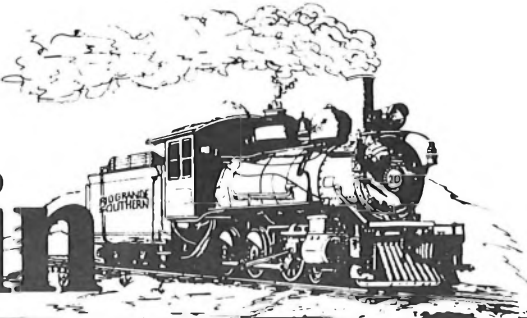


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 14, 1992 -- 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
Joseph E. Priselac..... President
Frank H. Stapleton, Jr..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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 August, 1992 Rail Report is due no later than July 14, 1992!!

MEMBERSHIP INQUIRIES

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

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

July, 1992..... No. 394
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

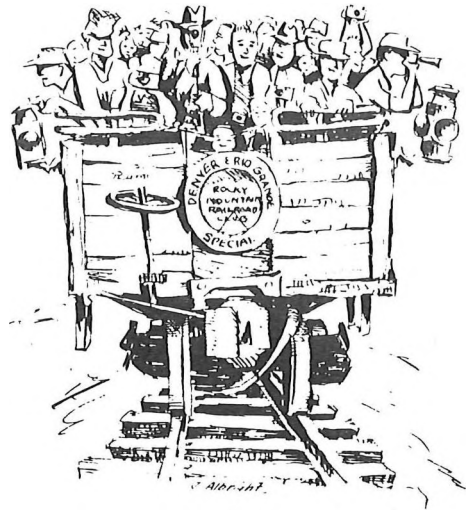
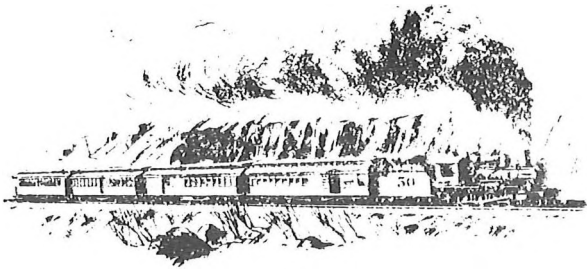
CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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.

JULY 14 PROGRAM

We will keep the INTERNATIONAL theme going in July with a visit to Belgium. In 1985, Bryan Bechtold travelled there to record the 150th anniversary celebrations of the Belgian National Railway, as well as the 100th anniversary of the Vicinal, Belgium's unique and seldom seen system of meter gauge secondary railways. Steam, diesel and electric power all get a chance to show off!



COLORADO MIDLAND FIELD TRIP

It's time once again for the RMRRC's annual field trip along one of Colorado's many abandoned railroad grades, to be held on Saturday, August 22, 1992. This year's trip will pick up where last year's left off, beginning at the town of Divide and following the historic Colorado Midland Railway grade to the summit of Trout Creek Pass.

Highlights of the trip will include Florissant, Lake George, Elevenmile Canyon, Dam, and Reservoir, Hartsel, and the Midland's fabled crossing of the Denver, South Park, and Pacific atop Trout Creek Pass.

The cost of the trip is just \$8.00 per person, which includes a delicious hot lunch provided by the Club's famous Ranniger's Roadbed Commissary and trip handouts. Please fill out the attached coupon and send it along with your remittance (payable to the Rocky Mountain Railroad Club) to: Rocky Mountain Railroad Club, c/o Hugh Alexander, Ticket Chairman, 700 S. Elizabeth, Denver, Colorado 80209. PLEASE include a stamped, self-addressed business-sized envelope along with your order.

ORDER FORM

Colorado Midland Field Trip

NAME _____

ADDRESS _____

Zip _____

(Please Print or Type)

TELEPHONE () _____

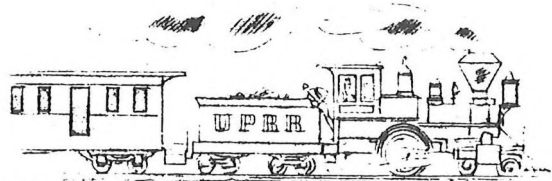
Please send _____ tickets for the Midland Field Trip @ \$8.00 each.

Total Enclosed \$ _____

1992 SCHEDULE OF EVENTS

July 14	Regular Monthly Meeting
July 25*	Georgetown/Silver Plume Sojourn & RR Trip
August 11	Regular Monthly Meeting
August 22*	Colorado Midland Field Trip
September 4-8*	Old Threshers Reunion, Mt. Pleasant, IA--AMTRAK
September 8	Regular Monthly Meeting
September 26	Photographer's Day: Joint Line to Palmer Lake
October 24*	ANNUAL BANQUET
November 10	Regular Monthly Meeting
December 8	ELECTIONS and Regular Monthly Meeting

* Please note these changes: The Georgetown/Silver Plume Sojourn is one week later than previously scheduled. The Colorado Midland Field Trip is one week later than previously scheduled. The Mt. Pleasant return is on Tuesday, not Wednesday. The Annual Banquet had to be changed due to a scheduling conflict at the Denver Athletic Club.





SpikeBuck by Clay Rollins

Well it's official. The name "Denver & Rio Grande Western Railroad" no longer exists. At least in the railroad business world. That's one name that has meant a lot to Colorado. Calling it the Southern Pacific (Sufferin' Pathetic) will take some transition, but Spikebuck will change its ways starting with this column. Incidentally, The Denver Post ran a story, May 23rd, on the name change in which they ran a photo of a Grande train at Castlegate, Utah, and called it a "Colorado canyon". Funny how often things like that happen in the media.The SP is power short these days and is running with lots of SP and assorted lease units on Tennessee Pass and the Moffat line. D&RGW engines have suddenly become rare, especially in solid sets. Rumor has it all the D&RGW power is in California keeping the old Espee lines running while Burnham continues to rebuild the fleet.....The SP has been using a helicopter, based at Pinecliff, to help speed right-of-way rebuilding and the addition of rock slide fences following last year's South Boulder Canyon derailment. The helicopter ferries material from Pinecliff to work sites.....Travelling East this summer? Be sure to stop in Cheyenne Wells to see their UP depot, complete with train order board. The building is still used by the UP. Also along the Union Pacific, the town of Hugo still gets its grade crossing protection from wigwag signals.....UP's local train on the Valmont branch would be a good one to catch before the line is abandoned. The local seems to run most Mondays and Thursdays (never on weekends) hitting Sand Creek on its departure from Denver around 8:30/8:45. They will usually go at least to the scrap yard at Erie (visible from I-25), further if they have a load of bricks in tow. The crew quite often turns this trip into an all day event, returning late afternoon.....Another popular UP local to chase is the Fort Collins branch. Departing for Ft. Collins from LaSalle around 10:00 a.m. weekdays and sometimes on Saturday. Sunday calls for the 2:00 p.m.+/- departure. While at Ft. Collins, the train will interchange Budweiser Beer with the BN local.

