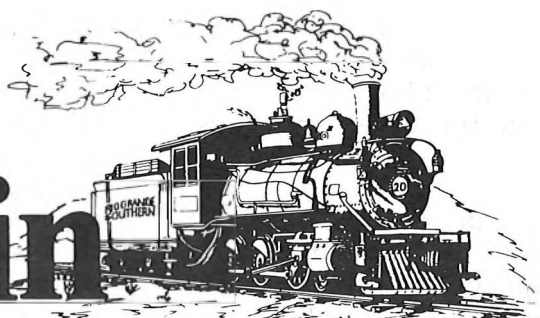


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 12, 1994 -- 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
Roger Callender..... President
Sherm Connors..... 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 May, 1994 Rail Report is due no later than April 12, 1994!!

MEMBERSHIP INQUIRES

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

*Please note: Tom will be "retiring" in April, 1994. Our new membership chairperson will be Linda Johnson.

April, 1994..... No. 415
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.

APRIL 12 PROGRAM

The April program will feature two men who are vitally concerned with the future of rail transportation along the Front Range. John R. Peacock will present a slide show and comment on high-speed rail operations linking the front range from Cheyenne, WY, to Pueblo, CO, including Denver and the new Denver International Airport.

Following John will be Tico Embry who is chairman of the Colorado Railway Authority,

which, is looking into funding for alternate modes of transportation. Tico is also chairman of Citizens for Balanced Transportation.

These two men should provide us with a reasonable picture of what the future may, or may not, hold for rail transportation along the front range of Colorado.
(Sherm Conners)

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.

MARCH PROGRAM

The Santa Fe Railroad--Past and Present, Part 1, was enjoyed by all at the March meeting. Jim Ozment presented, as usual, a fine program with mostly "then" photos and a few "now" photos to contrast the difference. The program was divided up into geographical locations. Due to a nasty ice storm, Jim cut the program short with a promise to return with Part 2 and some additional material on St. Louis trolley operations at a later date. Our thanks to Jim, and, we look forward to Part 2!

ANNUAL POTPOURRI NIGHT-- MAY MEETING

The Annual Potpourri Night is coming to the May 10th 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 April 12th meeting (April 12th will be the deadline!) and give them to either Erwin Chaim or Sherm Conners. 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.



MEMBERSHIP CARDS AND RENEWALS-- ANNUAL BOOK RAFFLE

Membership cards were sent out with the February issue of the Rail Report to all who have renewed for 1994. If you received a final notice, please renew today to keep your number sequence and make life easier on our membership chairman and treasurer.

Since the Annual Book Raffle is to be held at the April 12th regular Club meeting, you still have time to enter. Chances are \$2.00 each. Complete information can be found in the December, January and February issues of the Rail Report. The following coupon must be filled out (or copies for multiple entries) for each chance that you desire to enter:

ROCKY MOUNTAIN RAILROAD CLUB
1994 Book Drawing - April 12, 1994

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.



PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the March, 1994 meeting are as follows:

- Noel Hover / Southern Pacific Belt Buckle
 Alan Wise / Set of Misc. Postcards
 Tom Tolin / Set of Amtrak Timetables
 Erwin Chaim / Set of Misc. Timetables
 Peter Gilbert / TRAINS Album of Photographs: Book I, Eastern Railroads
 Doug Gorton / Railway & Locomotive Historical Soc.: Bulletin No. 110
 Hugh K. Wilson / Diesels of the NYC System
 Dan Hogan / Intermountain Railroads--Std. and Narrow Gauge
 Tom Caldwell / Rails West
 Bob Fryml / Steam Trains of the World
 Sherm Conners / The Locomotives that Baldwin Built
 Dan Hogan / On the Main Line--Pennsy in the 19th Century
 Chip Sherman / Oklahoma RR Map
 Dave Salter / Oklahoma RR Map
 Phil Wise / Kansas Pacific Place Mat/Map

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

125th ANNIVERSARY OF THE GOLDEN SPIKE EXCURSION



This trip has just about sold out for one-bus-load restriction. The Club can still take a couple of folks at this date, and, if another ten or so folks wished to join this excursion, the Club may be able to swing a second bus to take additional fares. Details on this trip are provided in the flyer that was sent out with the January newsletter. Questions can be directed to

the Club's telephone. Long-distance calls are returned "collect." If you have an interest in this trip, please make your reservations immediately!



