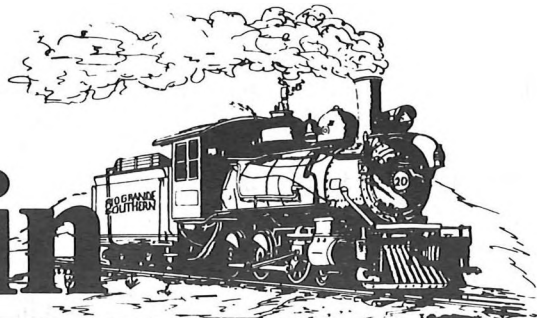


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 9, 1997 -- 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
Jim Blouch..... President
Walter Weart..... Vice President
Carolyn Blouch..... Secretary
David Goss..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the January, 1997, Rail Report is due no later than December 9, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Membership Chairman, P. O. Box 2391, Denver, Colorado 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

December, 1997..... No. 458
Club Telephone..... (303) 979-2806
Club Website:
<http://members.aol.com/rmrrclub/index.htm>
P. O. Box 2391..... Denver, C) 80201-2391

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

MEMBERSHIP INQUIRIES

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

Membership Chairman
Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201-2391

DECEMBER 9 MEETING AND PROGRAM

We have had to reschedule Ed Gerlit's program as we could not locate a 2¼x2¼ slide projector. If you know where we can obtain one for this show, please contact the Club.

Long time member, Bob Stull, has stepped forward to present a slide show covering the "Beet Campaigns" on the Great Western Railway in the 1950's and 1960's. Bob's program not only shows Great Western steam power at work, it also provides a look at some related operations.

The Program Committee is indebted to Bob

for helping us out! If you like Colorado railroading and steam power, then this is one program you won't want to miss. In addition to Bob's slide program, we will hold our annual meeting/elections, and, after Bob's program, there will be cookies, coffee and punch served to all attending, in keeping with the Club's Holiday tradition. See you there!!

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 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, P. O. Box 2391, Denver, Colorado 80201-2391.

NOVEMBER PROGRAM AND MEETING

Sherm Conners is to be congratulated, once again, for coordinating our Annual Video Potpourri Night! As usual, we were treated to some outstanding video subjects. The following members presented these fine programs:

ERWIN CHAIM -- We travelled to Germany with Erwin to ride and photograph the meter-gauge, steam powered Brocken Railroad. The Brocken traversed alongside the "Cold War" East/West boundary and remnants of fencing and radio jamming towers were part of the experience.

DAVE GROSS -- Dave presented his own potpourri of outstanding video of the Club's excursion on the Georgetown Loop Railroad on September 13, 1997; followed by scenes of Cumbres & Toltec Scenic Railroad special freight excursions; and, finally, some wonderful scenes of the Union Pacific Rotary Snowplow clearing the Kansas Pacific line east of Denver.

CHIP SHERMAN -- Chip provided a look at this season's premier event of the Union Pacific steamer #844 with the special NRHS train travelling to Salt Lake City. Chip showed scenes on Tennessee Pass Route to Cisco, UT. Then we proceeded to scenes of the Philip Morris Marlboro Train coaches being salvaged on August 12, 1997. The car-eating machining was quite unique! Chip

finished with Union Pacific's Centennial #6936 pulling a 5-car Inspection Train, and, D&RGW-lettered GP-60's #3155, 3154, and 3156 pulling train M-PUDV into the old Burnham Shop yards.

SAM MARCH -- Some unique narrow gauge steam was presented by Sam as he covered the visit of the Eureka & Palisades 4-4-0 wood-burning #4 on the Friends of the C&TS excursion of June 21, 1997. The Eureka was presented pulling a caboose up to Cumbres where it added freight cars for the balance of the day's activities.

SHERM CONNERS -- Sherm delighted us with a look at what is billed (and probably so!) as the largest model railroad in the world. We visited the Northlandz complex and watched many, many trains running around this huge, multiple story railroad, recently featured in Model Railroader.

FUZZ JORDAN -- Fuzz, who was visiting us from Great Britain, was unable to show his video as we tend to forget that we are not on the European PAL system for video. But, Fuzz did have a 15-slide presentation of a proposed Club European train excursion in 1999. The basic trip will be two weeks in Europe (from France to Norway) with an optional extension of one additional week in England.

