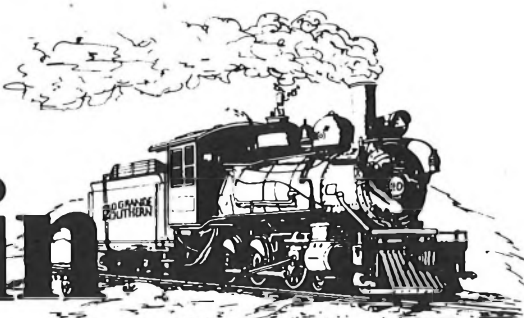


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

November 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  
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 December, 1993 Rail Report is due no later than November 9, 1993!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

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

November, 1993..... No. 410  
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.

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## 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.

## NOVEMBER 9 PROGRAM

Return to Chicago. In June of 1983, the Rocky Mountain Railroad Club took a memorable trip to Chicago. One of the main purposes of the trip was to present to the Museum of Science and Industry a plaque commemorating the 50th Anniversary of the Pioneer Zephyr's record-breaking run from Denver to Chicago. In the November program, we will briefly revisit some of the activi-

ties Club members participated in ten years ago.

In addition, Carl Carlson, Tom and Cathy Lawry, and Keith Kirby attended the N.R.H.S. convention in Chicago this past summer. The program will also feature slides from this exciting event.

One of the purposes of going to Chicago this summer was to plan a trip for the Pioneer Zephyr's 60th Birthday. We are planning to lead a RMRRC trip to Chicago during late July of 1994. During this slide show, we will preview some of the activities we will be doing and some of the places we will be visiting.

We hope you will plan now to join us at the November meeting to remember the 50th Anniversary trip, and see a preview of the 60th Anniversary trip planned for the last week of July, 1994. (Keith Kirby)

## **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 Street, 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.

## **OCTOBER MEETING -- ANNUAL BANQUET**

This issue of the Rail Report was completed prior to the Annual Banquet. We will have a review of the Banquet and the program in December issue of the newsletter.

## **NEW MEMBERS**

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

David Butler                      Fort Collins, CO  
Philip Morton                      Montrose, CO

# **NOTICE**

## **ELECTIONS**

You will have only this month to submit nominations for Club officers and board members before the December elections.

The nomination committee, made up of the hold-over board members, is composed of the following three men: Rich Berens, Jim Hurt and Mike Johnson. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.

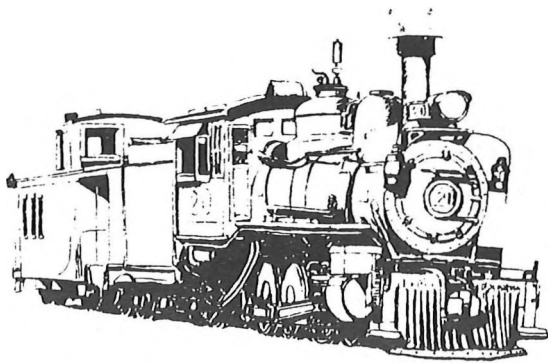
## **PRESERVATION FUND AND BOOK DRAWING**

Since the Banquet takes the place of the regular monthly meeting in October, there will be no monthly book drawing in October. Door prizes are part of the festivities of the Annual Banquet and we will be listing the prizes and winners in the article about the Banquet in the November newsletter.

## **1993 SCHEDULE OF EVENTS**

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!



## MEMBERSHIP DUES FOR 1994 AND ANNUAL BOOK DRAWING

You have by now noticed that this month's Rail Report had the annual dues notice wrapped around it to solicit your annual dues for 1994. The 1994 dues have remained the same as 1993 and we feel that \$20.00 is a bargain in today's market. Your dues do not cover all the Club's expenses! It is interest on monies made in years past through trips, publications and other projects that make up much of the shortfall. The profit from the UP 3985 (3967) excursion this past May will also go a long way to fund current expenses and projects.

Your quick response in the payment of dues keeps our treasurer from taking funds out of interest-bearing accounts for general use until all dues are in. Since this is to the membership's advantage, we encourage all to send in their dues as soon as possible. Another benefit to early and quick response is lightening the work load on both our treasurer and membership chairman, and, will allow for membership cards to be sent out earlier.

