

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 9, 1993 -- 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
Roger Callender..... 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 April, 1993 Rail Report is due no later than March 9, 1993!!

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

March 9, 1993..... No. 402
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 \$24.00 (\$20.00 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 \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

MARCH 9 PROGRAM

Hatch Wroton will present a potpourri of some rather interesting railroading. The program will begin with a sequence showing D&RGW narrow gauge engine No. 491 in freight service in 1961, followed by scenes of a 1965 RMRRC excursion to Longmont behind Colorado & Southern No. 51. Next, one of Bob Richardson's films from the Colorado Railroad Museum archives shows operations of the Tionesta Valley Railway and the Sheffield & Tionesta Railway in 1941. Bob's

tape recorded commentary will accompany this film. The program will end with a promotional film of the California Zephyr, by Bud Hooper, a long-time professional photographer, who made a number of films for the D&RGW and other railroads.

PUBLISHER'S STATEMENT

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

FEBRUARY PROGRAM

We were, once again, greatly entertained by Club member, Ken Hampton, as we visited New Zealand to see their unusual 3'6" rail system and the unusual train consists and equipment that rolls through some very diverse country--much of it very beautiful!

Ken did an admirable job of getting through the descriptions of "sheep shipping sheds, stations and such, and gave us modelers in attendance some unique structures and rolling stock ideas. The program ended with a short look at the scenery of New Zealand accompanied by the music of the native inhabitants.

Our thanks to Ken for an informative and fun look at a very interesting country and its rail system. (Jim Trowbridge)



CORRECTION

In the December issue of the Rail Report, we included a 1920's photograph of Utah Junction. The caption indicated that the location was 72nd and Pecos Street. Actually, the location was closer to 59th and Pecos Street; at the time, Utah Junction was located in a rural area rather than one with city streets. We are sorry for this error. (Bob Griswold)

PRESERVATION FUND AND BOOK DRAWING

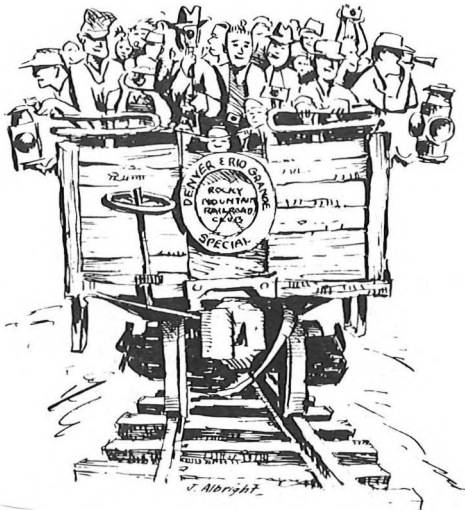
The prizes and winners at the February 9, 1993 meeting are as follows:

- Desmond Seinsbury / Sun Valley Diary (UP, 1950's brochure)
- John Holzman / Double deck of L&N Playing Cards
- Mike Capra / Railroad Dictionary
- Tom Klinger / Brownie the Boomer
- Gary Ellison (NY) / Railway & Historical Society's Bulletin No. 71 -- November, 1947
- Robert Johnson / Set of Santa Fe Annual Reports
- Sherm Conners / Set of 12 postcards with B&W RR scenes
- Jim Hill / Set of Timetables
- Charles Klein / Official Guide of Railways -- December, 1968
- Tom Moss / American Steam Locomotives
- Alan Wise / 1993 "Colorado Collections" Calendar
- Charles De Sellem / Train Wrecks

If members have items they wish to donate for the monthly drawings, 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.

MOFFAT TUNNEL PROGRAM

On March 22, 1993, Bob Griswold will present the glass slide program about the construction of the Moffat Tunnel at the Historical Society in Glenwood Springs. To supplement the glass slides, Bob will also show several conventional slides of the "Moffat Road" before the tunnel. The free program will be at the Frontier Museum, 1001 Colorado Avenue at 7:30 p.m. This will be a great opportunity for our members and friends on the Western Slope to see this Monday evening history program.



UNION PACIFIC
STEAM EXCURSION



1993

With almost 150 tickets sold the first week after the 40th Anniversary of Steam Excursions flyers were sent out, Club members are urged to get their reservations in as soon as possible!!

This 300-mile round trip from Denver to Laramie, Wyoming is scheduled for Saturday, May 15, 1993. The Union Pacific Railroad, in celebration of 40 years of excursions with the Club, has made arrangements to renumber #3985 to No. 3967 and install the famous elephant ear deflectors to recreate the scene beheld on Sunday, May 17, 1953!

At \$155.00 fare for regular tickets that include the train fare, coffee and donuts, box lunch, beverage and snacks, this steam excursion is a bargain. And, we will also experience the photo runbys that the Rocky Mountain Railroad Club is famous for!!

All passengers will be required to sign a Union Pacific release form which will be mailed with your tickets. These forms will be collected at the time of boarding the train.