The Club and those who braved the cold, snow and ice to attend the November meeting, wish to THANK all who participated in this year's Video Potpourri, and, encourage you other video enthusiasts to look toward 1998's Annual Video Potpourri Night. It's never too early to get started!

ELECTIONS

Time is running out to submit your nominations for Officers and Board Members for 1998! As per the Club's by-laws, the carry-over board members constitute the nomination committee. This year, that committee is composed of the following men: John O. Braselton, Jim Ehernberger and Dave Gross.

While the Committee has proposed to nominate the current officers for the 1998 year, Jimmy Blouch has made it clear that additional nominations can still be made for these offices, and, there is still an open slate for board members.

Members are encouraged to submit their suggestions, nominations...and HATS...into his committee or from the floor at the December meeting. The committee can be reached via the Club's telephone prior to the December meeting. Your input is encouraged, welcomed, and desired!

ANNUAL DUES

We would like to encourage members to renew their membership as soon as possible. Dues for 1998 are \$20.00 for Regular memberships and \$10.00 for Associate memberships.

If you have misplaced your dues wrapper from the November issue of the Rail Report, please use the following form:

DUES RENEWAL

NAME _____

ADDRESS _____

Zip _____
 (9-Digit)

PHONE () _____

NAME _____ [] Spouse

NAME _____ [] Child

NAME _____ [] Child

1998 Membership Renewal \$ 20.00

1998 Associate Membership
 @ \$10.00 each [_____]
 Number

Total payment enclosed... \$ _____

NEW MEMBERS

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

Frank Mocolac Colorado Springs, CO
 James Townley Wichita, KS

ANNUAL BOOK DRAWING

The Annual Book Drawing, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Prizes to be awarded at the April 7, 1998 meeting are as follows: 1st Prize--*Memorial Edition, Denver, South Park & Pacific* (Rky. Mtn. RR Club), M. C. Poor; 2nd Prize: *Robert W. Richardson's Narrow Gauge News* (Colorado RR Museum Rail Annual 21); 3rd Prize--*Denver & Salt Lake Railroad, 1913-1926* (Rky. Mtn. RR Club), P. R. Griswold.

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!*

PLEASE PRINT OR TYPE ALL INFORMATION!

ROCKY MOUNTAIN RAILROAD CLUB
 1998 Book Drawing - April 7, 1998

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

ROCKY MOUNTAIN RAILROAD CLUB
 1998 Book Drawing - April 7, 1998

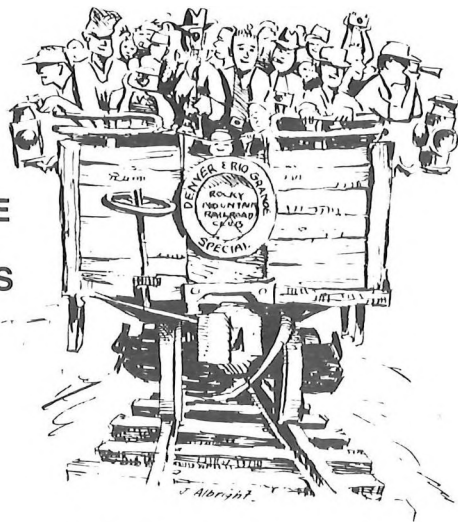
NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

1997
**SCHEDULE
 OF EVENTS**



December 9 ELECTIONS and Regular
 Monthly Meeting

1998 SCHEDULE OF EVENTS

January 13 Regular Monthly Meeting
 February 10 Regular Monthly Meeting
 March 10 Regular Monthly Meeting
 April 14 Regular Monthly Meeting
 May 12 Regular Monthly Meeting
 June 9 Regular Monthly Meeting
 July 14 Regular Monthly Meeting
 August 11 Regular Monthly Meeting
 September 8 Regular Monthly Meeting
 October 17* ANNUAL BANQUET**
 November 10 Regular Monthly Meeting
 December 8 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!

**Traditional scheduling. The Board may decide to change this. Look for official announcement in future issues of the Rocky Mountain Railroad Club's newsletter.

**ROCKY MOUNTAIN RAILROAD
 HISTORIC FOUNDATION DRIVE UPDATE**

It is gratifying to report to our membership a positive response to our request seeking donations to complete restoration of former Denver & Intermountain Car No.