In that regard, we wish to once again state that membership cards are not sent out as we receive each individual renewal. This would be entirely too hard on our membership chairman! We wait until we have the vast majority of renewals in, and then, we get a large group together to stuff the membership cards into envelopes, matching up cards with individual names on the mailing list. PLEASE do not write and inquire where your membership card is! It will be sent out in a mass mailing as soon as possible!! You will be notified by receiving it, along with your current Rail Report,

in an envelope, and, the Rail Report will make mention of it. The envelope will bear a stamp, in red, stating that your membership card is enclosed. Naturally, if you have not paid your dues by this date, you will not receive a card, but a notice of non-payment giving 30 to 60 days to pay before you are dropped from the membership!

You also received an additional sheet in this Rail Report for the annual Book Drawing. The proceeds from this yearly event are put toward the Club's equipment. As mentioned in Joe Priselac's article, From the President, our equipment continues to be stressed from sitting out-of-doors. Until such equipment is finally placed under cover for at least winter months, we will see severe deterioration continue. While we greatly appreciate the volunteer hours this year at our yearly work day at the Colorado Railroad Museum, this single-day effort cannot possibly keep up with repairs and maintenance. Without continuing volunteer help throughout the year to establish a regular maintenance schedule, we will be forced to either pay for professional help or sell off our equipment. Your support of this and other raffles that benefit the equipment fund are truly appreciated and necessary if we hope to preserve and restore all the equipment we now own, and, continue to maintain ownership of the priceless pieces of historic railroad equipment.



## 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 Rail Report, 502 South Cody St., Lakewood, Colorado 80226.



*Reminiscent of historical newspaper accounts describing rails entering communities in years past, history is once again being made as rails are being laid on the outskirts of downtown Denver. In this October 1, 1993, modern-day scene on the south side of the Auraria Campus of higher learning and parallel to West Colfax Avenue at Speer Boulevard, the new MAC (Metro Area Connection) light rail cars will cross Cherry Creek on to Stout Street, ferrying passengers between I-25 and Broadway and 30th and Downing Street. The 5.3-mile route is expected to go into operation in October, 1994. Barely visible, in the center-middle distance are the four pillars of the double-track bridge across Cherry Creek and the "Tinker Toy" entrance to the new Colorado Convention Center, just to the right center.*  
*(Joe Priselac Photograph)*

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## FROM THE PRESIDENT

At this time, I wish to bring the membership up-to-date on Club business transacted and approved by the Officers and Board of Directors at the previous two meetings, plus additional updates on prior Club involvement as reported in earlier Rail Reports.

A bid of \$3,850.00 was submitted by Richard Greer, a Colorado Railroad Museum volunteer, and approved by the Board, to restore the deteriorating cab of the Club's RGS #20 on

permanent display at the Colorado Railroad Museum. It's unfortunate, but forty years in the outdoor environment is taking its toll on all of the Club's equipment and its come down to hiring qualified craftsmen to do serious repairs to prevent further damage. Thanks to the Club's membership's generous monetary contributions through the monthly book raffles and Club promotions, these projects can be funded at this time. Of course, the membership's participation in hands-on restoration and preservation is also important and always encouraged such as in the restoration of the #25 interurban car now in progress.

Still to be addressed is the condition of the RGS #20's tender. It is deemed unsafe due to the wood decking, front and back, being rotted. This needs to be replaced as well as the end sills. In addition, the tender wrapper is also rusting out on the sides and top and needs major restoration. At least the cab restoration project is due to be completed by the end of October, 1993.

The 50,000-feet of Otto Perry 16mm railroad film to 1-inch video master tape has been completed by Wickerworks Post Productions. Our sincere thanks to Bill and Brian Gould for taking on this tremendous time-consuming task. The film has been color-corrected during the transfer to bring back shifted or faded colors. For cataloging purposes into a computerized data-base (now being assembled by Brian Gould), we have received an exact duplicate of all 50,000 feet with a time code "burned in" that shows up when playing on a normal VCR/TV. When a decision is made to sell footage, we can access the time codes of the database and the exact scenes can be transferred to 1" master in any format desired. This has worked out quite well as seen on the Mark I Video, 3967 Returns where 10-11 minutes of Otto Perry footage shot on the Club's 1953 UP trip was incorporated into the Mark I production. (By the way, our thanks to Club members who purchased the 3967 Returns. We sold out the 50 copies we received as part payment and have ordered additional copies to fill all orders).