FROM THE PRESIDENT

HELP WANTED!.....Membership participation and response via a QUESTIONNAIRE that is included in this month's issue of the Rail Report.

The Rocky Mountain Railroad Club, almost 1100 members strong and into its 54th year of existence, owes its success and longevity to the continuous support and dedication of the membership-at-large. Without this support, the Club would not have been able to sustain its goals of Western railroad history perpetuation and the promotion of the present and future appreciation of our railroad heritage.

Since time does not stand still, and, the Club is "graying at the temples," we feel that we cannot stand on our past successes and laurels, but, must find ways to satisfy the desires of our current members and market our activities to prospective future members.

The questionnaire printed within the pages of this newsletter is intended to give all members a voice in the direction the Club will take in the future. From the response we hope to receive, your Officers and Board of Directors, as well as the various committees, will have a clearer insight in meeting the desires of the membership as regards the Club's railfan trips and excursions, monthly meeting programs, publications, preservation and restoration or any other railroad related subjects you might wish to address. We need your input!! Please take a few minutes to answer the questionnaire, giving your comments or recommendations.

Please return the questionnaire as soon as possible, but no later than August 31, 1992. If at all possible, we would appreciate having as many questionnaires returned by July 24th as there will be a Board of Directors meeting that evening and it would be nice to get a feel for your thoughts as early as possible.

After completing the questionnaire, please fold in thirds with the address panel on the outside, staple or tape shut, affix a "First Class (29¢) stamp, and mail to the address shown. (Joe Priselac)



THE ROCKY MOUNTAIN RAILROAD CLUB MEMBERSHIP

QUESTIONNAIRE

This questionnaire is intended to give you a voice in the activities of **your** club. Your responses will assist the Board of Directors and Officers in meeting the desires of the membership at large, as well as planning for the future. Non-members are also encouraged to give their input. Feel free to add additional sheets as necessary to answer thoroughly. Simply tear out this page at the margin, fold so that the club's address (on back) is visible, staple and mail. Please mail by August 1. We will also except them at the August meeting.

1. Age Group: 10-20__ 21-30__ 31-40__ 41-50__ 51-60__ 61-70 71-80__ 81+__
2. What does the club offer to you? (please number in order of importance)
 Social__ Programs__ Trips__ Day Trips__ Information__ RR Preservation__
 Other (more specific)_____
3. Are you a member?__ How many club meetings do you attend each year? __ If you attend less than 6 meetings per year what are your reasons for not attending?_____
 Do you attend only if the program is of interest to you?_____
4. What subject matters would you prefer to see presented as programs?_____
5. If you attended the March 1992 meeting, did you like the video projection concept that was demonstrated?__ Was the picture clear to you?__ Would you like to see more programs using both commercial and "home" video?_____
6. Would you be in favor of the club purchasing a video projection unit and VCR? (est. price\$3,500)_____
7. In your mind what are the goals of the club?_____
8. Are you "active" in the club?__ If yes, in what capacity, if no why not?_____
9. What, if anything, about the club disinterests you?_____
10. Do you consider yourself a (check all that apply): Photographer__ Preservationist__
 Rail Fan__ Modeler__ Daisy-picker__ Other_____
11. Do you like the club newsletter?__ What suggestions would you make to improve it?_____
12. Do you attend the annual banquet?__ If not, what are the key reasons that keep you from attending?_____

(Tear-out from newsletter ✂)

13. Do you have any free time that you could give in support of the restoration of Interurban 25, or any of the club's equipment at the Colorado Railroad Museum?____ Is the club's collection of equipment important to you? _____
14. What trips or events would you like to see the club offer? _____
15. Are you comfortable with the price of club trips and events? _____
16. Would you like to see more family oriented activities?____ If yes, what kind? _____
17. For members under 30: What interests of yours are not being met by the club? _____

(Fold at dotted lines ↗)

 **Additional comments:** _____

Affix
Stamp
Here

(Name and Address Optional)

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



A August 10, 1952, view of the abandoned right-of-way of the old Moffat Road over Rollins Pass, above Yankee Doodle Lake. (Jack C. Thode Photograph)

A RAILFAN'S NOSTALGIA

CRISIS ON THE MOFFAT

by Irv August

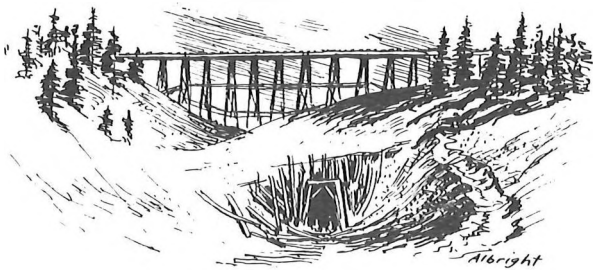
Standing in the doorway of that ramshackle cabin, I looked out at the driving rain sweep over Yankee Doodle Lake and wondered when it would let up. We were still a long way from the East Portal of the Moffat Tunnel where we were to meet our driver for a return trip home. The "we" in this case were Club members Mac Poor, Jack Thode, Danny Peterson, Les Logue, Jack Riley, and myself. At the urging of Danny, a recent newcomer to Colorado, I agreed

to organize a hike on the abandoned grade of the Moffat Railroad over Rollins Pass, walking from the top down to East Portal. It was a long way I knew, but all down hill and I was confident that we could make it. I failed to reckon with the nasty weather that we encountered and the effect of the altitude on the newcomers to Colorado. Clarence Booth, a co-worker at the Worthington Pump Works, had driven us to the top of Corona and would return to East Portal for a pick-up later that evening. The day had started off with a partial over-cast but nothing threatened. On the way to the top we had stopped at Rifle Sight Notch tunnel and trestle, and Arrow for photos.

Starting down from Corona, we were soon scattered along the grade to Needles Eye



At Riflesight Notch, the railroad crossed over itself by means of a trestle built right over a tunnel just beneath. Clarence, our driver, gingerly eased the station wagon across while some of us chose to walk. August 10, 1952. (Irv August Photograph)



Tunnel. Jack Thode had his 4x5 view camera and tripod and was happily clicking the shutter. By the time we had gotten to Needles Eye Tunnel, it was raining lightly but let up from time-to-time. This was not to last. I was surprised at how quickly threatening thunderheads had built up and at Jenny Lake the heavens really opened

up. It was a bedraggled bunch that sought shelter in that cabin at Yankee Doodle Lake. The roof leaked but there was a stove in one end. Using what little dry wood there was we managed to get a small fire going, producing much smoke but little heat.

As we waited, it soon became apparent that the rain was not going to let up, so, reluctantly we started off. Jack Thode, Les Logue and myself had slickers but the rest only jackets. On top of that, Jack had no place for his view camera so I placed it in my WW-II rucksack and under my slicker. I looked like the Hunchback of Notre Dame.