25.

As of November 11, 1997, over \$1500 has been received. Your support is greatly appreciated.

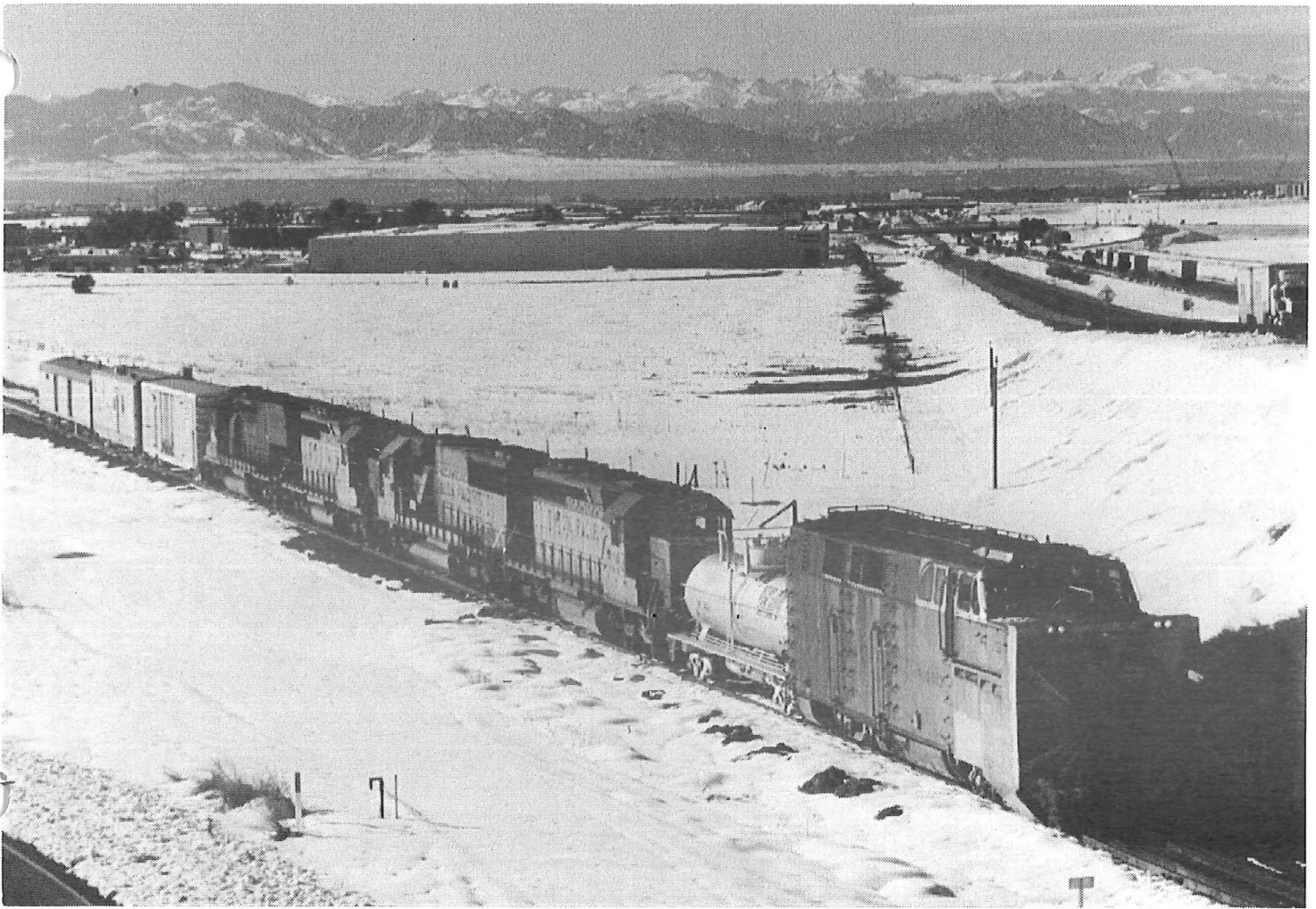
Jim Ehernberger, Chairman

**PRESERVATION FUND AND
 BOOK DRAWING—NOVEMBER, 1997**

The winners and prizes at the November 11, 1997 meeting are as follows:

- Sherm Conners / Norfolk & Western Cap
- Hatch Wroton / Fundamentals of the Steam Locomotive
- Sam March / NRHS Bulletin No. 53-3
- Rocky Haimowidz / American Railway Guide--1851 (Reproduction)
- Fuzz Jordan / Trolleys--Electric Interurban Railways
- Frank Gill / Guide to Tourist Railroads and Museums--1988 Edition
- John Bartlett / The Contemporary Diesel Spotters Guide--Since 1972
- John Braselton / History of Lehigh & New England Railroad Company
- Dave Gross / 1988 Calendar: Trains 'Round the World
- John Dolan / Colorado Rail Annual No. 13: The Florence & Cripple Creek Railroad
- Paul Holger / A Century of DeLuxe Railway Cars in Canada
- Bill Hoover / Train Shed Cyclopedia #16: Famous Passenger Trains from the 1943 Car Builder's Cyclopedia
- Bill Jacobsen / Rocky Mountain Railroad Trilogy

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 the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



October 27, 1997, saw Union Pacific Rotary #900082 being pushed near the I-70 overpass in Aurora, CO, by SD40-2 #3284, SD50 #5004, SD40-2 #3306 and Southern Pacific Tunnel Motor #8232 on its way to clear the Kansas Pacific Line. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

By Chip Sherman

OCTOBER BLIZZARD BRINGS OUT UP ROTARY TO OPEN KANSAS PACIFIC LINE. Union Pacific depatched its Cheyenne, WY, based Rotary #900082 to clear the Kansas Pacific Line from Denver, CO, east via Sharon Springs, as far east as Oakley, KS, starting October 27, 1997. The October 24-25 blizzard had drifted in many cuts, most notably between Cheyenne Wells, CO, and Sharon Springs, KS. The four-man crew of Rotary Snow Plow 900082 began its clearing operation at Union Pacific's 36th Street Yard, Denver, CO, after deadheading from Cheyenne, WY.

By Wednesday afternoon (October 29th), the plow reached the town of Oakley, KS, after encountering some 10-foot drifts and free-

ing up a stranded empty coal train near Sharon Springs, KS. The train was configured at the Roydale Wye, Aurora, CO, on October 27th with:

Rotary 900082; Tank Car MP 14588; UP SD40-2 3284; UP SD50 5004; UP SD40-2 3306; SP Tunnel Motor 8232; Cars 904304 ART LOCKMAN, UP Box Car 904842 and UP Box Car 915510.

The plow special operated October 27th from Denver to Limon (MP 550) and tied up for the evening. No night plowing. The most snow found was at Byers, CO, about 8 feet. Plowing had been light across eastern Colorado.

The two UP rotaries based at Cheyenne were both custom-built by the Union Pacific as self-powered diesels. The SP/UP rotaries, on the other hand, are old steam rotaries



Rotary #900082 is shown clearing a siding at Limon Jct., CO, where the Kansas Pacific tracks interchange with the Union Pacific. The UP Rotary train encountered drifts in cuts of ten-foot depths between Denver and Oakley, Kansas with the deepest drifts across the Colorado/Kansas border. Deepest drifts in Colorado were encountered at Byers, CO, measuring eight feet. The date of this scene is October 28, 1997. (Chip Sherman Photograph)

converted to draw power from trailing F7Bs.

The plow special departed Limon, CO, at 8:30 a.m. on October 28th. The train's maximum speed was 30 mph. Steve Lee was back from Ft. Worth, TX, and was with the train crew, but drove the support van most of October 27th. Bob Kreiger operated the plow October 27th and 28th. The train was at milepost 508 by 11:10 a.m., continuing east. (The Colorado Zephyr)