Bob Griswold advises the Board that over 100 copies of the recent reprint of the Club's 50th Anniversary publication, Georgetown and the Loop, have already been sold and that an aggressive advertising campaign will be sustained to keep the book on the book sellers' shelves and promoted to railfans. Georgetown and the Loop, and, 3967 Returns can certainly make nice "stocking Stuffers" for the railfans in your family this Christmas, so, why not consider them for your "gift" list?

I think we should be proud of our accomplishments this past year. The many trips and projects, completed as well as on-going, mirror the successes that the Club has enjoyed over the many years of activity. While things do not always go as smoothly as we would wish and a great deal of time

and talent is required by dedicated volunteers year-after-year, we can certainly feel a great deal of satisfaction for a job "Well Done!" We continue to maintain a membership of 1000+ across the continental United States and a number of foreign countries and we here in the Rocky Mountain Region certainly appreciate your dedication and cooperation with our efforts. I would like to mention that eventually, age, burn-out and other circumstances require many volunteers to drop out of active participation each year, requiring replacement on various committees and positions. We are always looking for "new blood" to serve fellow Club members and your participation would be greatly welcomed! The Club can always use your services, so, please feel free to step forward and volunteer your time and talents in any capacity.

(Joe Priselac)



## NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The 3rd Annual Photographers' Special was run on Saturday, September 25, 1993 and reports have it as being the best yet with excellent weather and outstanding photo runbys up and down the canyon. This year's special train also had the largest number of railfan/photographers to date. Since the fare for this outing is the same as the regular ride to Silverton and back, it can't be beat! We'll give our readers the date for the 4th Annual as soon as the D&SNG announces it.

The October Iron Horse News announced that the Durango & Silverton Narrow Gauge ridership was down nearly 20 percent through

the season, the most significant drop in its history. This situation is attributed to the general reduction in tourism to the Four Corners area, caused in part by the reports of occurrences of a rare rodent-carried malady. While statistically minor, it shows how susceptible public perception is to such events. [Editor's note: It must also be cited that the floods in the Midwest had a great deal of affect toward tourism in Colorado and New Mexico.]

The EPA may cause the Durango & Silverton problems via the State of Colorado. A Denver Post article of Friday, October 1, 1993, had something to say about "Railroad Pollution." It went on to state that "The Durango & Silverton Narrow Gauge Railroad lures as many as 200,000 tourists a season, but the trains spew coal smoke and soot from dawn past sundown, blanketing south Durango in a gray cloud and dusting gardens, lawn furniture, cars and pets with soot.

Five steam locomotives a day run to Silverton during the height of summer, and they're left idling through the night so they won't need to be refired in the morning. Railroad executives say mechanical cleaning systems are too expensive and problematic.

The soot and smoke don't exceed federal standards, state officials say, but the standards may be rewritten since the Environmental Protection Agency (EPA) has discovered that soot is more dangerous than once thought."

[Editor's note: This whole article sounds like the new Durangonians that have made the area their own little Eden the past some years and have been harassing the railroad about noise (whistling) and smoke (coal instead of natural gas for energy). With all the pollution that really "big" industry pours out each and every day as well as the pollution that the U.S. government creates each and every day, one would think that five steam locomotives in the remote southwest part of Colorado would be the least concern of the EPA. The state is currently asking the voters to extend the tourism tax to get more people here, but at the same time, it is seriously thinking about putting the leading tourist attraction out of business because of soot. How do you figure!?)