Please refer to the flyer that was included with the February, 1993 Rail Report, or, fill in the attached coupon and mail it to: Rocky Mountain Railroad Club, c/o Ticket Chairman--Hugh Alexander, 700 So. Elizabeth St., Denver, CO 80209. Ticket Information ONLY: (303) 778-8954. Long distance return calls will be on a collect basis.

Please send _____ tickets @ \$155 \$_____

NAME _____

ADDRESS _____

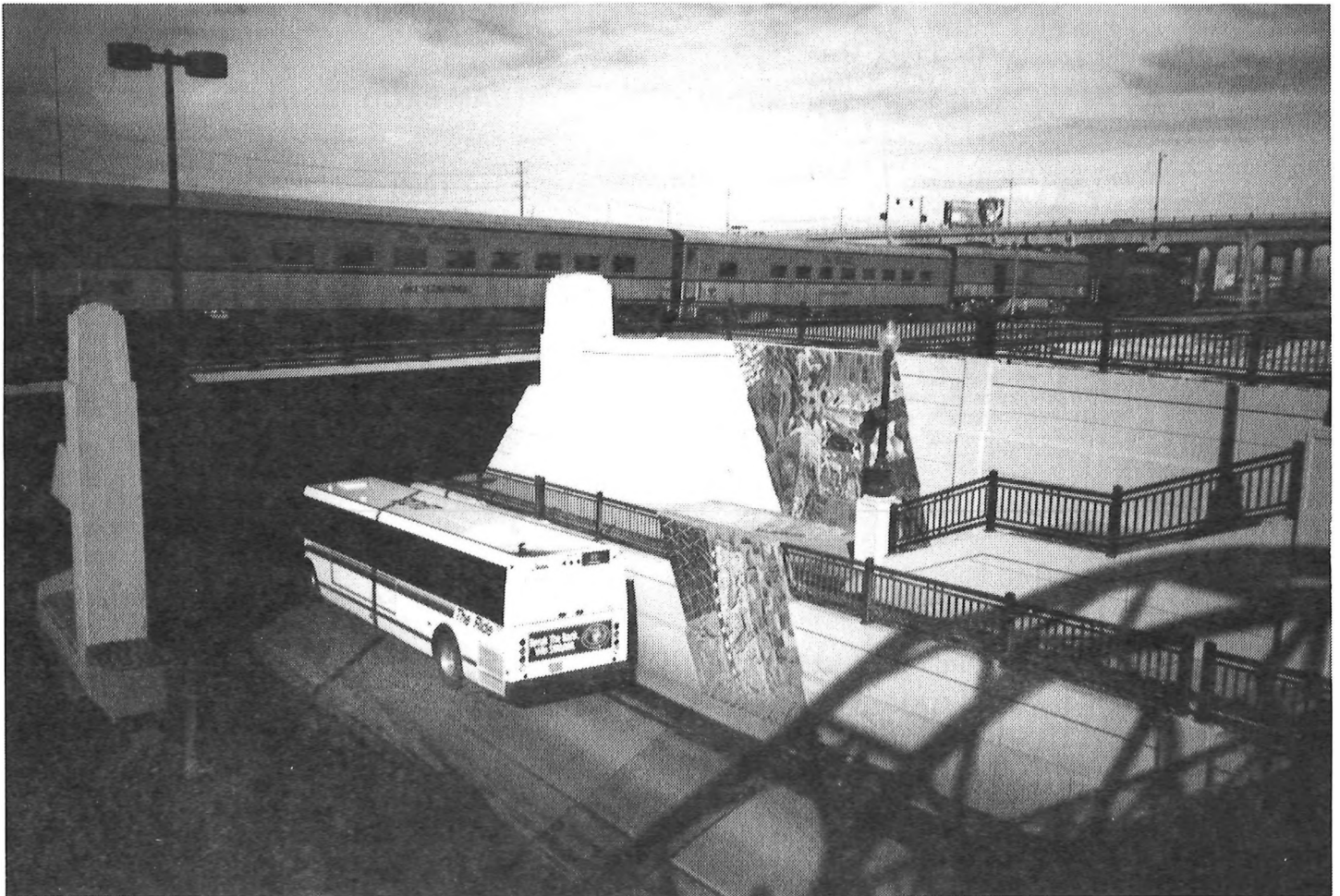
_____ Zip _____

PHONE (_____) _____

1993 SCHEDULE OF EVENTS

- March 9 Regular Monthly Meeting
- April 13 Regular Monthly Meeting
- May 11 Regular Monthly Meeting
- May 15 Union Pacific Steam 40th Anniversary Excursion. Denver to Laramie & Return
- June 5 Urich Locomotive Works Field Trip/Strasburg, CO
- June 8 Regular Monthly Meeting
- June 12 RMRRRC EQUIPMENT WORKDAY at The Colorado RR Museum
- July 10 Denver & New Orleans RR Field Trip
- July 13 Regular Monthly Meeting
- August 10 Regular Monthly Meeting
- August 21 D&RGW/SP Tennessee Pass Field Trip
- August 22 Leadville and Colorado & Southern RR Excursion
- September 14 Regular Monthly Meeting
- October 1-9 Mexico/Copper Canyon Excursion
- October 16 ANNUAL BANQUET
- November 9 Regular Monthly Meeting
- December 14 ELECTIONS and Regular Monthly Meeting