We trudged on in the steady rain. Les and

I took shelter in a grove of spruce, but the others went on. We ate some candy bars and then followed. Coming around a curve just below Antelope, we spied the others. Someone was on the ground, the others kneeling beside. It was Danny. He was really played out. "Leave me. I can't go another step," he said. This was out of the question. We took turns carrying him piggyback but that did not work too well. I was afraid that hypothermia was setting in. Things looked bleak indeed.

Then, were my eyes playing tricks on me? Did I hear the sound of an automobile? To my amazement, around the curve came a 1930

Model A Ford coupe. The driver stopped and wondered what we were doing at that place in that rain. He was headed for Yankee Doodle Lake to do some fishing but in view of what he had come across he agreed to take as many as possible to East Portal. All except Les and myself somehow squeezed into that car and off they went. I said a prayer of thanks for that fisherman.

Les and I bushwhacked our way straight down Jacobs Ladder, crossed a bridge over South Boulder Creek, and were walking towards East Portal when Clarence and the rest came into view. As we approached Rollinsville, someone suggested that we go into the bar



Danny Peterson points out the site of the wreck of number 210 to Les Logue. It was here, just below Riflesight Trestle, on the shelf railroad grade that the 210 left the rails in December, 1924, and plunged hundreds of feet to the canyon floor. It was later recovered by means of a 30-degree "Shoo-fly." (Irv August Photograph)



On the sweeping curve above Jenny Lake, we came across the skeletal remains of a snow shed with timbers leaning crazily as if to portray their losing battle against the elements.

(Irv August Photograph)

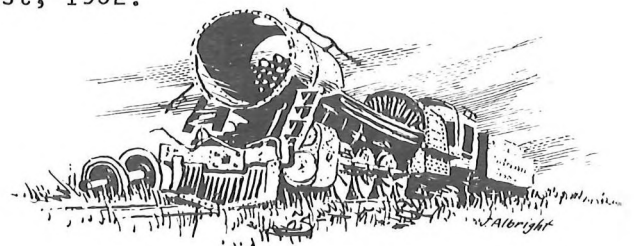
there for a drink. As we marched into the place, the lone bartender took one look at us and exclaimed, "Fellas, the drinks are on the House" and proceeded to fill generous shot glasses with whiskey. We decided another round was in order. (Jack Thode later told me that he had never drunk so much whisky in so short a time with so little effect).

Danny was staying with the Rileys and once home they put Danny in a hot tub and then to bed where he stayed for a couple of days before returning to work.

Epilogue.

I learned a lesson that day on the mountain.

It was never to take for granted the physical condition or the equipment of your hiking companions. It served me well in the years to come. Forty years have passed since that fateful day on the mountain and all of my companions save Jack Thode have gone over the Great Divide, but the memory of their companionship will be with me always, especially of that tenth day in August, 1952.





This derelict cabin near Yankee Doodle Lake was a temporary port in the storm. With night-fall approaching, we left it, reluctantly, to trudge on in the rain. The photo was taken as we left, smoke still drifting from the chimney.

(Irv August Photograph)

EQUIPMENTWORKDAY ATTHE COLORADO RAILROAD MUSEUM A SUCCESS

I wish to thank Ray Wetmore, Doug Van Valkenburgh and his son, Frank Stapleton, Roger Callender and Joe Priselac for making this year's workday a success. We finished painting the north side of the LA streetcar and seal coated the cab roof of engine NO. 20. We also cleaned out the trash and straightened up the inside of the RICO and began preparing the roof for seal coating. This last project will probably take several more Saturdays to finish and we could stand to have more volunteers. If you are interested, we would greatly appreciate your participation. Please call me at 985-8207.

(Hugh H. Wilson (Sr.), Equipment Chr.)

NEWS RECEIVED FROM MEMBERS

Lanny J. LoSasso reports seeing the New Mexico 40 & 8 car while attending the Rocky Mountain Region (NMRA) Spring Convention in Albuquerque. The car is housed at the New Mexico State Fair Grounds in its own outdoor pavilion. It has been fully restored within the last two or three years. The car is on a raised (about 3 ft.) concrete platform with a roof and back wall. It is located across the street from the Railroad Building which houses two model railroad clubs: One O/On3-Scale and the other HO/HOn3-Scale.





**THE CLUB'S 1992 GEORGETOWN/
SILVER PLUME SOJOURN**

How many times have you sped along I-70 and have not taken the time to exit and really see what the Georgetown/Silver Plume National Historic District is really about? This district is considered to be one of the finest examples of preservation in the United States of an area from the early mining and Victorian era. Its architectural heritage gives one a feeling of stepping back in time to Colorado's early days.

The Rocky Mountain Railroad Club will host a day in this colorful historic district taking in the highlights of some of the things that contributed to its rich history. Our tour will begin at the Silver Plume Depot of the Georgetown Loop Railroad with a 9:20 a.m. departure. Enroute to Georgetown, we will stop at the Lebanon Mine for a guided tour of this 1880 silver mine which was typical of the mines of the district. This tour gives one a feel for the contributions and sacrifices the miners made to Colorado's development. We will continue our journey aboard the train over the famous Devil's Gate Trestle and into the Georgetown Terminal. The return to Silver Plume is a struggle for the narrow gauge steam locomotives to make the four and one half miles with a gain of 638 feet of elevation.

Upon our return to Silver Plume, we will have a tour of the engine house, followed by a picnic in Dingers Park. After a relaxing lunch, we will visit the Silver Plume Museum, housed in Silver Plume's historic school house.

From Silver Plume, we will continue on to the Clear Creek Valley Overlook off of I-70 for a spectacular view of this historic valley that we have just traversed by train. One of our Club members will point out and explain the sights.

In Georgetown, we will visit the jewell of

Georgetown's Victorian homes, the Hamill House, which dates back to 1867. This fascinating structure, its grounds, office building, stable and carriage house, and several other out buildings, provide a three-dimensional glimpse of a wealthy family's life in early-day Georgetown. We will wind up our exciting day at the old Railroad station (ex-Alpine Inn) with a short slide program on the Georgetown Loop Railroad. From there you will be on your own to enjoy Georgetown's many wonderful shops or take your own walking tour of this delightful Victorian mountain town, or, better, yet, take the Rutherford's Belgian Horse-powered trolley for a narrated tour.

We will be limited in the number of participants for this trip, so...get your reservations in early.

The cost for this excursion will be \$25.00 for Adults and \$21.00 for Children (ages 4-15). The cost includes 1) Trainfare; 2) Mine Tour; 3) Engine House Tour; 4) Lunch; 5) Silver Plume Museum; 6) Hamill House Tour; 7) Program at the Old Georgetown Railroad Station.

The Date is Saturday, July 25, 1992.