1994 SCHEDULE OF EVENTS

April 12	Regular Monthly Meeting
April 30	MAC/RTD Light Rail Tour
May 6-14	Golden Spike, 125th Anniversary Celebration Trip
May 10	Regular Monthly Meeting
May 28	Lakeside Amusement Park RR
June 25-26*	Annual Workday at the Colorado RR Museum
June 14	Regular Monthly Meeting
July 12	Regular Monthly Meeting
July 24-31	Chicago & Vicinity Excursion: 10th Anniversary Return Trip
August 9	Regular Monthly Meeting
August 20	Sherman Hill Field Trip
September 13	Regular Monthly Meeting
Fall*	Denver Union Station Tour
October 8	Manitou & Pike's Peak Tour
October 15	ANNUAL BANQUET
November 8	Regular Monthly Meeting
December 13	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!

QUESTIONNAIRE UPDATE--PART IV

QUESTION NO. 7: "In your mind, what are the goals of the Club." The answers to this question ran the gamut. In a generic sense, historic railroad preservation was popular. A few felt that the Club is a publishing house and should print more books. Some question if the Club has any goals, while one said, "The goals (of the Club) have remained the same and have not improved nor changed in the 30 years I have been a member." This makes one wonder what the attraction has been all this time. A few more quotes: "To work with railroads on fantrips and equipment preservation, to act as a liaison between the members as individuals and the railroads;" To promote the Rocky Mountain region's railroad heritage and to educate the younger generation about our railroad history."

QUESTION NO. 8: "Are you active in the Club?" This question was left intentionally ambiguous so the membership could decide what "active" was in their own minds. It could mean as little as attending a meeting to as much as being the Club's president. [Yes, 31] [No, 118] Remember, many of the responses to the questionnaire were from folks from out of the Denver area. Probably the two biggest reasons for not being active was distance and health; some felt that they have not been "invited" to help out, or, left out by some mysterious "old boy network." Yet, others expressed a wish that they lived closer to the Denver area so that they could be more active.

QUESTION NO. 9: "What, if anything, about the Club disinterests you?" Not many answered this question. Those who did gave simple responses like "happy," "nothing," or "N/A." However, there was a rather disturbing and consistent streak of people who do not feel "welcome" by the membership for whatever reason. This was also revealed by some writing about other questions. This could help account for the Club's inability to attract younger members, and, get more people involved in the Club's activities. For those serving as officers, board members, committee members, or, currently active in the Club, this may seem to be a far-fetched idea; however, bear in mind that "what people perceive to be true, is 90% of their reality." Here are some quotes

for you to mull over: "To me, it appears that there are two classes of members, ie. 'Those on the inside and those on the outside';""Politics of the older members;" "The fact that only a few, select, people are able to help out on the Club trips. Give more people a chance;" Foreign railroading...too much modern diesels and equipment;" and, "History is excellent and fine, in its place" and "Trolleys."

Next month, we'll continue on with Question No. 10 which deals with what Club members consider themselves to be: photographer, modeler, etc. (Mike Johnson)

Memo!

FROM THE EDITOR-- MAY NEWSLETTER DEADLINE

Your editor will be leaving on vacation on the 20th of April, just one week after the April meeting--the established DEADLINE for the May newsletter. Any information that anyone wishes to get into that newsletter, for sure!, should get their copy into my hands prior to that date as I will be trying to have as much done as possible prior to the April 12th meeting. I will have to finish writing, pasteup, printing and folding prior to leaving!! I prefer to only have to add such items as a program review and Book Drawing information on Wednesday and put the newsletter "to bed." Everyone's cooperation will be GREATLY appreciated!!!

SP EXCURSIONS CANCELLED

All trips advertised aboard SP trains have been cancelled. Anyone having remitted funds for these trips will receive refunds at the earliest convenience.

ANNUAL EQUIPMENT WORKDAY-- COLORADO RAILROAD MUSEUM

Have you marked your calendars to set aside June 25 & 26, 1994, to join fellow Club members at the Colorado Railroad Museum to work on the Club's historic railroad equipment? This year's workday will be held in conjunction with the Museum's June steamup of the No. 346. Full details will be forthcoming in future issues of the Rail Report.



The most exciting news to relate to Club members about the activity in the Cumbres & Toltec Scenic Railroad's shops is the progress on rebuilding K-27, #463! Here we look forward at the new cab, reworked drivers and plumbing. A complete update appears in the text of this article by Earl Knoob, Safety & Compliance Officer of the C&TS and fellow Club member.
(Earl G. Knoob Photograph)



This information was provided as of January 20, 1994, and updated to February 22, 1994.