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



Pictured on January 29, 1993, is the new "Pedestrian Friendly" 15th Street "Underpass" in Denver's central Platte River Valley which replaced the demolished 15th Street Viaduct which used to span the Valley. As pictured, the SP/Rio Grande Ski Train is traveling north-bound on the joint mainline from the Burnham yards to be switched into Union Station. The "Artwork" on the walls of the underpass is built into all new Public Works projects. The skeletal shadow in the right foreground is from a new permanent unique pedestrian access bridge on each side of the mainline. The 16th Street Viaduct pictured in the upper right corner is also slated to be torn down in the near future. (Joe Priselac Photograph)

ANNUAL POTPOURRI NIGHT

The Annual Potpourri Night is coming to the May, 1993 regular Club meeting!!! It is time to think about selecting slides to share with fellow Club members.

You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Ye Olde Master of Potpourri Night, Erwin Chaim, can be sure that they are in proper order, should you not do so. However, we would appreciate your putting your slides in the proper order for use in a Kodak Carousel [first slide to the front and last slide

to the rear]. If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!!

Please bring your slides to the March or April meetings and give them to either Erwin or Roger Callender. Some out-of-state members have also submitted slides via the mail and this is just fine with us. Slide sets will be used on a first come, first used basis.



The No. 489 sits, rather forlorn, in the Chama yards this past January, awaiting her turn to be shopped for new running gear work. The 489 is one of three major projects that the C&TS has scheduled this winter. (Earl Knoob Photograph)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

Club member and Safety & Compliance Officer of the C&TS, Earl Knoob, sends along the following information regarding locomotive shop work for the winter of 1992-93:

K-27, No. 463

No 463 is one of three "major" projects going on in the Chama Shop this winter. The 463 is probably one of the most ambitious projects that the C&TS has ever undertaken. The 463 has not run since 1954 or 1955 (Do any of our readers have a photo in their collections of the 463 in service in either 1954 or 1955?). Because of this, there is a considerable amount of work needed because of the engine's setting out in the elements, off and on, since the

1950's. I will outline the work that has been done on each part of the locomotive.

1) Tender. An entire new water tank has been built using the original for hardware and as a pattern. The steel was cut and formed in Albuquerque and the tank was assembled by riveting in our shop. New oak end sills were installed on the tender frame. Work still to be done includes rebuilding the tender trucks and replacing a couple of wheel sets as well as painting the tender tank.

2) Boiler. The boiler work to be done is quite extensive. Several old patches in the boiler barrel that were incorrectly installed are being re-applied. This will be done by riveting the new patch onto the outside of the boiler shell. After removing the old exterior patch, it was discovered

that at one time a spring hanger had rubbed on the boiler and had left a gash in the boiler that was almost 1/2-inch deep. It's a good thing that the boiler shell is 5/8-inch thick! After applying the patches, the tubes will be installed. The firebox on No. 463 appears to be in good shape.

3) Running Gear. No. 463's running gear is in relatively good shape. The driving boxes and crown brasses are good. New wedge and shoe castings have been acquired. The driving wheels have had their tires turned and journals and crankpins trued up. The spring rigging looks good, with only a little work needed. Both the pilot truck and trailing truck wheelsets will be replaced. The valve cages and cylinders are being bored. The right side has been finished and the left side is being done

as this is written. A mechanical lubricator is being installed to oil the valves and cylinders.

4) Other "Stuff". The air brake system is being "modernized" to the 1920's-era equipment like the other locomotives are equipped with. No. 463 had an older style brake system that dated from when the locomotive was built in 1903. The technology of the original air brakes dated from the 1890's. A portion of the locomotive's wooden cab will also be replaced.

With some luck (everyone pray to the steam gods!), the 463 will run sometime this summer!!