Please fill in the coupon provided and send it, along with your remittance, payable to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 So. Elizabeth, Denver, Colorado 80209. (Bud Lehrer)

GEORGETOWN/SILVER PLUME TOUR ORDER FORM

Please Print or Type

NAME _____

ADDRESS _____

Zip _____

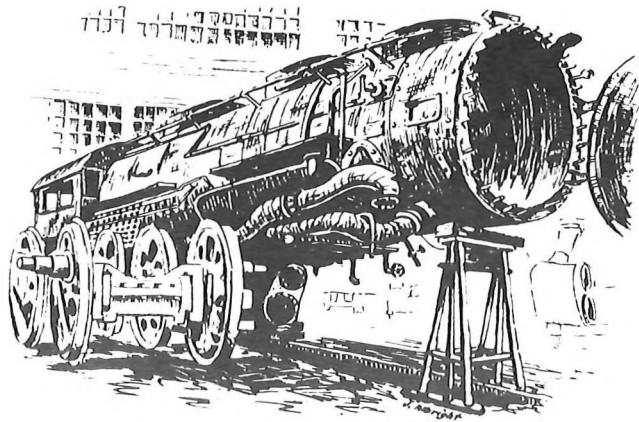
TELEPHONE _____

_____ Adult tickets @ \$25.00 \$ _____

_____ Children tickets @ \$21.00 _____

Total \$ _____

Please enclose a large stamped, self-addressed envelope with your order. Thank You!!



BN SHOP TOUR REPORT

The tour of the BN locomotive shops, car shops and yard tower and offices back on Saturday, March 21st was excellent.

When we gathered that morning we had a short introduction from Boyd Andrews, Assistant Superintendent of BN's Denver operations. After the introduction we broke up into two groups. Our guided tour was led by Mr. Andrews. We began our 4½ hour guided tour in the 31st street yard tower. The BN has 2 dispatchers in the tower. One for the southwest end of the yard and the other for the mainline. Dispatchers in McCook NE handle all trains up to Commerce City CO (approx. near the BN/UP crossover near the I-270 overpass). The Denver dispatcher handles all trains including Amtrak the rest of the way into their Denver terminal facilities. Mr. Andrews explained the layout of the yard and all the problems associated with the yard. From the tower it was easy to see that the yard was built on a curve. With such a sharp curve on the southwest end and slow switching jobs minor derailments are not uncommon. Another problem with the yard is that the yard is too short for many of their freight trains. This means that most mixed freight trains are put together on two tracks and are connected together at the time of departure. Would the BN like to modify the yard to eliminate these problems? You bet!!! Are they going to? Nope! The location of the yard, surrounded by two rivers (South Platte and Cherry Creek) and the central Denver area make it impossible to correct the yard's inadequate size and design.

Upon leaving the yard tower, we went into the BN yard office where we were shown a short demonstration on their new laser-disk training system for train crews. Employees learning to become crew members can learn anything and everything about all rules for the safe operation of a train. It is also used as a refresher course for existing crews.

The BN is very interested in constant and continued training for all crew members. They are very interested in making sure that the crews follow every rule in the rulebook. Mr. Andrews mentioned that his staff like to light fusee's and set them by the track and see what the crew of an approaching train will do. Once the train stops, the supervisors climb aboard the engine and have a chat with the crew. This type of test is done frequently. When asked if they ever top Amtrak to be sure those crews are obeying the rules and are familiar with the rules, the answer was 'only of the Zephyr is early'. Due to the "ontime performance incentive contracts" if the train is late or on time, they will definitely not stop the train for any reason unless absolutely necessary. With the big padding in the westbound schedule into Denver the train is periodically early and therefore is subject to unannounced checks.

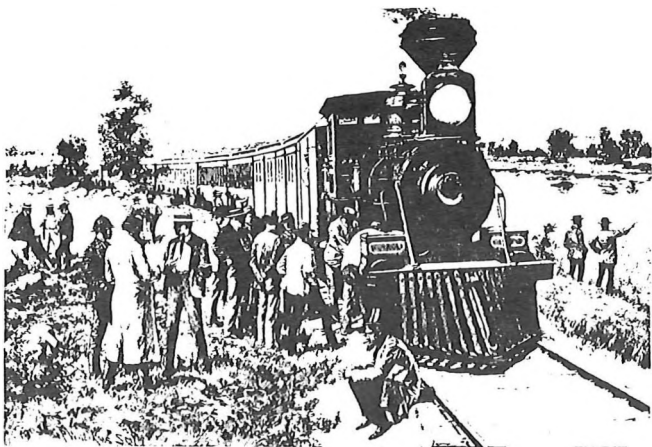
The next portion of our tour involved the locomotive shops. While the shops don't appear to be very large from a passing Zephyr or from the road, the shops were quite impressive. Twelve engines can be accommodated inside the facility. There are separate rooms for component repairs such as electric motors. One of the mechanics guided us through the shops and explained to us what work was being done to each unit. He also showed us the inner workings of a turbo-charger, engine block and pistons and a electric motor. The equipment used to change out electric motors and shuttle them to another room for work was quite impressive. Once all of our questions inside the shops were answered we move to the back side of the shops where the turntable is located. We were told that the turntable plus one or two motive power storage tracks will probably be taken

out sometime within the next year.

The last stop on the tour was the car shop. This facility is located deep inside the yard. This is where cars are brought in for repairs and where the FREDs (rear end train device) are stored. A demonstration of how a FRED works and how the engine unit is programmed to only communicate with the FRED located on its train and not any other FRED's in operation nearby. The BN originally bought 1200 FREDs at a cost of \$7000 each but can only account for a little over 600 at this time.

Many have been damaged, destroyed or lost. Some are in the possession of other railroads. Of course the BN inherited a few from other lines too. When we were there, they had in their inventory a UP and D&RGW FREDs. The car shop was quiet that day, but we did watch the shop crew change out a gasket on a grain car.

From the casual railfan to the rivet counter, nobody left our tour disappointed. Mr. Andrew never fielded a question he couldn't answer. And we never felt rushed through any portion of the tour. The BN did a first rate job!!! (Alan Greene)



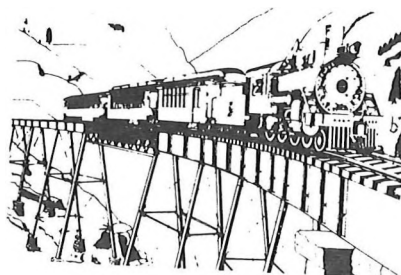
LATEST TRIP INFORMATION

OLD THRESHERS REUNION/MT. PLEASANT, IOWA, via AMTRAK: This Labor Day weekend to Mt. Pleasant, Iowa, the site of the Midwest Old Threshers Reunion, will be run from September 4th through the 8th, 1992. On display will be an incredible array of steam, gasoline and diesel tractors and farm machinery with parades, outstanding

food, country music performances by leading artists, and, a steam railroad (3 ft.) and trolley line. Plans include a countryside tour along the Mississippi River from Burlington to Hannibal, MO by motor coach and evening dinner aboard a riverboat cruise. Transportation to and from Denver will be aboard Amtrak's California Zephyr. Costs: \$325.00, double occupancy; First Class rail fare extra.