SPECIAL REPORT:

Cumbres & Toltec Scenic Railroad Winter Shop Work, 1993-1994

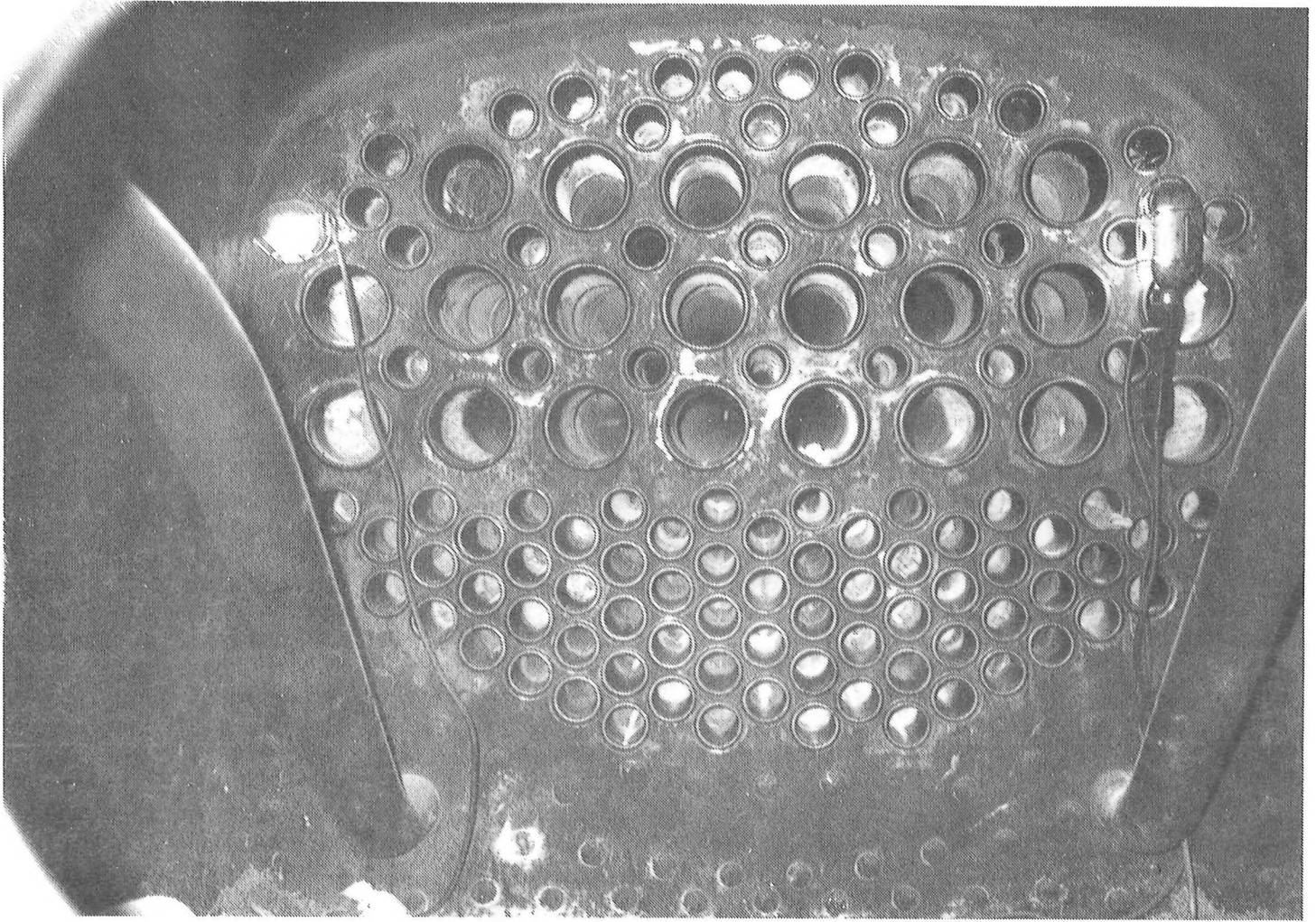
by

Earl G. Knoob

As happens every winter, the shop forces on the C&TS are busy again this winter with a multitude of projects involving the motive power on the C&TS.

In addition to the locomotive repairs covered in the article, the shop forces are working hard, changing the couplers on the six UTLX tank cars from 3/4 size to full size couplers that are standard for the D&RGW narrow gauge lines. These couplers were changed to 3/4 size by the White Pass & Yukon RR after they purchased the cars in the early 1960's. The installation of the couplers is a quite involved process as the draft gear under the cars has to be modified quite extensively to fit the new couplers.

Also, the shop crew is building a new lean-to addition to the east side of the engine shop. This building will house the shop air compressor and arc welder. Currently, these two devices are located inside the shop. Moving them outside will not only lower the noise level in the shop, but will also make available more floor space which is badly needed.