K-36, No. 484

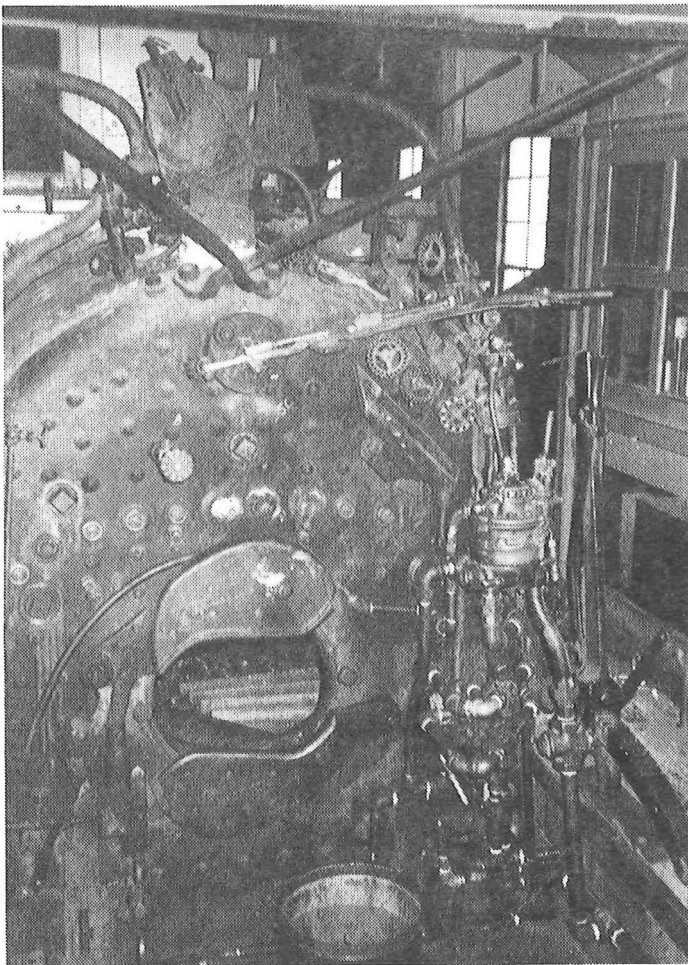
Major Project No. 2 is retubing the 484's boiler. No 484 has been running since 1985 on her current boiler tubes. Work began the week of January 10th on removing the old tubes. The new boiler tubes have been ordered and should be here in a couple of weeks. Also, a portion of the rear (firebox end) tube sheet is going to be replaced. No 484 is also torn down for staybolt cap inspection...so, the plumbing, jacket and lagging have been removed for inspection. No. 484 needs minor running gear work before the 1993 season.

K-36, No. 487

The No. 487 is generally in good shape, having a major running gear overhaul last winter (1991-92). Only routine annual work and minor repairs are needed for 1993.

K-36, No. 488

No. 488 is up for flue extension; the smokebox appliances have been removed as well as the two bottom tubes from the boiler. The locomotive has been inspected by the FRA and, once the one-year extension has been granted, the locomotive can be re-assembled. Like No. 484, the 488 has its plumbing, jacket and lagging removed from the firebox end of the boiler for staybolt cap inspection. Like No. 487, the 488 has fairly good running gear and needs only a couple of rod bushings replaced before the 1993 season. An additional note: because the 488's front end has to be opened up



Cab interior of K-27, No. 463, showing her new air-brake piping and hardware. Compared to the K-36 and K-37 class engines, the 463 seems tiny. (Earl Knoob Photograph)

every fall from here on out for flue extension, the snowplow has been replaced by a standard pilot.