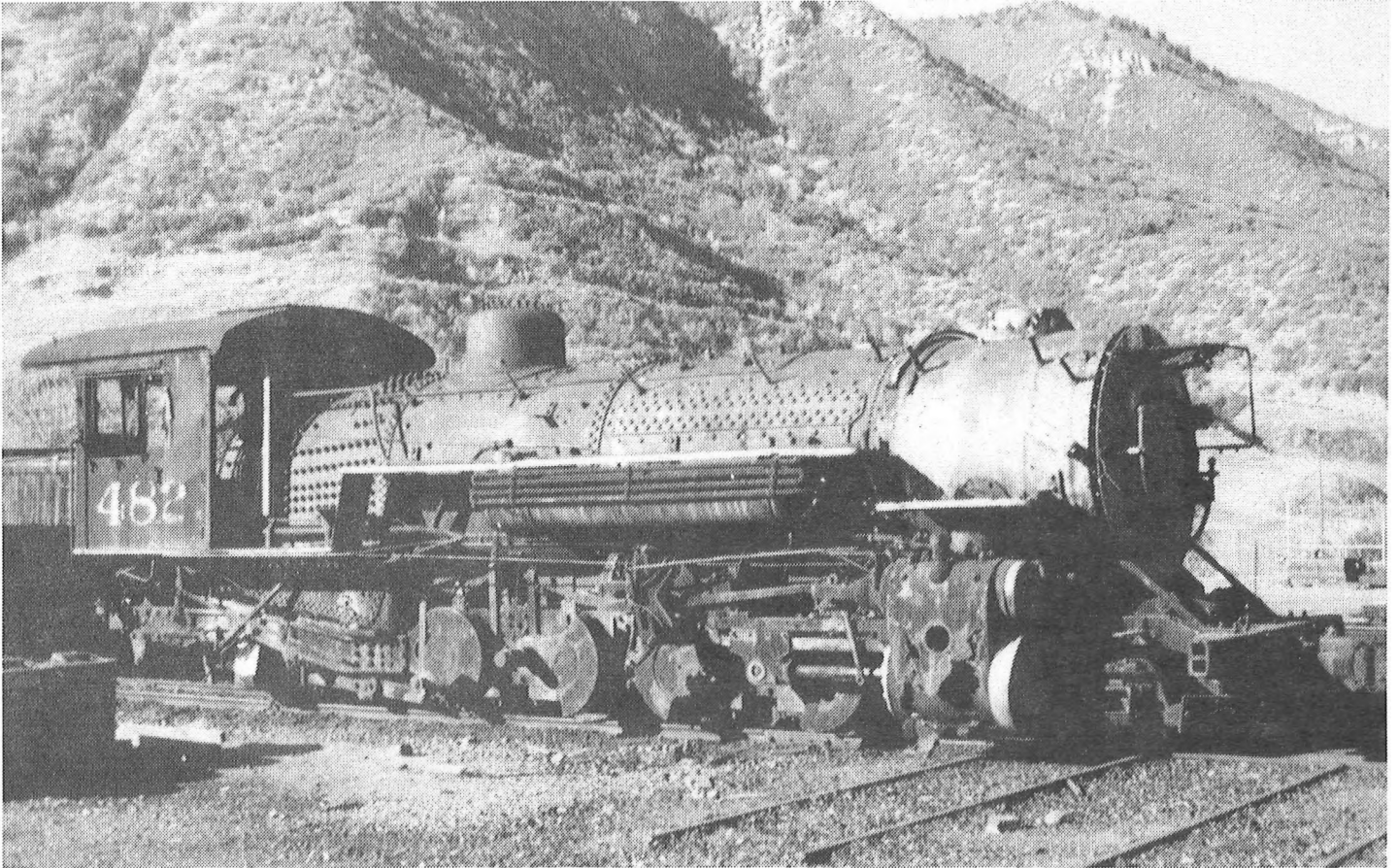
COLORADO MIDLAND FIELD TRIP: Full information is contained under separate heading elsewhere in this issue of the Rail Report.



GEORGETOWN LOOP RAILROAD: GEORGETOWN/SILVER PLUME SOJOURN under separate story elsewhere in this issue of the Rail Report.



PHOTOGRAPHER'S DAY: JOINT LINE AT PALMER LAKE: This is an opportunity for photographers to spend the day photographing trains as they pass through the Palmer Lake region, hopefully in full fall color!! A short description of the area and photographic tips will be provided. Cost has yet to be determined.



It was last fall that we reported the historic exchange of K-class engines between the Cumbres & Toltec Scenic Railroad and the Durango & Silverton Narrow Gauge Railroad. In this exchange, the C&TS received the rebuilt, working K-37, No. 497. The D&SNG received the out-of-service K-36, No. 482. This photograph reflects the condition of the 482 as it sat in Durango on October 11, 1991. (Neal Reich Photograph)