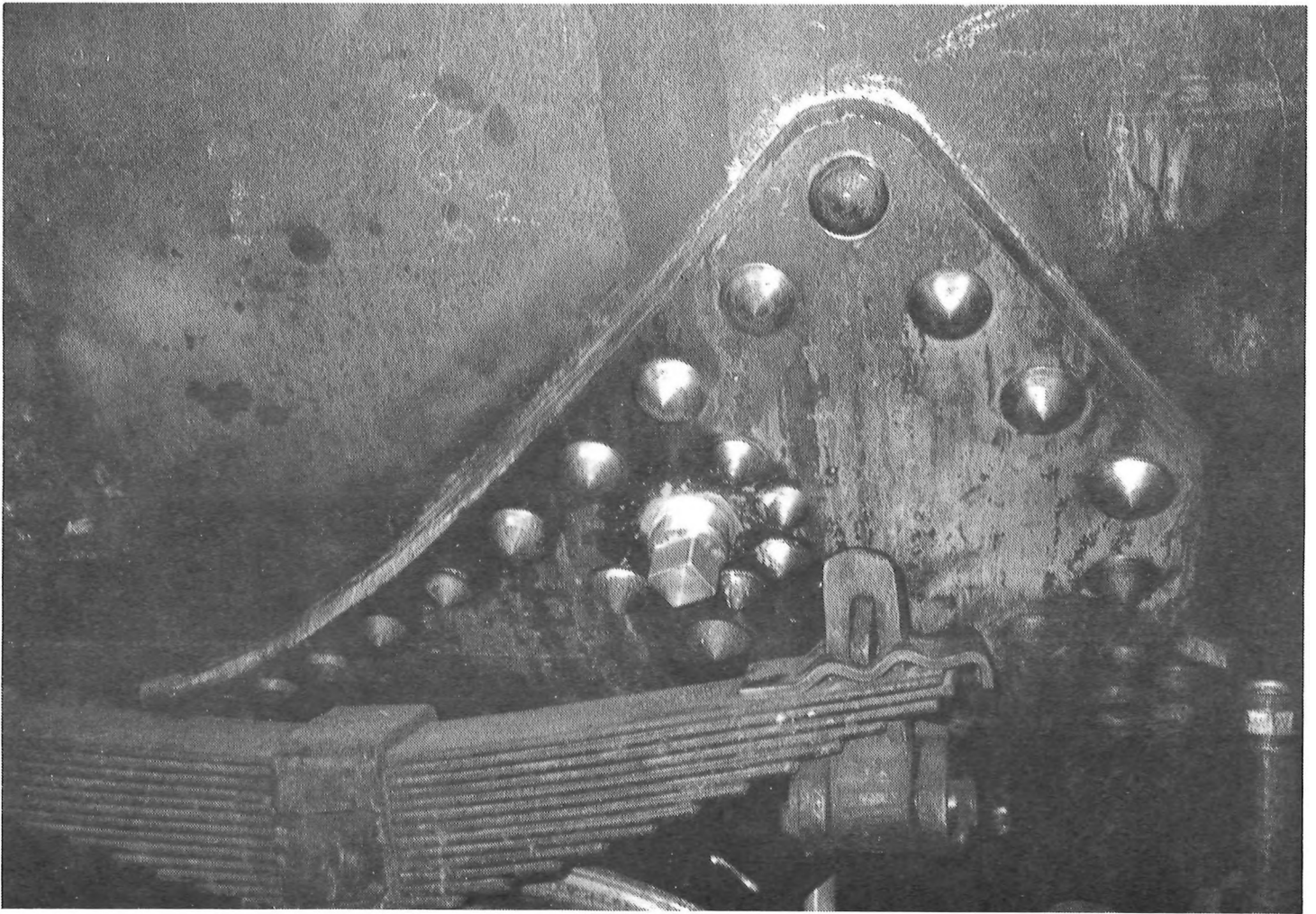
We have a couple of unusual photographs showing work on the No. 463 that most folks will never have the opportunity to see in person. We hope that members enjoy this out-of-the-ordinary shots. Here we see the firebox of 463 before the flue tube ends are sealwelded. Earl points out that C&TS boilermaker, Donald Martinez, does very nice work! The photo was taken in February, 1994. (Earl G. Knoob Photograph)

ENGINE NO. 463. Work continues at a good pace. As of early January, the tender has been almost completed. The tank and frame are done and have a coat of black paint applied to them. The wheel sets in the trucks have been replaced. The brake shoe mounting heads have been modified so that standard, off-the-shelf brake shoes can be used instead of purchasing custom-made brake shoes.