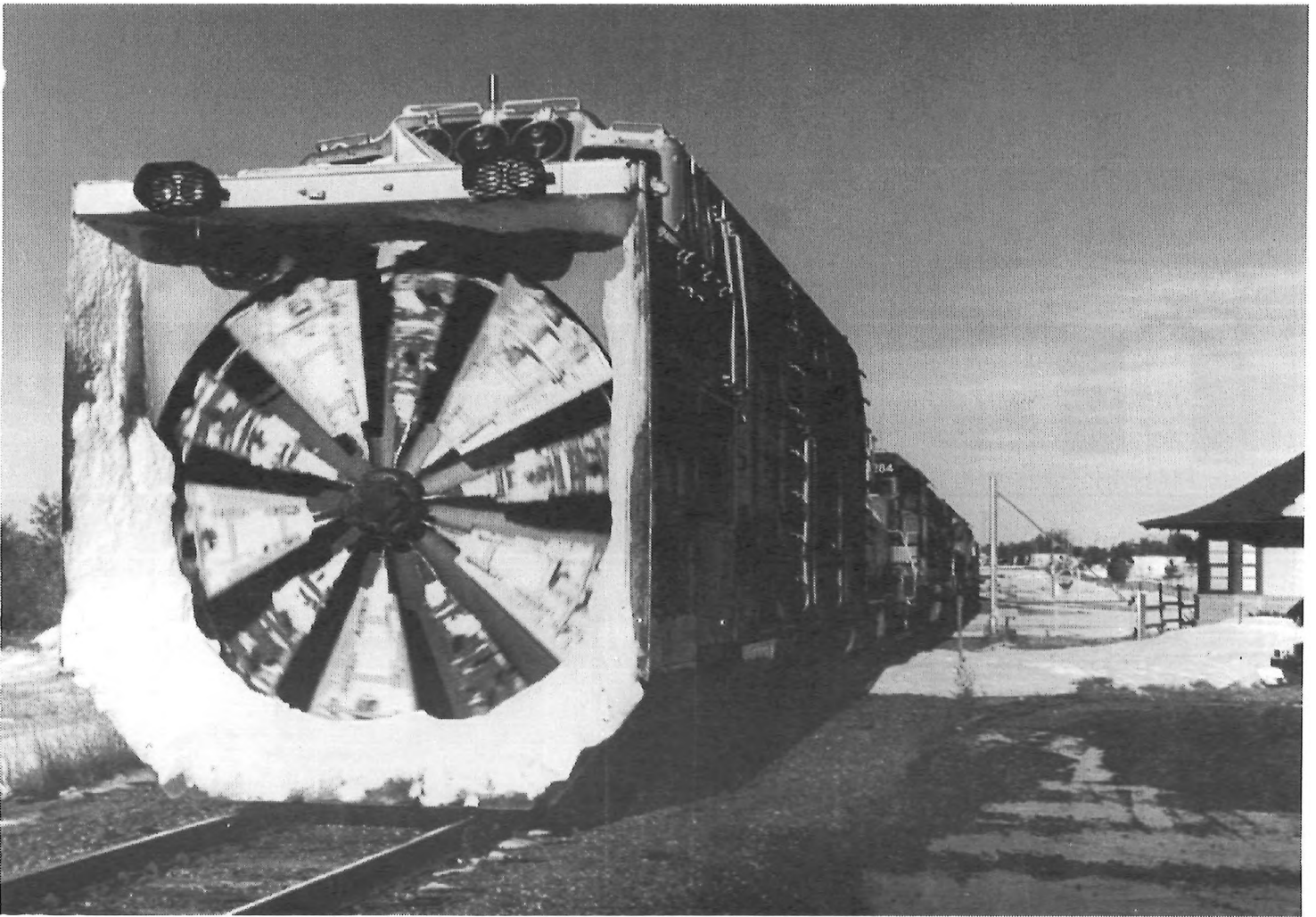
BNSF TRACK CONSTRUCTION AROUND DENVER.

BNSF's additional track construction around Denver, CO, is in full swing at three locations: 38th Street Yard to Sand Creek (Commerce City, CO), a siding from Walnut Street to 23rd Street Xing in the rail corridor west of Denver Union Station and the Regional Transportation District's (RTD)

South Denver to Littleton extension/UP & BNSF track relocation project.

BNSF is extending their track to double track capacity from Denver's 38th Street Yard, north of I-70, east to Sand Creek (near I-270, Commerce City, CO). The new track will start where Coal Two ends, go railroad east past the Denver Coliseum (National Western Stock Show Complex), northeasterly along Brighton Blvd. to the oil refineries near Sand Creek.