SWAP 'N SHOP

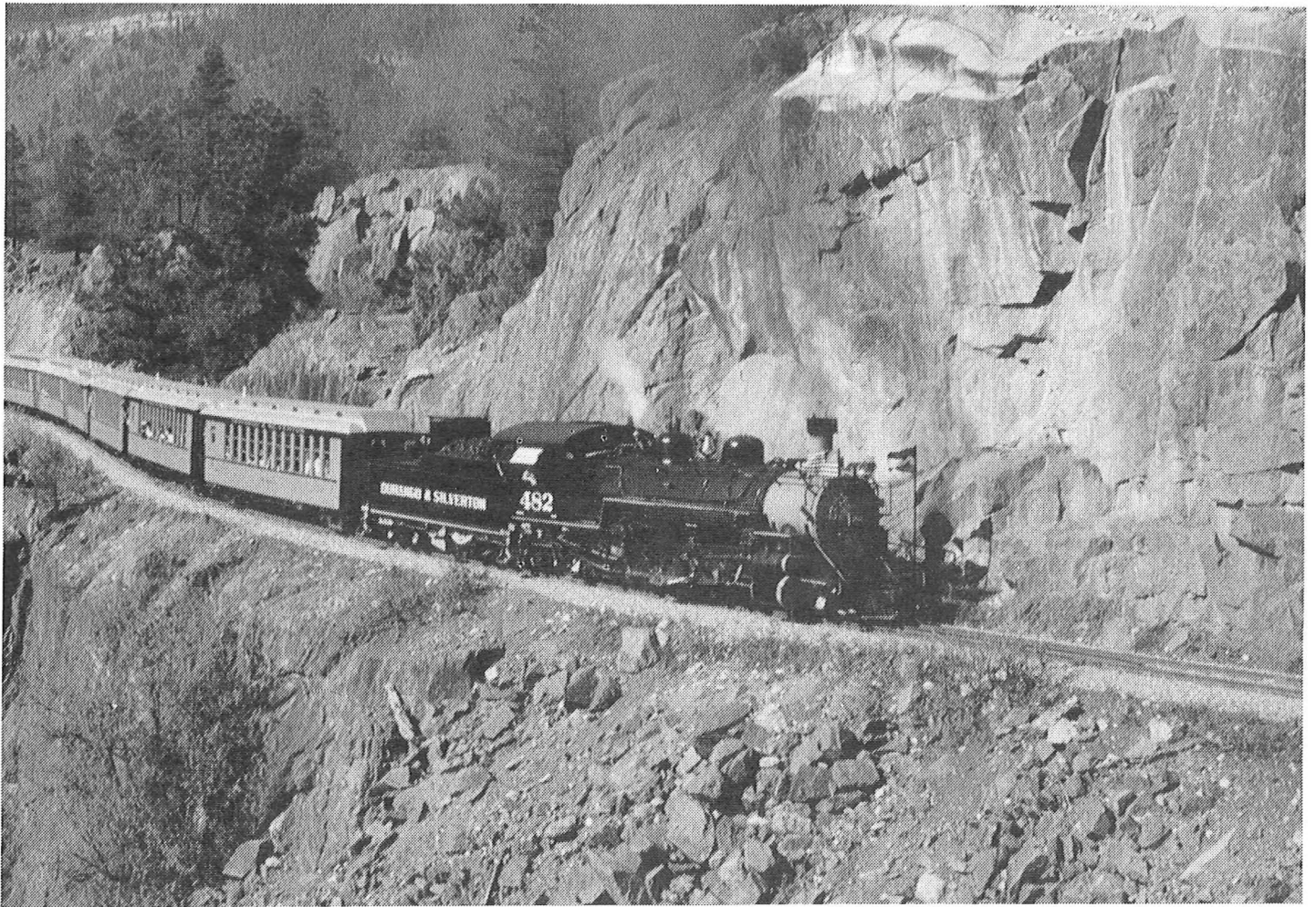


Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise them.

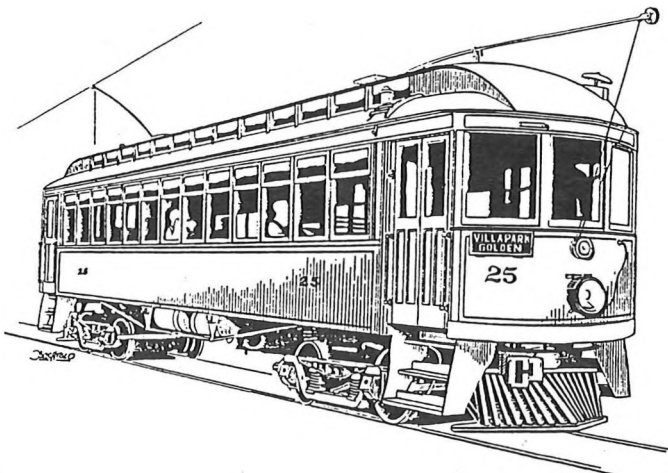
WANTED: Seek photos, timetables, passes, keys, pamphlets related to Kansas City, Mexico & Orient; San Antonio & Aransas (not Arkansas); Waco & Northwestern; Waco & Northwestern; San Antonio, Uvalde & Gulf; etc. A. von Blon, 1699 Ewing Ave., Waco, Texas 76707. Please, no phone calls. Also, Query: Is there anyone in the RMRRC who might do an article on the various noted photographers that covered the Colorado scene in the late 1800's to early/mid 1900's?

WANTED: Trip announcements/ticket order flyers and on-board handouts for the following Rocky Mountain Railroad Club excursions: March 11, 1956 Union Pacific 9000; June 30, 1957 Colorado & Southern 909; July 27, 1958 C&S 900; October 2, 1960 C&S 638/Great Western 90; July 22, 1962 C&S 638. Charles Albi, Colorado Railroad Museum, P. O. Box 10, Golden, CO 80402, 279-4591, 1-800-365-6263.

FOR SALE: Beautiful reproductions of Colorado Railroad passes, stocks and bonds at very low prices. CM, MT, ATSF, CS&CCD, D&RG, DSP&P, RGS, and more. SSAE to Joe Cammalleri, 3093 Charlotte St., Newbury Park, CA 91320.



Here we see the 482 near Rockwood, Colorado on May 2, 1992, now completely refurbished by the D&SNG shops. What a delight to see this engine back in service, once again fulfilling a useful purpose. (Neal Reich Photograph)



DENVER & INTERMOUNTAIN NO. 25 UPDATE

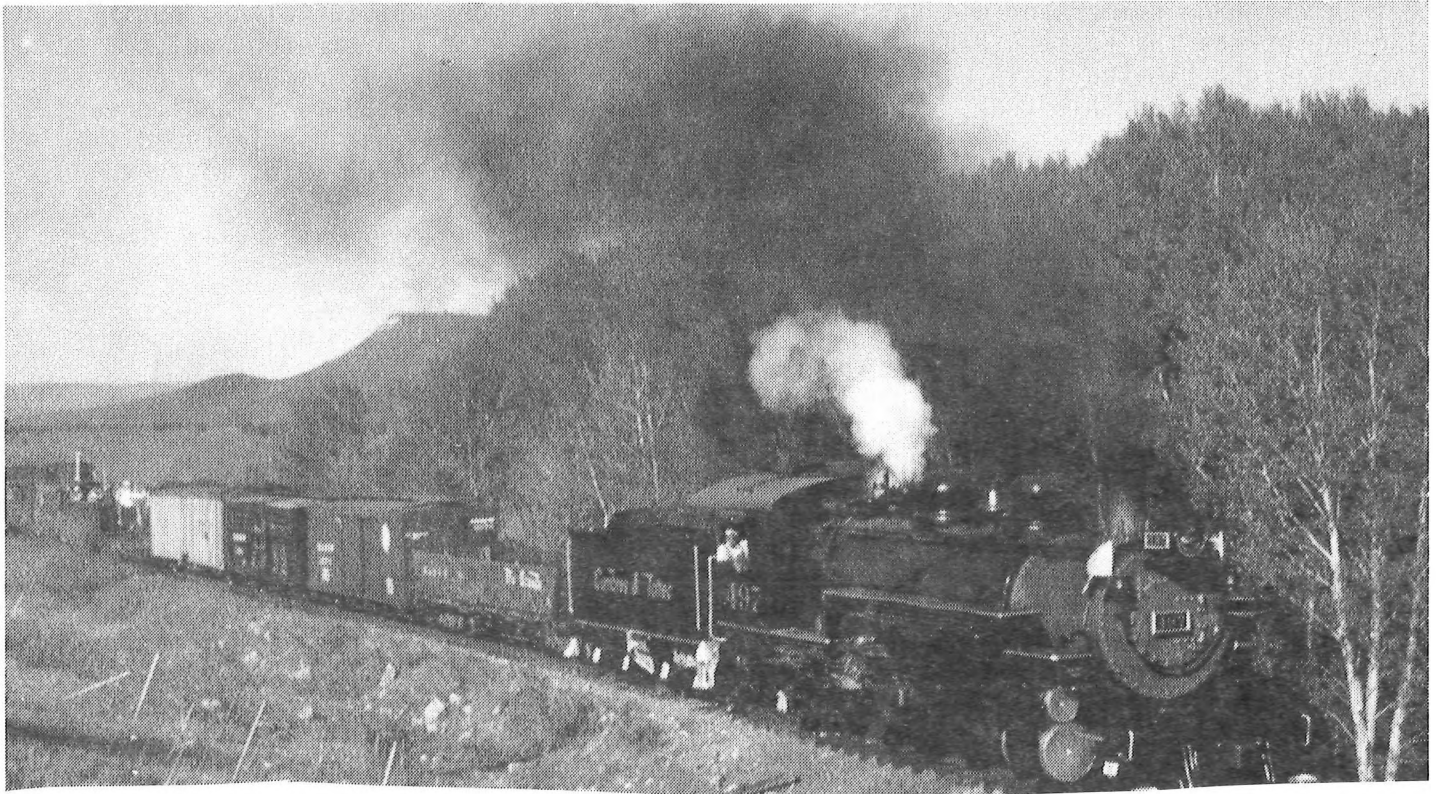
Denver and Intermountain Interurban Car No. 25 is beginning to "take shape" as parts start to go back on instead of being removed. In spite of all the work that has been done on the car, it seems that it takes forever for any dramatic visual changes to take place. The siding is now on the No. 2 end and with some final touch up work and varnishing of window areas on the right side of the car, siding should soon be applied to that area as well. The number one end which suffered severe rot in the bumper area is now being reassembled and the roof is receiving attention weekly, mostly during the Wednesday night