K-36, No. 489

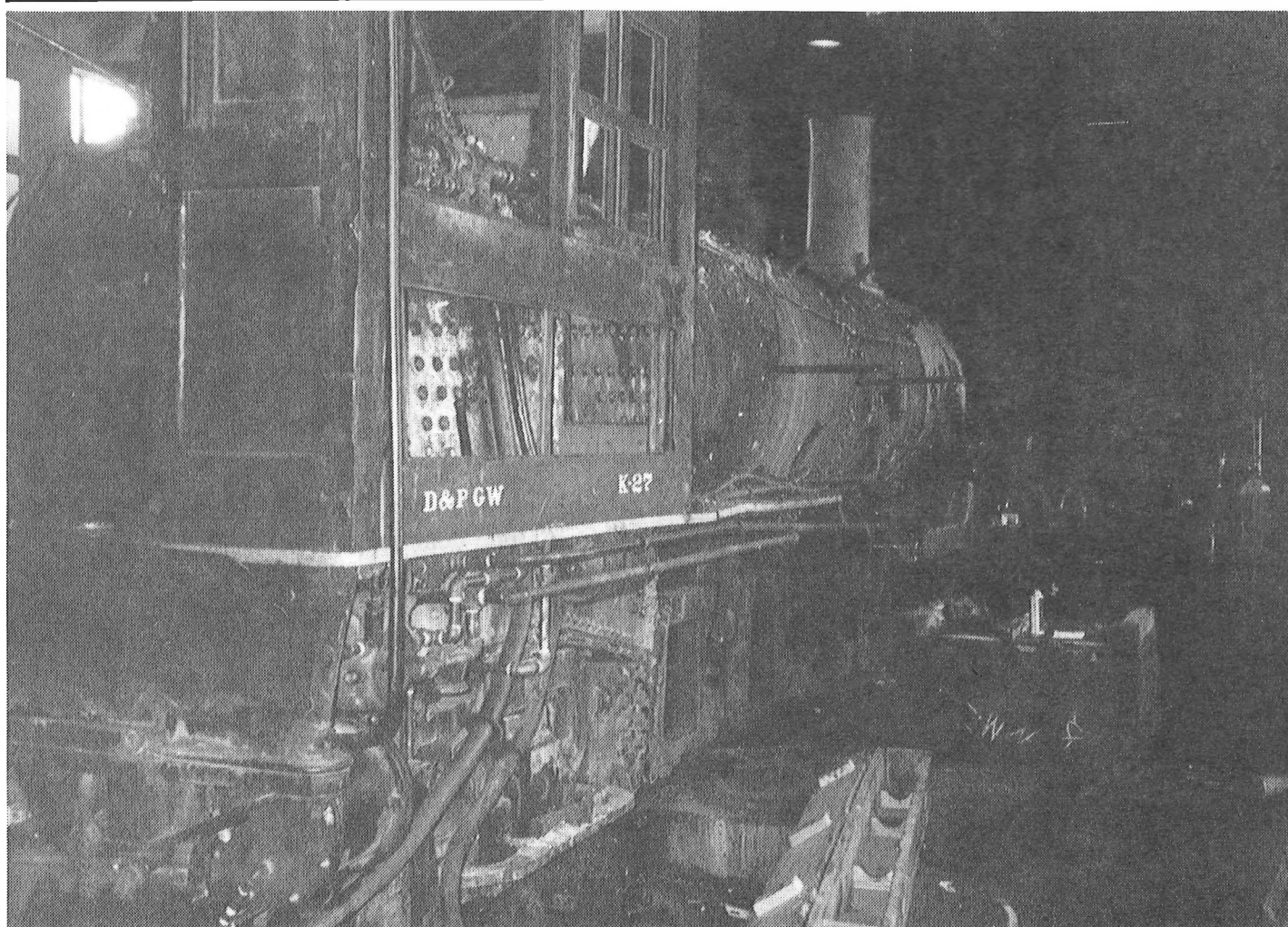
The No. 489 is the 3rd major project this winter. No. 489 is having her running gear rebuilt. The drive wheels have been sent to Durango (D&SNG) for tire-turning and journal truing. Seven new crown brasses will be fitted to the driving boxes, and, the pins and bushings in the spring rigging reworked.

K-37, No. 497

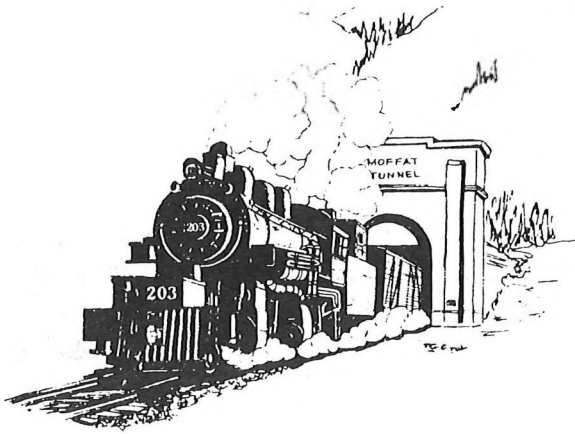
The No. 497 needs several staybolts replaced in the firebox, and, some other minor boiler work done. No. 497 needs to

have one driver dropped out to be re-babbited as there is excessive lateral motion in one of the driving boxes.

Passenger Cars. Over in Antonito, work will begin shortly on three more passenger coaches. The steel frame work is currently being done in Pueblo, Colorado, and the first frame and body is scheduled for delivery in Antonito early in February. It is hoped that all three new cars will be ready for service by Opening Day, May 29, 1993. These new cars will be used out of Chama. (Earl Knoob)

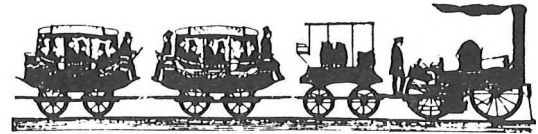


A look at the right rear view of K-27, No. 463 in the Chama Shops. Work is progressing nicely on rebuilding this engine and, with any luck, we may see her running over the C&TS tracks this summer or early fall. (Earl Knoob Photograph)



perienced a 3/4-inch bulge in the tunnel wall; not bad for more than 65 years. The Moffat Tunnel is now rated among the top 10 to 20 percent of the best of some 250 railroad tunnels in the United States. Outside engineers estimate the present value of the Moffat Railroad Tunnel and its ventilating system at \$86,300,000.

(Bob Griswold)



LEAK IN THE MOFFAT TUNNEL

Last November 11th, the Southern Pacific Roadmaster discovered a substantial water leak in the south wall of the Moffat Tunnel about 1300-feet from the west portal. The leak was close enough to the west portal for the water to freeze, and ice had formed on the outside of the rail to a depth almost to the top of the rail. He tried to stem the water flow with wooden wedges into the cracks to prevent ice from forming on the rail.