The two patches have been applied to the boiler. They have been riveted and caulked in place. Four washout plugs were tapped into the patches. The boiler has had the tubes installed, rolled, beaded and prossored--seal welding the tubes in the firebox is yet to be done. The boiler passed its hydrostatic test in early February. The newly constructed superheater units have been

installed. After the hydro test, the boiler lagging was installed. Work continues on building a new boiler jacket. The cab is close to being finished. A new cab was installed last summer. The new cab utilized the roof and portions of the front and rear walls. Most of the plumbing for the cab has been completed and the boiler in the cab has been lagged.

The pilot and trailing trucks were removed and disassembled. A wheelset (on the original axle) was installed in the pilot truck, the truck frame straightened (a victim of a few too many derailments when the 463 was leased to the Rio Grande Southern in the 1940's), and the reassembled pilot truck placed back under the engine. The trailing truck received a new wheelset as



A major repair item on the 463 included two huge boiler patches that had to be formed out of 3/4-inch (I believe) steel, rolled to conform to the boiler's shape, and mounted with rivets as per FRA rules (apparently still working on outdated methods of welding that were not acceptable decades ago). The C&TS took the opportunity to tap drain plugs and one of these can readily be seen in this photograph. The patches are somewhat diamond-shaped and are applied to the bottom of the boiler, front and back. (Earl G. Knoob Photograph)

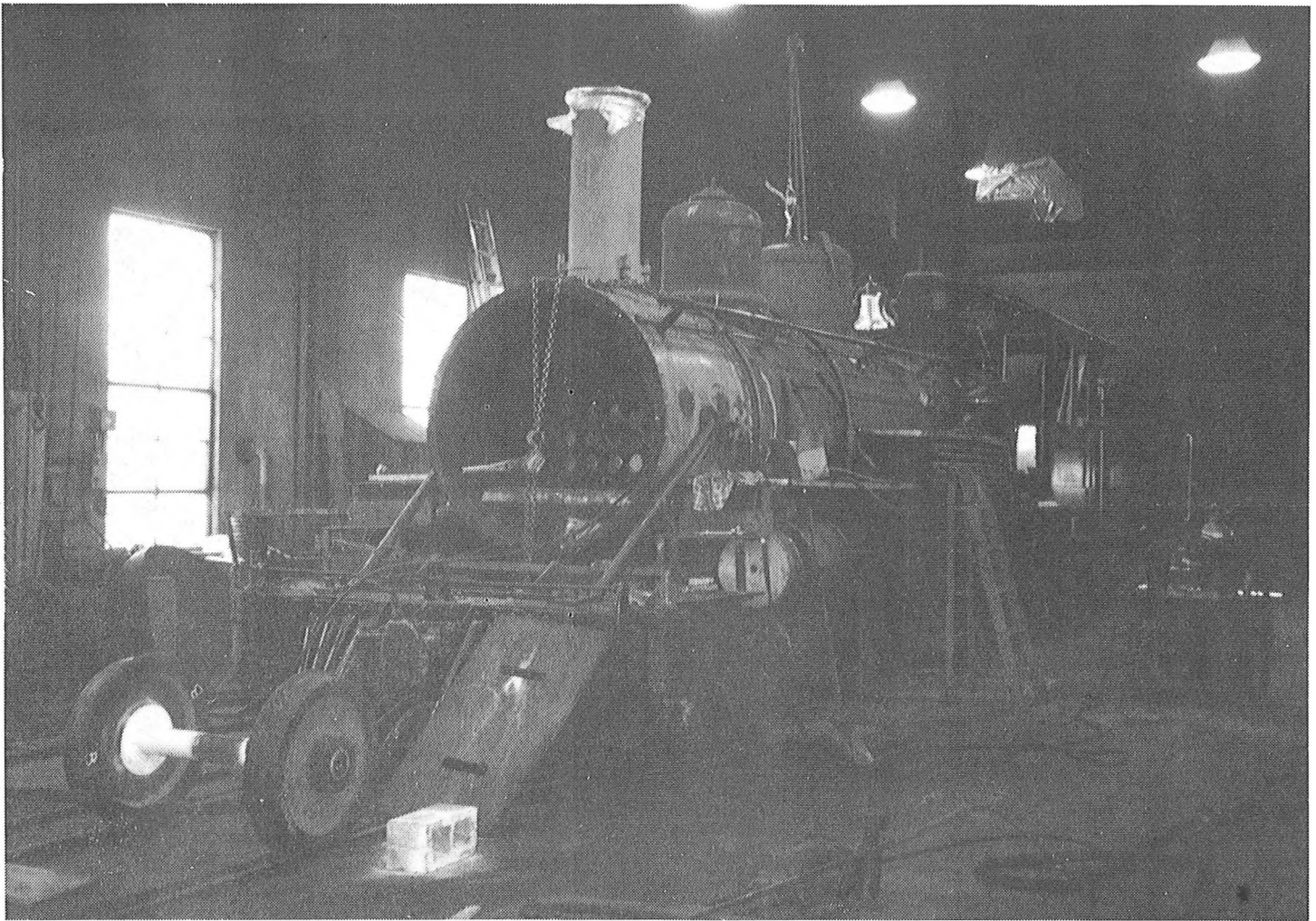
well as a new axle when it was discovered that the wheel did not run concentricly with the journal--which must have made for an interesting ride! All of the major running gear work has been completed. All of the drivers are now in the frame. The cross-heads and guides have been rehung and the siderods have been bored and are having new bushings installed. The valve gear has been partly installed. New piston and valve rings are on hand and will be installed shortly. New piston rods and valve stems will be made.