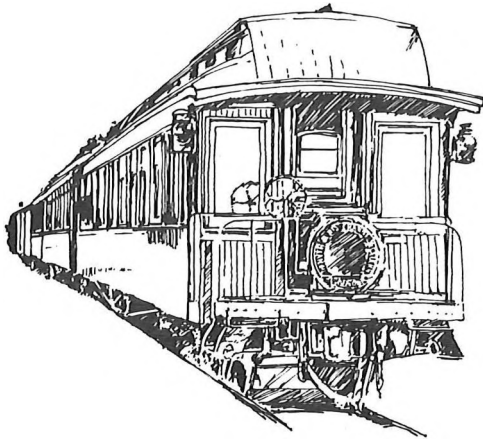
work session. With all of the interior wood now removed and stripped, the major effort is to see that varnish is applied to these pieces almost daily as it takes numerous coats to reach the level of finish desired.

Next March will be the 40th anniversary of No. 25 making its last run to Golden. Wouldn't it be a great way to celebrate the occasion with the No. 25 returning by that date to the same rails that it once traveled!! We plan on maintaining our work schedule during the summer, which is not easy with the many diversions that face everyone during that time, but every hour put into the project means the car will be

ready to roll one hour sooner. We've asked for additional help before and do so again. If you have an interest in historic preservation and/or wish to have hands-on experience in working on a "neat old railroad artifact," why not contribute a little time to the cause. Remember, when finished, No. 25 will do more than just sit.....it will provide a wonderful glimpse into our past, a living exhibit for people of all ages as it trundles along the Platte River and up the valley to Lakewood.

For more details and for any questions, feel free to call Darrell Arndt at (303) 572-7868. (Darrell Arndt)





route with ambitious plans to resume freight and excursion runs. The sale closes June 18, too late to gear up the Twilight Limited for this summer. However, doubts linger locally about whether the rides can resume in 1993.

The evening train rides aboard vintage passenger cars were begun in 1989 by the Limon Chamber of Commerce and the Cadillac & Lake City Railway over the old Rock Island Lines tracks west of Limon. After the C&LC ceased operating in 1990, Limon's leased railcars were pulled on a plains route east for two more summers with locomotive help from Kyle Railroad, a Kansas-based freight hauler.

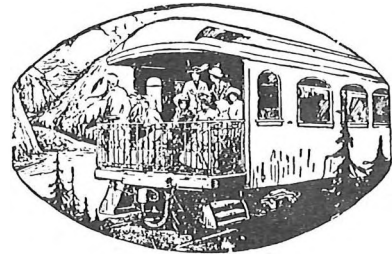
TWILIGHT TRAIN RIDES INTO SUNSET

The Denver Post of June 4, 1992, reported that after three summers of clickety-clacking across the Eastern Plains, the Limon Twilight Limited train won't be leaving the station this year.

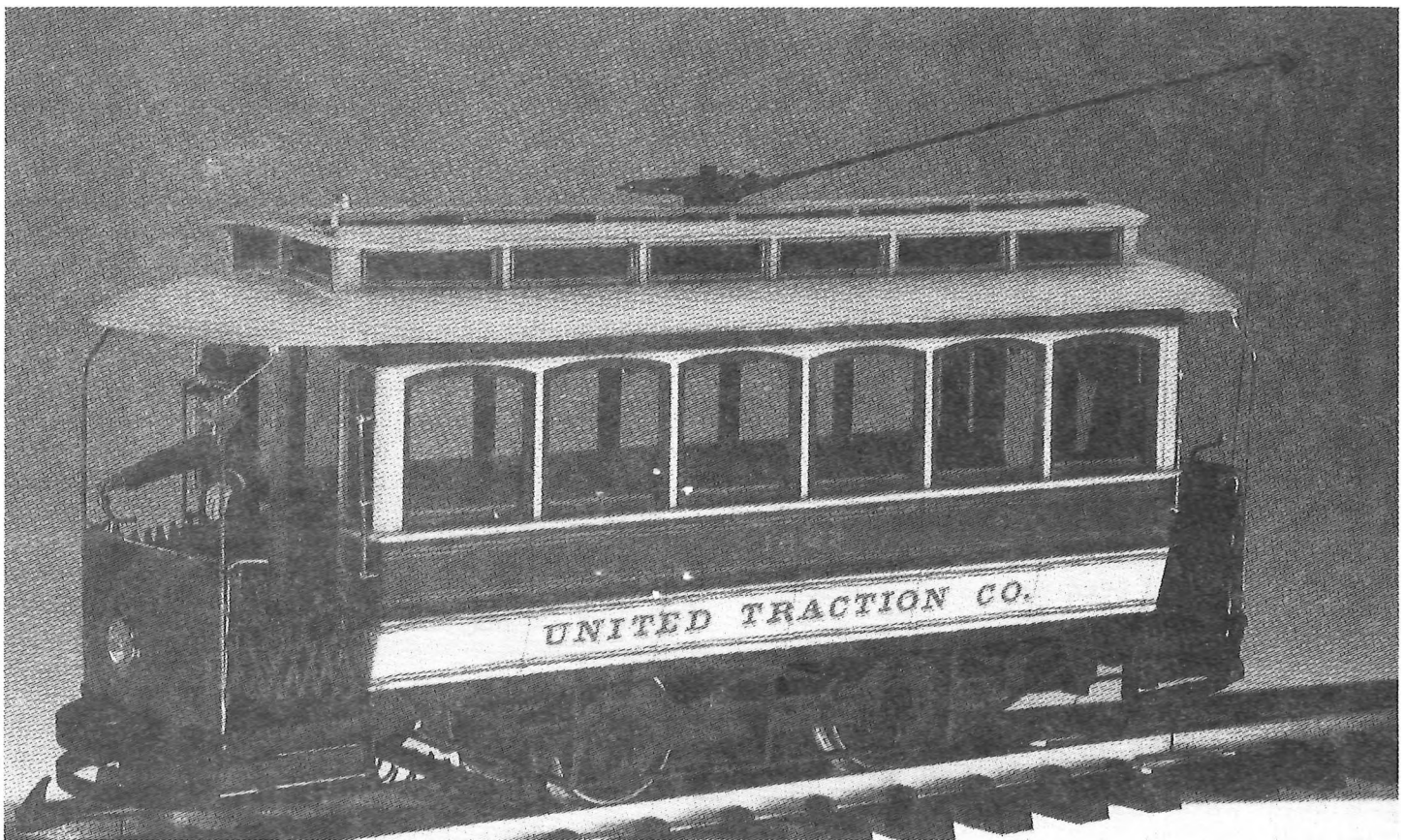
But the station --- the restored Rock Island-Union Pacific railroad depot, now a museum --- will still bustle with visitors to a dozen summer events built on Limon's railroad and pioneer history.