On December 8th, members of the Southern Pacific Engineering Department inspected the leak and determined that the water was coming from one of the old crosscuts from the pioneer bore which is now the Moffat Water Tunnel. The engineers drilled two holes through the concrete tunnel wall, resulting in a combined flow of 85 gallons of water per minute. On December 14th, the Denver Water Department shut off the water flowing through the water tunnel, and the following day, the flow into the railroad tunnel ceased. Judging from the time frame involved, the railroad's engineers did not consider the leak serious. Since most all tunnels seem to have some leaks, and since the source of the water was known, the problem area could be grouted with a kind of epoxy.

The Moffat Tunnel Commission was very concerned, but since the last reports from Southern Pacific and the Denver Water Board was quite some time ago, it was felt that their concern should be no more than that of the Southern Pacific.

In connection with this water leak, it was mentioned that the area in the railroad tunnel near the Ranch Creek Fault had ex-

RAILROAD TRIPS BY CLUB MEMBERS AND FRIENDS

Past Club Presidents, Ed Gerlits and Jim Ehernberger are once again working with our friends at the UP Historical Society (and in conjunction with the Central Coast Chapter, NRHS, Feather River Rail Society and the Promontory Chapter, NRHS) to sponsor a Union Pacific Steam Train to celebrate the 150th Anniversary of the Oregon Trail! This excursion, behind UP 3985, will travel from Salt Lake City to Portland and return and offer riders the joy of passage from the snow-capped Wasatch Mountains through the beautiful Blue Mountains to the spectacular Columbia River Gorge. Sound good!? Then write or call for complete details: The Pacific Limited Group, P. O. Box 27081, Salt Lake City, UT 84127. (800) 444-3985 or (801) 355-5871. DATES: May 29, 1993 from SLC, May 30 thru June 15, various segments to and from Portland, June 16, 1993 back in SLC. Flyers available to give complete dates and cost of fares for various segments or full trip.

NEWS FROM MEMBERS

Club member, Cathy Johnson, from Iowa City, Iowa, writes to invite Club members to join National Association of Railroad Passengers Region 10 for their annual meeting in Lincoln, Nebraska, Saturday, March 27, 1993. Information may be obtained by calling Dan Lutz, Director, N.A.R.P Region 10 at (402) 464-3571, or, if time permits, write to same at 3915 Apple St., Lincoln, Nebraska 68503-2133.

RMRR CLUB EQUIPMENT WORKDAY

Saturday, June 12, 1993 has been set aside to put in a concentrated day of effort to spruce up the Club's equipment at the Colorado Railroad Museum. Please set this day aside on your calendar and plan to be with us for some work, fun, food and comradeship.

A particular goal for this year's Work Day centers around the RICO. Last year we put a new seal coat on the clerestory roof of the RICO. This year we would like to finish seal-coating the entire roof and look into working on some of the interior parts of this car.