Additional work in progress includes testing the air tanks and air cooling coils, straightening all the running board brackets, and installing the mechanical lubricating system for the valves and cylinders. It is hoped that the 463 will be done sometime in

the Spring with a formal dedication tentatively scheduled for June.

ENGINE NO. 484. No. 484 received new boiler tubes last winter and returned to service in June, 1993. 484 also received a major running gear overhaul in the winter of 1990-91 and appears to be running quite well. In addition to a minor amount of pilot truck work, only normal annual maintenance is scheduled for this winter.

ENGINE NO. 487. No. 487 came due for flue extension this winter in addition to needing its 5-year external boiler inspection. All of the external plumbing was removed from the boiler along with the boiler jacket and lagging. Once this was removed, a hydrostatic test was made and the boiler



A front view of the 463 in January, 1994, shows the new flue tubes inside the smokebox and the new pilot truck wheel set just in front of the engine. We also get an overall view of the left side of 463. By June of this year, 463 will be totally rebuilt and will proudly ply the rails of its former owner, the D&RGW. This engine will be a wonderful addition to the C&TS's roster, being a useful helper, small train road engine, special excursion power (such as your editor's August trips) and one great movie engine! We look forward to seeing the 463 back in action.

(Earl G. Knob Photograph)

was inspected for leaks. After the hydro-test, all of the internal smoke box appliances were removed and two tubes were removed from the boiler for inspection by the FRA. The boiler was inspected by the FRA in November and was given a one-year extension of its flue time.

487 operated in 1993 with a nagging running gear problem that has been troubling it since it was overhauled in 1991-92. It is suspected that possibly one of the driver sets are out-of-quarter with the others. This defect causes the driving wheel bearings to run excessively hot. 487 spent most of the summer of 1993 limited to helper service out of Chama. In order to repair this, the drivers have been re-

moved and sent to the D&SNG in Durango to be checked on their quartering machine. The drivers were returned in early February.

ENGINE NO. 488. No. 488 also came due for a 5-year external inspection and another flue extension. The boiler was prepared for inspection after the season and was inspected in November along with the 487. It too received a one-year extension on its flue time. As of this writing, the boiler has not been stripped for its 5-year external inspection. 488 is scheduled to receive a minor spring rigging overhaul this winter. The engine will be jacked up and the springs, saddles, hangers and equalizers removed. Any worn parts will be replaced and the engine leveled up to correct

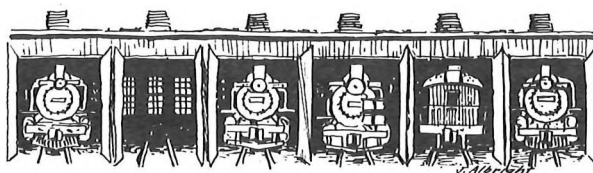
an odd lean to the left side that it developed after it was worked on a few years ago. New bushings are scheduled for the valve gear and running if needed. Once 487 is back together, 488 will be moved into the shop and work begun on it. Of all the engines, 488 has the least chance to be running on opening day as we are getting a late start on it.

ENGINE NO. 489. No. 489 received a thorough running gear overhaul last winter and did not return to service until August of last season. Very little work needs to be done to 489 other than normal annual work as it ran relatively few miles in 1993.