Volunteer boosters still hope that the evening excursion trains will resume next year, based on the recent sale of the line to Mile-Hi Transportation Consultants Enterprises Inc. The firm is buying the

Kyle covered most of the expenses for free, agreeing to provide Twilight Limited an engine as long as the company was interested in buying the defunct Rock Island trackage from Limon west to Falcon. But Kyle decided last year the stretch wouldn't turn a profit and dropped from bidding on the route, which reverted to a local government rail corporation that had lent Cadillac & Lake City the federal grant money to buy it.



NOTICE



Bachmann's Closed Streetcar to be raffled off at the Annual Banquet in October. This great little motorized, G-Scale vehicle was donated by Caboose Hobbies of Denver, Colorado to be used to raise additional funds to restore Denver & Intermountain Interurban No. 25. Our thanks to Caboose for their generous donation. (Bachmann Trains Photograph)

PROJECT "25" RAFFLE

Caboose Hobbies of Denver has graciously donated a Bachmann G-Scale Streetcar (\$100 suggested retail value) to the Club with a raffle in mind to provide additional funds to the Club's Interurban #25 project. The Club has budgeted close to \$50,000 of its funds to this project, but costs continue to rise and every additional contribution is welcomed.

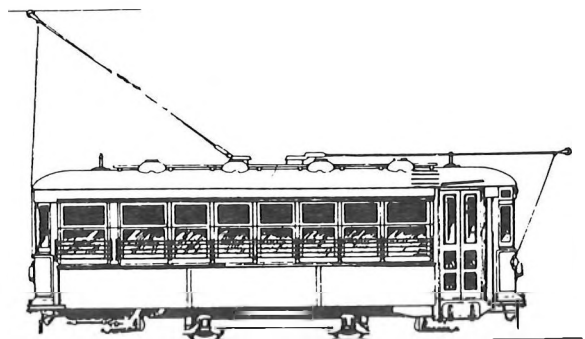
The Bachmann trolley (Walther's #160J93939) is the "closed streetcar" version and is painted and lettered for the "United Traction Company." This car is a beauty and can be used as a conversation piece, desk or mantle decoration as well as an operating railroad vehicle.

Chances are \$1.00 each. You may enter as many times as you wish, using the coupons

provided or photo copies or similar sized sheets of paper with identical information.

The drawing will be held at the ANNUAL BANQUET as part of the festivities of the evening.

Entries should be sent, along with remittance to: ROCKY MOUNTAIN RAILROAD CLUB, Attention Roger Callender, P. O. Box 2391, Denver, Colorado 80201.





COLORADO RAILROAD MUSEUM PICNIC AND TOUR

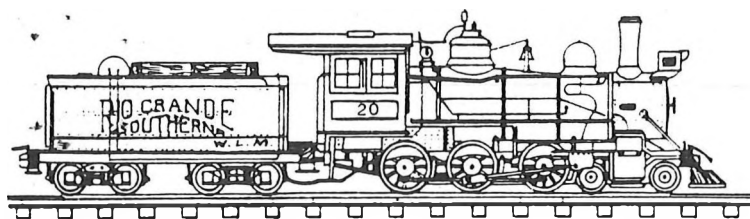
Thirty-five members attended the picnic and tour of the Colorado Railroad Museum on Saturday, May 30, 1992. Those members who had not visited the Museum in the past two or three years were surprised to see the changes that have been made at the Museum.

Kenton Forest, who is a Director of the Museum, was a perfect and gracious host to a leisurely group of Club members that made themselves at home on the property. As planned, most all equipment was open, and of particular interest in addition to our own equipment was the Santa Fe Chief's "Navajo" streamlined observation car and Car 96, an ex-business car of the Burlington --- both of which are owned by the Intermountain Chapter of the NRHS.

The weather cooperated perfectly for the operation of a Galloping Goose and the HO Model Railroad Club layout in the basement of the Museum was in operation --- staffed

mostly by RMRRRC members. Very few Club members walked out empty-handed after browsing through the vast array of books, videos, and other railroiana available in the Museum's store.

Although it was disappointing that more members were unable to enjoy the picnic and tour, it is believed that it is a good idea to keep in touch with the Museum and show our support for it, and, hopefully, another such visit can be scheduled in the future.
(David W. Salter)

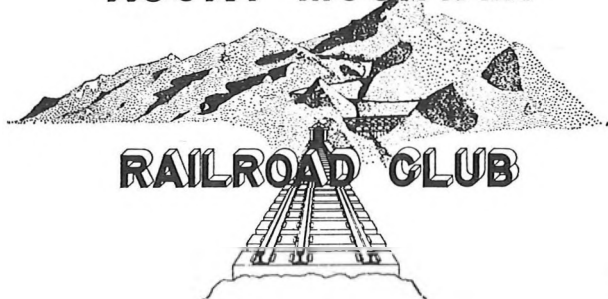


DATE CHANGE FOR THE GEORGETOWN/SILVER PLUME SOJOURN

The Georgetown/Silver Plume Sojourn, scheduled for July 18th, has been moved back one week to Saturday, JULY 25, 1992!!

The reason for this change involves the many other railroad activities that have ended up on the July 18th weekend, including Rail Fair and the Denver Post's renewal of the Cheyenne Rodeo Special.
(Bud Lehrer, Trip Chairman)

ROCKY MOUNTAIN



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