Additional information about this workday

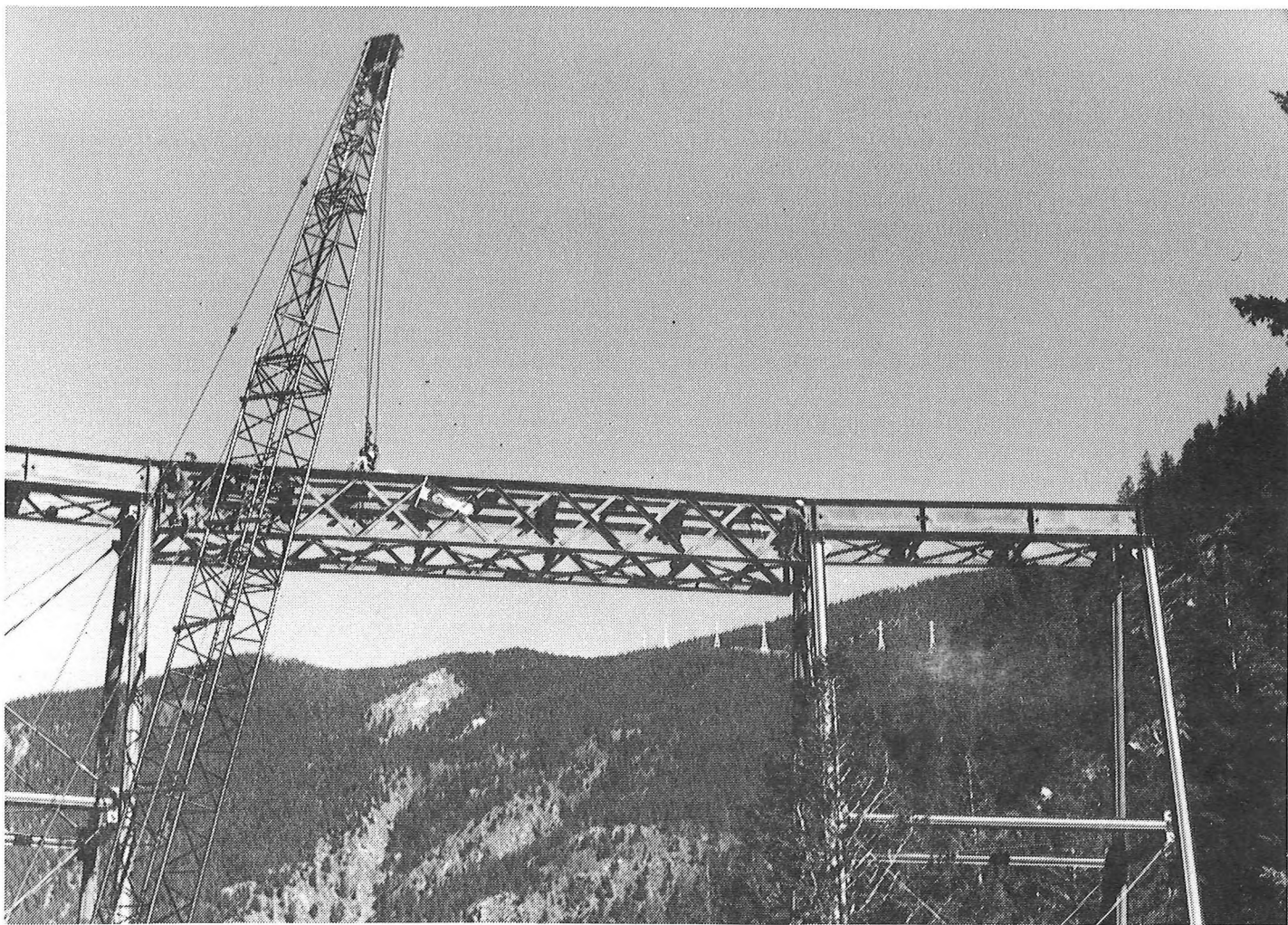
will be forthcoming in future newsletters.
(Hugh H. Wilson,
Equipment Chairman)

INTERURBAN NO. 25 PRINT AVAILABLE

Now you can order a print of Joe Priselac's beautiful watercolor painting of the Club's Interurban No. 25 as it appeared many years ago on the run to Golden. If you have an 18" x 24" frame that doesn't have just the picture in it you want on your wall, this is the answer to your problem. The price of the print is \$10.00, and the mailing charge is \$2.00. Colorado residents should add 75¢ sales tax. The funds go toward the expensive restoration of the car. Send your order to: Rocky Mountain Railroad Foundation, P. O. Box 2391, Denver, Colorado 80201. (Bob Griswold)



In 1992, a small group of volunteers accomplished much in the way of sealing the clerestory roof on the Club's RGS business car RICO. The completion of this and other projects awaits members this year. The date will be June 12, 1993. The date of this photo, showing members working on the RICO was June 6, 1992.
(Hugh H. Wilson Photograph)



Attaching the center section of the High Bridge on the rebuilt Georgetown Loop "Devil's Gate Viaduct" in September, 1983. It is difficult to realize that this event occurred almost ten years ago. This and other unique items are covered in the Club's "Georgetown and the Loop" book which has just been revised and sent off to the printer. A special "Pre-reprinting" offer is noted elsewhere in this issue of the Rail Report.

(Lindsey Ashby 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: Prints or slides from the May, 1962 Club Excursion along the C&S, Buchtel Boulevard tracks in South Denver. Also need C&S or Santa Fe freight runs down Moreno and Sawatch Streets in Colorado Springs; and, Erie Avenue in Pueblo. Jim Jones, (303) 792-3111 evenings or 3625 So. Verbena Street, Denver, CO 80237. [Editor's note: these would be used in the book Jim is writing on the Denver & New Orleans RR. Club members will recall Jim's outstanding

program on this subject in 1992]

FOR SALE: Need to thin-out lifetime collection of railroad books, prints, mugs, buckles, frames, HO-scale model train equipment, etc. John Holzman, 4120 Tennyson, Denver, CO 80212, or, call for information and appointment, (303) 433-1046.

MEMBERSHIP DUES FOR 1993

If you have not renewed your membership for 1993, you have until April 1st to do so before your name is purged from the rolls and you lose your current number. If this is done, you would have to "rejoin" and pay the dues plus the \$4.00 enrollment fee. So...get your dues in now!!

Memo!

"GEORGETOWN AND THE LOOP" REPRINT OFFER TO CLUB MEMBERS

Our new printing of "Georgetown and the Loop" is now underway. We have added some more color photographs, and the new price will be \$39.95. The good news is that our Club Member Pre-Reprint price will be \$34.00 for orders received before May 1st. This is a reprint of our 50th Anniversary Publication, a 270-page, 8½" x 11 hardback book. This is a photographic history of Colorado's "far famed" Georgetown Loop of the 1880's through the glorious 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 contributed an amazing amount of material to make "Georgetown and the Loop" an outstanding history.