ENGINE NO. 497. The 497, along with 487 and 488, came due for a 5-year external inspection and flue extension. This was the first time the engine had been inspected by the FRA as the D&SNG was not under FRA locomotive inspection when it ran there. The inspector passed the boiler for a year extension, but, noted that the boiler has considerably more scale build-up in it compared to the 487 and 488 (the water over in Durango has a higher mineral content), and, probably would not go too much longer before re-fluing. One superheater flue was replaced as were a couple of small tubes. One of the arch tubes in the firebox was found to be leaking and is being replaced (arch tubes run through the firebox from above the firebox door down into the throat sheet in the firebox front. They hold up the brick arch in the firebox and allow for better water circulation in the boiler). The boiler was stripped of its plumbing, jacket and lagging for external inspection shortly after the season. The boiler was hydrotested with no external leaks found. The boiler was relagged, jacketed and the plumbing re-installed by November. Four broken staybolts were found in the boiler which need to be changed. It is interesting to see how the number of broken staybolts in the 497's boiler is slowly decreasing. When we received the 497 in 1991 it had 13 broken bolts (in addition to the dozen or so that were changed by the D&SNG in the summer of 1991). In 1992, we changed about a dozen over the summer. In 1993, we changed about 6 bolts. I guess 497 likes working here better than over in Durango. The 497 will receive only minor running gear work this

winter.

OTHER STUFF. Diesel No. 15, which was leased from the Georgetown Loop RR this summer and spent the season in Antonito, was run light to Chama this fall and is serving as the Chama shop goat this winter. Diesel No. 19 was sent over to Antonito to have some prime mover work done and to serve as switcher over there. The three new coaches needed to have some minor work done to them, so, No. 19 hauled them over to Antonito in early November. Being as how the three coaches were over tonnage for the 15, No. 19 helped the train up to Cumbres. It was the first time since the two locomotives left Hawaii in the 1960's that they had worked together on the same train (let alone the same railroad). Undoubtedly, it was the first time the two of them had ever doubleheaded in the snow! In addition, Diesels 15 and 19 celebrated their 50th birthdays last October.



NEW MEMBERS

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

Marne Jurgemeyer	Fort Morgan, CO
Ira Schreiber	Denver, CO
Carlos W. Seegmiller	Denver, CO
David Struck	Arvada, CO
Rick Thornton	Littleton, CO

ASSOCIATE MEMBER:

Jean Bain	Denver, CO
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The Rocky Mountain Railroad Club regretfully announces the passing away of the following members and friends:

Frank M. Braisted	Golden, CO
Katherine (Kay) Hanna	Boulder, CO
Clara Kirby	Denver, CO
Jim Williamson	Prescott, AZ



Just out of Denver's Union Station on a snowy February, 1994, weekend morning, the Amtrak westbound California Zephyr accelerates through Prospect Junction with two new General Electric AMD-103 Genisis I locomotives for motive power. The new design of passenger locomotives came off GE's Erie, PA, production line and will replace the aging F40PH's as 44 units were delivered and Amtrak had options to buy more. A modern version of the old slant-nose Electro-motive Zephyr Streamliners, (should comparisons even be made) rail photog buffs should have a field day for some time photographing these unique units from every possible angle.

(Joe Priselac Photograph)

THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS

by Chip Sherman

SANTA FE QUALITY/SAFETY INSPECTION SPECIAL OPERATED FEBRUARY 22, 1994 from their Big Lift facility located south of Littleton, CO. The train had deadheaded from Kansas City, KS, February 20/21 to Big Lift symbolled train OKCDV1-20. Warbonnet-painted red and silver General Electric model Dash-8-40-BW 524/516 hustled the eight car train south over the Joint Line enroute to Kansas and Houston, TX. The train departed Big Lift a little after 8:00 a.m. on a snowy morning. Aboard, officials and employees discussed safety matters and quality improvement programs. (The Colorado Zephyr, Lou Di Mattia, Keith Kirby)

AMTRAK HITS TRUCK AT HIGHWAY CROSSING NEAR PLATTEVILLE, CO. Amtrak's Pioneer, train #26, hit an 18-wheeler truck loaded with birne water south of Platteville, CO, on March 3, 1994, about 7:15 p.m. Only ten people aboard the train had minor injuries. Platteville is located 30 miles north of Denver on the Union Pacific.

The two F40PH's, 268/285, and all five passenger cars were derailed but remained upright after the collision with the truck driven by 41-year-old Mike Van Meter of Brighton, CO. Colorado State troopers cited him for careless driving and failure to stop at a railroad crossing.