AMERICA'S  
GETTING  
INTO  
TRAINING

## AMTRAK NEWS



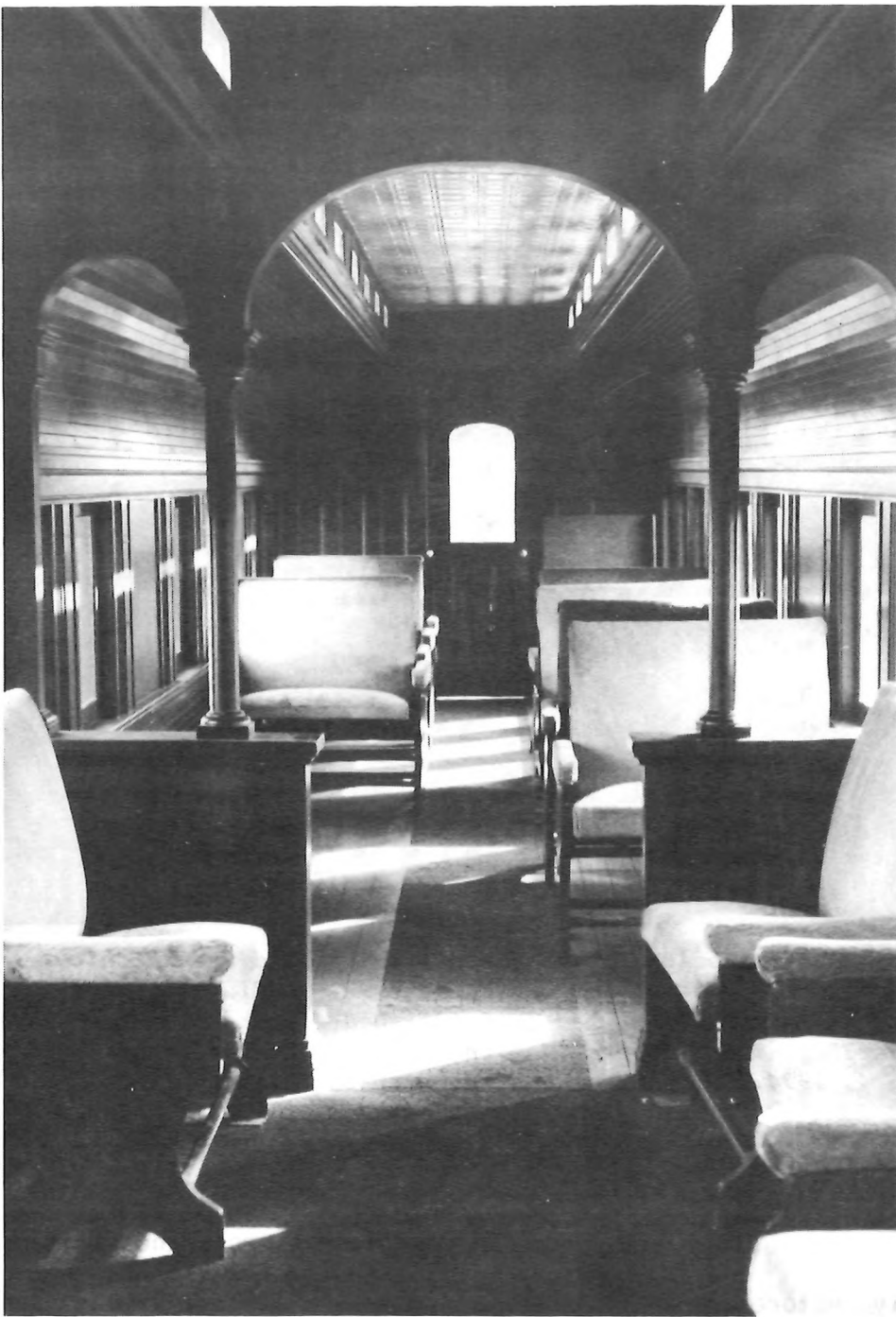
Budget woes at Amtrak may force the Pioneer to end daily trips in the West. Northern Colorado and southern Wyoming may lose more than half their scheduled passenger rail service in October unless Congress restores an expected shortfall of \$30 million in Amtrak's budget for the coming fiscal year.

Passenger service to Greeley and the Wyoming communities of Cheyenne, Laramie, Rawlins, Rock Springs, Green River and Evanston was restored only 27 months ago, nearly eight years after Amtrak abandoned the route. The current daily service may be cut to only three times a week, west of Denver. The Pioneer runs from Chicago through Denver and on to Seattle, via Ogden, Utah.

Last year, the Pioneer carried 126,680 passengers, or more than 25 percent of the entire state of Wyoming, on its route west of Denver.

A final decision is expected by the end of October. The House of Representatives had proposed \$331 million and the Senate spoke of \$351 million although Amtrak needs at least \$381 million.