"Georgetown and the Loop" is a different railroad history book with a short text and a fabulous collection of rare photos of the "Old Loop" as well as photos (some in color) of the rebuilding of the "New Loop" featuring the Seabees' "Operation Silver Spike." This unique history tells the fascinating story of just a few miles of Colorado narrow gauge and the mining towns it served. Every railfan will be thrilled to see the photos of old operating steam locomotives and even some of the newer narrow gauge diesels.

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Pre-Reprinting price \$34.00 plus shipping \$2.75. Colorado residents add sales tax \$2.45. Order from:

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

SOMETHING NEW IS SOMETHING OLD— C&TS PASSENGER CARS

Club member, Al Knickebine of Pueblo, had forwarded some interesting news about the new passenger cars for the C&TS. According to the Pueblo Chieftain, the first of three car bodies rolled out of Pueblo the end of January, on its way to Antonito to be completed by the C&TS Railroad personnel.

The frame is being produced by the Midwest Fabrication & Steel Company of Pueblo. The car body is built on an old D&RGW standard gauge flatcar frame, narrowed eight inches on each side to fit the narrow gauge. It took between 18 and 20 different operations just to create the component parts to weld together. The C&TS sent over three frames last fall and Midwest began construction in mid-December.

Apparently, fabricating the roof was the biggest challenge because some pieces had to be shaped three-dimensionally, creating compound slopes. That amounts to bending steel three ways at the same time. This project may be the most intricate--certainly the most unusual--order that the company has received.

The Cumbres & Toltec contract brings between \$84,000 and \$85,000 for each car, including freight, to the Pueblo company.

The employees of Midwest have been welding with the artistry of sculptors. The big time-taker in the beginning was building all the jigs to shape the individual components. For example, one jig to create a shoulder piece required a series of 10 angle irons welded to the bench. Two flanges and a web between them are shaped in the jig, then welded together. The process is repeated exactly for all the same components for all three cars. Other jigs form the bumper for the bottom of the car. The railing alone required three separate jigs to shape the pipe and rod.

The sides, the ends and the roofs were built separately, then the roof lifted by crane and settled on the upright frame to be welded solid. Once the jigs were set, the company went ahead and finished parts for the other two cars. Midwest expected to deliver the second car about February 8th. (The Pueblo Chieftain, 1/24/93)

NEW MEMBERS

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

Rodney R. Brewer	Golden, CO
Dana H. Ciul	Lyons, CO
George W. Coel	Boulder, CO
Randall Coffman	Crystal Lake, IL
Roger Hanson	Littleton, CO
Robert Matschulat	Lakewood, CO
Jim Osse	Littleton, CO
Carl Schneider	Boulder, CO
Hilde Simco	Littleton, CO
Tom Simco	Littleton, CO

COLORADO RAILROADING HISTORY

Colorado's new baseball park, "Coors Field," may be the site of Denver's first railroad depot. So suggests Ken Forrest, author of several books on early railroading in Colorado. He thinks the first depot probably was located roughly where first base is planned.

Forrest was quoted by the Denver Post in stating that the whole area is rich in railroad history and "A lot of streets have changed, but we think the first depot was at about 22nd and Wynkoop streets.

The Coors Field site is bordered by 20th

and 23rd streets, Blake Street and the main Amtrak train line. The first depot was used in the early 1880's, before it was heavily damaged by fire. Perhaps construction work will unearth some remains. We'll keep you informed!



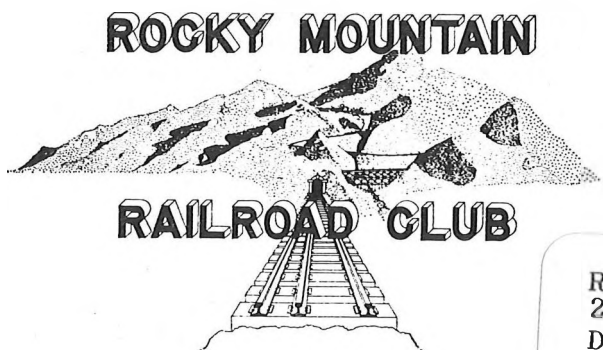
D&RGW/SP BURNHAM SHOPS TOUR

The Trip Committee regrets to announce that plans to tour the Burnham Shops have had to be cancelled.

The Southern Pacific has found themselves swamped with work at the Burnham Shops and, at this time, feel that they do not have the time or personnel to conduct any tours. They have not closed the door to possible future tours and your trip committee will endeavor to keep in touch with SP officials with the thought of providing an opportunity to visit Burnham.

While both the Southern Pacific and the RMRR Club had the best of intentions to provide this tour opportunity, it just wasn't to be at this time. We apologize for any inconvenience this cancellation has caused any members.

(The Trip Committee)



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