The damaged units and cars were moved to Denver for light repair and inspection by Southern Pacific before movement to Amtrak



Taken in February, 1994, the above photo shows "Rio Grande" EMD diesel locomotives F9A 5771 and B-units F9B 5762 and 5763 sandwiched in between boxcars on the storage track on the west side of the Southern Pacific/Rio Grande Burnham shops. By 1973, the only remaining "F" units on the roster, they were the motive power for the RIO GRANDE ZEPHYR which saw service until 1983. Memories bring back the enjoyment we all experienced and the sadness too, to see them in service for the final time on the Zephyr during the Club's April 23 & 24, 1983, excursion to Glenwood Springs, Colorado. Sitting idle all these years, we wonder what their final disposition will be. (Joe Priselac) [Your editor votes for the Colorado Railroad Museum--how about you?] (Joe Priselac Photograph)

repair shops (Jon Bockelman, Rocky Mtn. News, March 4 & 5, 1994, C. W. Edinger)

SOUTHERN PACIFIC SENDS D&RGW 01400-SERIES CABOOSES TO SCRAP DEALER. SP moved 38 stored, unused 01400-series cabooses from storage, south, over the Joint Line, starting March 3rd, bound for Erman's Scrap near Kansas City, KS. The cabooses had been built by Rio Grande's Burnham Shops between the 1940's and into the 1960's.

SP temporarily stored the 38 cabooses at Blakeland spur, 5.4 miles south of Littleton, CO, from February 17 until March 3, 1994. The SP local, with D&RGW GP-30 #3004 and SP GP9E #3827, had moved the cabooses south on February 17th. A special "dismantler train" was run March 3rd. It had a variety of freight cars gathered from the Burnham Shops area behind these engines with the 38 cabooses on the rear. They were all bound for Erman's Scrap. FAREWELL OLD FRIENDS! (C. W., Darrell Arndt, Steve Rasmussen, Frank, and the Colorado Zephyr)

AMTRAK'S NEW GENESIS SERIES ONE locomotives were withdrawn from service due to a computer software problem in early February, 1994. F40PH's have returned to the California Zephyr. The General Electric Genesis Series One units, numbered in the 800-series, were moved to GE's maintenance facility in New Orleans, LA.

MAC/RTD EXCURSION

The first excursion on the new RTD Light Rail system will be held on Saturday, April 30, 1994. The trips will start at the Light Rail Facility, 7th Avenue and Mariposa St., located east of the D&RGW's (SP) Burnham Shops. Cars will operate from the facility to West Colfax; the test track section for the training of operators and testing of the new cars. Cars will run approximately every 30 minutes, starting at 9:30 a.m., with the last car at 12:30 p.m.

Tickets are \$2.00 per person. Please send a Self-addressed, Stamped envelope with your order to: THE ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, Ticket Chairman, 700 South Elizabeth St., Denver, CO 80209.

TICKET ORDER COUPON

Please send _____ tickets @ \$2.00 each to:

NAME _____

ADDRESS _____

Zip _____

PHONE _____

Amount enclosed: \$ _____

SWAP 'N SHOP

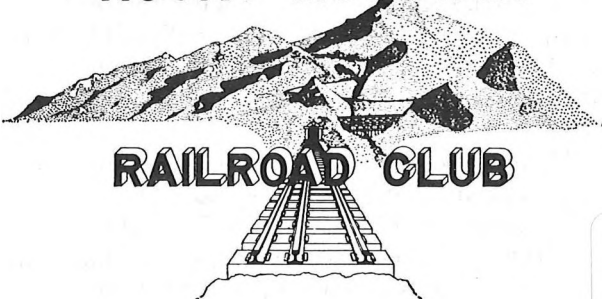
Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Collection of TRAINS magazines, RAILFAN-RAILROAD magazines, RAILWAY AGE, TRAINS, RAIL-TRACK & STRUCTURES and others. Complete list of months and years available upon request, SSAE required. Will ship US Mail, 3rd class. Roger (Robby) L. Robertson, 76 So. Sable Blvd., #W202, Aurora, CO 80012-1513. (Magazines are priced per issue as well as years)

CHICAGO '94 EXCURSION

The Club invites all to participate in its July 21-31, 1994 excursion to Chicago and Wisconsin for ten days of railroading, shopping and sight-seeing. Included are: Museum of Science and Industry (60th Anniversary of the Pioneer Zephyr), tour of several Chicago area rail attractions, shopping excursion to Chicago's famous State Street and North Michigan Avenue, a visit to the Illinois Railway Museum and the Fox River Trolley Museum, a cruise on Lake Geneva, WI, on a steam-powered yacht, a visit to East Troy Railway Museum, a visit to TRAINS MAGAZINE, a visit to the Experimental Aviation Assoc. air show in Oshkosh, WI, and, an evening cruise on Lake Michigan.

ROCKY MOUNTAIN



RAILROAD CLUB

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