If the money isn't forthcoming, Amtrak would reduce Pioneer service and service on the Texas Eagle between St. Louis and Houston, eliminate The River Cities, between St. Louis, MO and Carbondale, IL and eliminate three local trains between Philadelphia and Harrisburg, PA. (Denver Post, 10/1/93)



*The Kevin Costner movie, Wyatt Earp, provided a number of benefits other than dollars in revenue to the Cumbres & Toltec Scenic Railroad this summer. One of those benefits included partial restoration of rolling stock. Here we see the interior of the "Hinman" car--an ex-Mexican narrow gauge passenger car that has been used in other movies including The Legend of the Lone Ranger and Where the Hell's that Gold? Based on your editor's memory, the restoration of the interior is extensive, including work on the floor, ceiling and paneling. The Costner movie crews left this car in much, much better condition than it was in prior to the movie work. The exterior was also refurbished.*

*(Jim Trowbridge Photograph)*

## NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

In spite of the medical scare in the four corners area and the floods in the midwest, both of which affected tourism in all of Colorado, but especially southern Colorado and northern New Mexico, the Cumbres & Toltec Scenic Railroad is coming out even with last year's ridership figures. This compares to the Durango & Silverton Narrow Gauge Railroad which was reporting as much as 20% off ridership of last year. With movie work and the many special trains scheduled this year, it appears that revenues will be up from last year.

Speaking of movie work, Kevin Costner's new movie, Wyatt Earp, was filmed on the C&TS late this summer and added to the overall revenues of the railroad. In addition, there were many added benefits which included extra income for residents as extras as well as direct benefits to the railroad. The most obvious benefits included repair and restoration of equipment.

A number of pieces of equipment were used in the filming and these were painted and repainted to leave them shiny-bright for the railroad's use. This included the #492 (a K-36 in the dead line), the #163 long reefer,



*This cute, little railroad depot got your editor's attention as he passed the Antonito yards of the Cumbres & Toltec Scenic Railroad on September 16, 1993. It didn't take long to figure out where it came from as Kevin Costner had just finished filming some sequences to his newest movie some time earlier. The C&TS provided the train sequences in the movie Wyatt Earp, to be released July 4, 1994. A movie set had been erected just west of Antonito and the depot pictured here was donated to the C&TS.*

*(Jim Trowbridge Photograph)*

a short reefer, several boxcars, the RPO car, and, the "Hinman" car.

The "Hinman" car was extensively restored, both inside and out! As the accompanying photographs show, the movie company did a nice job to leave this car in excellent shape for future use. Some may not be familiar with this car, so, your editor got a few tidbits from fellow Club member and "Safety & Compliance Officer" of the C&TS, Earl Knoob.

The "Hinman" car is so named because of a man who, in the late 60's wanted to re-start passenger service over the Rio Grande trackage from Alamosa to Cumbres. The car here discussed was the first of what was

to be a purchase of a dozen or so Mexican coaches. It came into Alamosa and sat there for years, lettered for the Rio Grande & San Juan (we believe). As so many of these grandiose projects go, Mr. Hinman never talked to the Rio Grande about using their track, engines and facilities prior to the purchase of the car. When he finally approached the Rio Grande (who had gotten out of the passenger business years before and had no intention of getting back into it at this late date) they were more interested in abandoning the whole railroad than adding revenue service. Mr. Hinman's answer was a resounding..."No Way!"

When the Rio Grande abandoned the trackage between Antonito and Durango in 1970 and

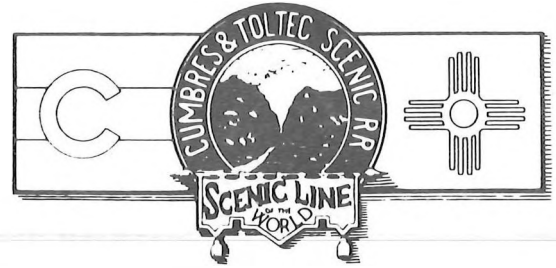


the Cumbres & Toltec Scenic Railroad was formed by the states of Colorado and New Mexico, Mr. Hinman donated the car to the C&TS.

The "Hinman" car has been used in a number of movies including The Legend of the Lone Ranger and Where the Hell's that Gold? It has always been a problem for the C&TS as it was designed for the Mexican narrow gauge with bolsters that are made for trucks that sat high up like standard gauge cars. On American narrow gauge trucks it rides too low and tends to derail with ease on curves, and, the bolster is wrong for good riding on American ng-trucks. Passenger trucks would be even worse until modifications are made to the car at some

future date. Until then, it works all right for nominal movie work.

