesels idling alongside. The railroad hotel is an attractive and functional building close by the railroad office building, and both are very much a part of the Phippsburg railroad activity.

Oak Creek used to be the center of vast coal mining operations, but the great Edna Mine appeared to be shut down as some of the loading tracks had been removed.

We made our headquarters at Steamboat Springs, and the first thing I did was to head for the 1909 depot which is now a well maintained art gallery. I no sooner reached the depot when the grade crossing lights began flashing and gates lowered. The following scene would make any Operation Lifesaver member cringe as several drivers drove their cars around the lowered crossing gates in front of the approaching train. This death defying group even included a mother with a van loaded with children. The one hundred-car coal train was just the first of about ten that passed that holiday weekend with an equal number of empty trains headed west.

At the art gallery I met Jan Rons who painted the watercolor on our "Georgetown and The Loop" cover and also another beautiful painting reproduced inside the book. This was the weekend of auto races

at Steamboat Springs, and, Jan had painted some pictures of race cars which were on sale at the depot. Unfortunately, no railroad paintings were on sale that weekend.

As I observed the Denver and Rio Grande Western coal trains, I could not help notice the near perfect track and roadbed. This was confirmed as we flew low over the depot in a small Cessna; the track looked just like the work of a meticulous HO model builder.

Heading west from Steamboat Springs, the track was just as perfect out through Mount Harris which is now a complete ghost town. The Victor-American and all other once thriving coal mines are gone. The depot at Hayden is now an historical museum, but not very well kept.

At Craig, the Marcia, David Moffat's private car is on display in all of its splendor of bygone days, right alongside Highway 40. The Craig depot is boarded up, and the yards at Craig are desolate. The coal trains originate beyond Craig. Did you know that the railroad was extended twenty-three miles beyond Craig to the coal mines in the Axial Basin? It is doubtful that the Denver and Rio Grande Western has any other customers other than the coal mines on the branch to Craig and Axial. I did not find any evidence of any.

Just before returning to Denver, a group of us were having lunch on the deck of the Steamboat Yacht Club. As we were eating, one of the one-hundred-car coal trains rolled by just across the river. Our new Club member, Ed Jakubowski, remarked that this was the ideal setting for a railfan to have lunch. Truly it was. (Bob Griswold)

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.

GEORGETOWN & THE LOOP

**"GEORGETOWN AND THE LOOP" — 50th
ANNIVERSARY BOOK**

This 270 page 8½" by 11" hardback book is a photographic history of Colorado's "far famed" Georgetown Loop of a century ago through its glory years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad. Many Rocky Mountain Railroad Club members and friends have contributed an amazing amount of material to make Georgetown and The Loop an outstanding history of the railroad that made Georgetown and Silver Plume famous for more than a century.

Georgetown and The Loop is a different railroad history book with a short text and a fantastic collection of rare photographs of the "Old Loop" as well as pictures (some in color) of the incredible rebuilding of the "New Loop." This unique railroad history tells the fascinating story of just a few miles of Colorado narrow gauge railroad and the mining towns it served. Every true railfan will be thrilled to see the photos of the five presently operated steam engines on the Georgetown Loop Railroad. Price \$29.95.

GEORGETOWN & THE LOOP

Order Form

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

[] This is a gift for the above person.
My name and address is as follows:

NAME _____

ADDRESS _____

TELEPHONE () _____

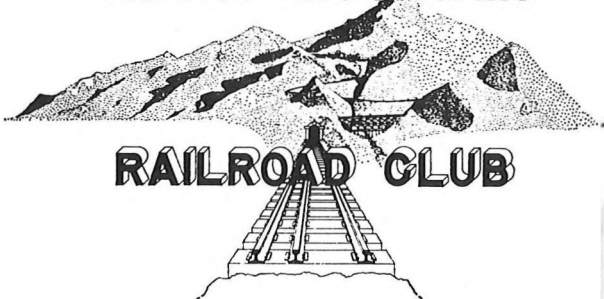
Enclosed is \$29.95 plus \$2.75 shipping and
[] \$2.15 sales tax for a Colorado
Resident for each book.

Total enclosed: \$ _____

Order from: **Rocky Mountain Railroad Club**
P.O. Box 2391
Denver, Colorado 80201



ROCKY MOUNTAIN



BOX 2391
DENVER, COLORADO 80201

SECOND CLASS

ERWIN CHAIM
560 EMERSON
DENVER, CO 80218

DATED MATERIAL