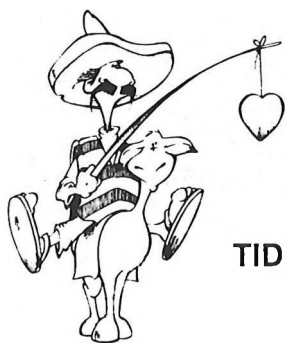
In addition to all the listed items, the C&TS received new paint jobs on K-36 and K-37, numbers 487 and 497. All-in-all, this movies work proved to be very beneficial to the C&TS and inquiries for additional work continues to come in.



*The "Hinman" car, an ex-Mexican narrow gauge passenger car was extensively repaired, restored and repainted for Kevin Costner's new movie, Wyatt Eary. Besides the interior work, the exterior received new "siding" to resemble the look of a steel-sided car (leave it to Hollywood to want an 1880's passenger car to have steel siding rather than the actual passenger-car wood siding!). Sheets of Masonite (R) were applied with rivets to simulate the steel siding. The coach looks beautiful!* (Jim Trowbridge Photograph)



*It's September 16, 1993 and the #463, one of two remaining K-27's, rests just outside the Cumbres & Toltec Scenic Railroad's Chama enginehouse. It may not look like much at this point, but the #463 now has the new boiler patches in place, sports a new cab and a brand new tender. Erection drawings were sent to the contractor who formed all the pieces of the new tender wrapper. The C&TS personnel took this preformed "kit" and welded it all together and rebuilt the frame. All new braking was applied to the engine and tender as the brake-technology on this engine was original and did not conform to modern safety technology. As soon as possible, the C&TS shop personnel will finish up with riviting the boiler patches, refluing, and, assembling the running gear. All work has been done regarding rebuilding or restoring and mostly reassembly is needed at this time. (Jim Trowbridge Photograph)*



#### **TIDBITS FROM MEMBERS**

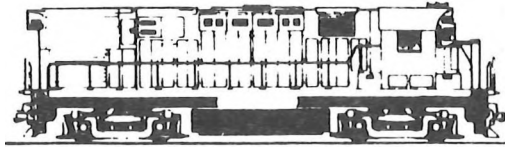
**BRANCH LINE BITS** by Jim Jones.

The Wyoming-Colorado Railroad (WYCO) has removed their long siding at WYOCOLO and moved the materials to Lake Owen where an old track there will be resurrected. Lake Owen will be a stop on next year's tourist trains. It looks like the line from Fox Park-to-Walden will survive into 1994. One short eight-to-ten-car freight makes the Larmie-to-Walden run every other Friday pending abandonment petition. Also, given a decline in passenger sales, the F-units may remain in their present faded-

red paint next season as the railroad continues to watch the "bottom line."

The Great Western ran two special passenger excursions for shippers and management in October--both to Johnstown and Windsor. Through-freight business is pretty good, engine rebuilding seems to be their most lucrative activity.

The Burlington Northern and MAC (Metro Area Connection--light rail) are negotiating the sale of the little-used lead to the old Connors Spur line (ex-D&NO). The tracks, which cross South Broadway, next to the Valley Highway (I-25) overpass, should be removed by the end of 1994. MAC needs the right-of-way for access to its facility on the old Burkhardt Steel property in South Denver.



UP INCREASES ITS LOCOMOTIVE ORDER WITH GENERAL ELECTRIC, Union Pacific News Release (10/5/93) via Bob Fryml.

In Omaha, the Union Pacific announced that as of September 24, 1993, it had increased its 1993 order with General Electric to purchase 25 additional locomotives and has ordered three of GE's first high technology "AC" traction locomotives.

The additional 25 GE 4,135-Horsepower model Dash-8s will feature the "comfort cab," pioneered by Union Pacific. The "comfort cab," introduced on the UP in 1989, includes more room in the cab for a better work environment, controls placed in front of the engineer and numerous safety and health features such as improved collision protection, soundproofing and filtration of outside air before it enters the central air conditioning and heating system.

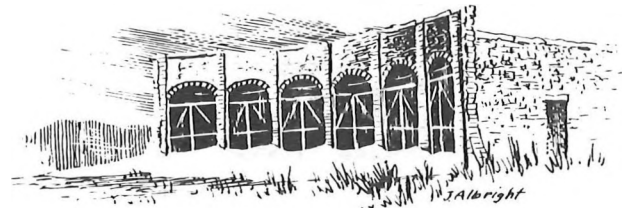
Union Pacific also ordered three of General Electric's new "AC" locomotives. The UP will be one of the first railroads to operate GE's 4,400-Horsepower AC-traction locomotives in freight service. Delivery is scheduled for the second quarter, 1994.

The new orders will bring the 1993 GE order to 75 Dash-8s at a cost of \$107 million. Delivery began in August and will be completed by the end of the year. This brings UP's Dash-8 fleet up to 456, which is the largest in the world.

All of the locomotives will feature a new front step design which provides greater balance for train crew members getting on and off locomotives. The new step design is a result of work done by an employee-quality-improvement-team.

Union Pacific, which owns 3,100 locomotives, has the youngest and most modern fleet in the U.S. rail industry.

[Query...One wonders, regarding the last statement made in the last paragraph, has the UP's having "...the youngest and most modern fleet..." taken in some adjustment for the ages of locomotives nos. 844, 949, 951, 963B, 3985, and any normally aspirated diesel power carrying Missouri-Kansas-Texas reporting marks?--editor]



COMO ROUNDHOUSE RESTORATION by Todd Hackett.

With the help of a grant from the Colorado Historical Society, work has been progressing on the restoration of the Denver, South Park and Pacific roundhouse in Como. Re-pointing of the stonework is nearly complete. Repairs to the stonework on the north wall, which was severely damaged when the remaining wooden stalls burned in 1935, are almost complete. The three-sash windows which were installed after abandonment have been removed, and replicas of the two-sash windows are being installed. Replicas have also been completed for three of the main engine doors. These will replace the three worse doors, which are too weathered to be rebuilt for normal use. These three doors are being made available for sale to any railfan who wants a truly

unique souvenir of the old South Park Line (and has room--each door is about 5 feet wide by 15 feet high). Weather permitting, the new doors should be installed this fall.

Future projects include re-building the roof and installing the turntable. A turntable bridge that matches the one originally installed at Como has been acquired, but information about the installation is sketchy. Anyone interested in helping with the restoration, making donations, buying the doors, providing information or learning more about the project can contact owner, Bill Kazel, at 279-0499, or, write to him at 14255 Braun Road, Golden, Colorado 80401.



WORKING ON THE RAILROAD, Desert Lines, newsletter of the Arizona & California Railroad Company, September, 1993, issue.

Longtime friend and Club member, Bill May, was featured in the September issue of Desert Lines. Many will remember Bill in Denver and Leadville (where he was round-house foreman on the then Colorado & Southern's famous Climax spur to the mine at Climax. After that stint, Bill moved on to Guernsey, WY via the Denver shops of the C&S where he worked as diesel shop foreman. Bill then joined the Wyoming-Colorado (WYCO) line as an engineer and mechanic. Since May of 1991, Bill has worked for the Arizona & California Railroad as mechanic and engineer, now working as an engineer only, working the whole railroad, East end, West end, and Blythe. Bill received a nice write-up and we send our congratulations.

## SWAP 'N SHOP

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

FOR SALE: 35 years railroad collection: Midwest and Western Roads; from keys, locks, lanterns, books, timetables, tools, locomotive bell, rail crossing light, AT&SF safe, switchstands, to operational semi-phore. Also, 35mm slides and 16mm films and Jim Beam Train Set. W. N. Dixon. Telephone weekends only. (505) 354-9131.

FOR SALE: William Henry Jackson's Rocky Mountain Album #2335, in mint condition, \$375.00 plus shipping. Alan Eikelberger, Box E, Edgemont, SD 57735-0813.

FOR SALE: European HO trains. Made by ROCO and LILIPUT. All in original boxes and all are 2-rail D.C. Steam, Diesels, Electrics and passenger & freight cars. Erwin Chaim, (303) 777-7682.

WANTED: D&RGW locomotive classification lamp--Handlan radial lens style. Any condition OK. State price and condition in first call or letter. Ron Keiser, 5832 W. Atlantic Pl., Lakewood, CO 80227. (303) 986-5996.

FOR SALE: The well-known "Loose Caboose." Originally built by the Pullman Company in 1914, the caboose is now partially refurbished and presently located at the Forney Museum in Denver, CO. The non-negotiable price is \$8,000. Interested parties may contact "Grandpa" White at (303) 892-1177, or, at Grandpa's Depot & Caboose, Denver Union Station, 1701 Wynkoop St., Denver, CO 80202.