A second track bridge overpass has been under construction at Race Court from late summer 1997, through the rest of 1997. In November, 1997, the second track bridge was completed, and construction of a shoo fly was underway to allow replacement of the old BNSF (ex-Burlington Northern,



A close-up look at Union Pacific Rotary #900082 as it sits at Limon, Colorado, on October 28, 1997. The October 24 & 25, 1997, blizzard left quite a mess across the plains and the Rotary outfit encountered snow depths from four to ten feet as it made its way from Denver to Oakley, Kansas, from October 27th through the 29th. (Chip Sherman Photograph)

ees-Chicago, Burlington & Quincy) main line bridge. Actual construction of the second track will take place in 1998.

Denver's busy rail corridor (23rd Street Xing running south to South Denver) is getting another siding. BNSF is building a siding from Walnut Street (Railroad north) by Elitch Gardens (old C&S Rice Yard) to 23rd Street Xing (also known as C&S crossing) near West Park Avenue overpass that leads to downtown Denver. Grading was started in October, 1997. Tracks will be built and "shifted over" accordingly to make way for the new siding. Track laying could begin in December, 1997, weather permitting.

On November 17, 1997, grading between South Denver and Littleton, CO, on the new BNSF/Union Pacific Joint Line alignment began. Work has been underway all summer with pre-

paration work (site surveys, utility line relocation, removal of old track, ie. around Gates Rubber on the southward main).

Basically, RTD will have its new track from the South Broadway Street Station run south where the Joint Line's northward main currently is located. This will place the RTD line on the west side of the Joint Line. The RTD tracks will then run the rest of the way south to Mineral Avenue, south of Littleton, CO. Construction will take several years. (Darrell Arndt)

UNION PACIFIC OWNED, RIO GRANDE-LETTERED GP-60'S #3154/3155/3156 WORK DENVER TO PUEBLO TRAINS. Union Pacific's trio of Rio Grande-lettered GP-60's, 3154-55-56, were seen running the Denver to Pueblo, CO, trains in October and November, 1997. The trio retain their black with gold lettering,



The Blizzard that hit Denver (October 24 & 25, 1997), dumping up to thirty inches of wet, heavy snow, delayed everything, including the American Orient Express's deadhead departure some thirty hours. Here we see AOE's rear end observation car "New York" on Track Three at Denver Union Station, October 26, 1997. (Chip Sherman Photograph)

untouched by their new owners.

Occasionally, they are the sole power on the Denver to Pueblo manifest as seen on November 6th, preparing to leave UP's (ex-D&RGW) North Yard at 7:30 a.m. D&RGW 3156, 3155 & 3154 then were southbound through Denver and hit the Joint Line at South Denver at 8:45 a.m. (C.W.)

OMNITRAX SHIPS CARGILL FERTILIZER SD-9 #202 TO FORT MEADE, FLORIDA. Omnitrax outshopped Cargill Fertilizer SD-9E #202 in October, 1997, and shipped it via BNSF to Denver, CO, in early November, 1997. The unit was formerly Southern Pacific SD-9 #5372, renumbered SP 3850, then becoming an SD-9E #4319, outshopped in Sacramento, CA, in 1970, ex-California Northern #202 (becoming CNFR, September, 1994) and being

repainted by Omnitrax for Cargill Fertilizer in October, 1997. The unit was painted at Omnitrax's Loveland, CO, shop into a light green and white scheme. Cargill Fertilizer #202 was moved by BNSF to the BNSF Denver Diesel Shop, Denver, CO, November 4th where it laid over until November 10th before continuing east to Lincoln, NE, for wheel truing.

The Cargill Fertilizer #202 then moved east to East St. Louis, MO, for interchange with CSX. CSX delivered it to Cargill Fertilizer's Fort Meade, Florida, operation. The unit is stencilled "remote control." (C.W. & Jim H)

BNSF TRAIN SYMBOLS USED AROUND COLORADO. BNSF's Transportation Support System (TSS) now uses train symbols instead of numbers to identify its trains. Here are some that

became effective July 4, 1997, and found around Colorado:

- M-CASDEN4 / Manifest, Casper, WY, to Denver
- H-HOULAU1 / High priority, Houston, TX, to Laurel, MT, via Front Range Subd
- M-DENALT1 / Manifest, Denver to Alliance, TX yard near Fort Worth, TX
- H-GALRRB1 / High priority freight, Galesburg, IL, to Riverbank, CA, (BNSF trackage rights train operating west of Denver on UP's (ex-D&RGW) Moffat Tunnel line
- Q-CHIDEN9 / Quality intermodal, Chicago, IL, to Denver with UPS traffic, usually arrives Denver between 5-9 p.m.
- Z-BIRDEN9 / Intermodal hotshot, Birmingham, AL, to Denver with UPS traffic, usually arrives Denver between 5-9 p.m.
- H-KCKGOL1 / High priority, Kansas City, KS, to Golden, CO, with plenty of Coors Brewery empties
- H-PASHOU4 / High priority, Pasco, WA, to Houston, TX, 4 designates a hazardous materials (HAZMAT) train
- M-DENSLC1 / Manifest, Denver to Salt Lake City, UT, via UP trackage rights over the Colorado Rockies via Grand Jct. and Soldiers' Summit, UT
- P-SSEDEN1 / Priority train, (3 times a week) South Seattle, WA, to Denver via Cheyenne, WY, and the Front Range Subd (Old Colorado & Southern Line)
- C-RCMDNAO / Coal load, Rochelle Mine, WY, to Denver, Public Service of Colorado Arapahoe Power Plant, Englewood, CO
- G-LINTPL1 / Grain load, Lincoln, NE, to Temple, TX
- C-ATMCSNO / Coal load, Antelope Mine, WY, to Colorado Springs, CO, Nixon Power Plant

Train symbols which roll through Denver are: LAU-Laurel, MT; LAJ-La Junta, CO; STE-Sterling, CO; PVO-Provo, UT; and ALT-Alliance, TX. (C.W.)

BNSF UPGRADES GUERNSEY, WY, YARD. In late October, 1997, BNSF announced it had completed a three year project upgrading its Guernsey, WY, yard. A new fueling facility

and staging track were opened.

Wyoming's harsh winters prompted BNSF to provide protection from the weather and safety hazards. The service track and two pits have 350 feet of cover in a barn-like structure. Fueling on Main One and Two will be from a heated concrete slab.

Coal train staging tracks have been increased from two to three tracks. A step track east of the fuel platform is now located next to the new roundhouse facility, allowing bad order coal car setouts without delaying other traffic.

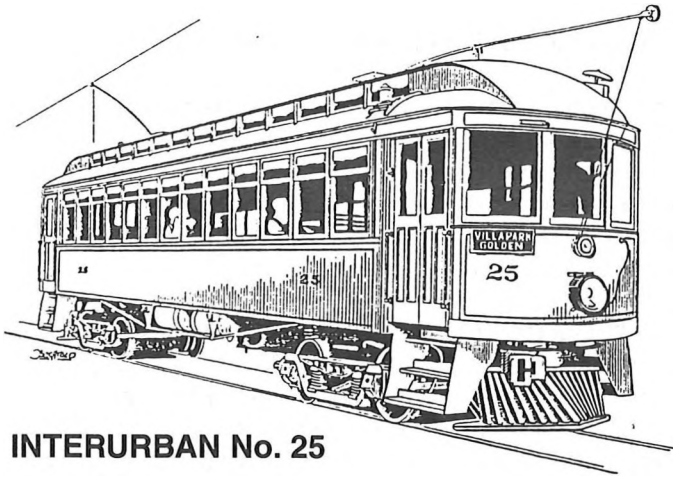
NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

NEWS RELEASE: The Cumbres & Toltec Scenic Railroad is offering, for a limited time, a 20% discount on train tickets purchased now for any Antonito train departure during the 1998 Summer Season. America's most spectacular steam railroad just ended their most successful season ever, and is busily preparing for an even more event-filled summer next year. An early August historical re-enactment of an 1880's railroad tent camp, close to the Antonito side of the railroad, is well into the final planning stage. Also, a visit from Thomas the Tank Engine is planned for June in the Antonito rail yard. Buy early and save big! For tickets and information, please phone the Antonito Depot at (719) 376-5483. Or write to: C&TS Railroad, Box 789, Chama, NM 87520. (George Bartholomew, President and General Manager)



THE "NEW" ROCKY MOUNTAIN RAIL REPORT

Well, one month from now, your olde Editor will be putting together his last Rocky Mountain Rail Report (January, 1998 issue). Beginning with the February, 1998 Rail Report, there will be a completely new set of guidelines for submitting material including deadlines and format. If this material is provided by either Bruce Nall of Select Image Photography or your Board of Directors, I will make sure that it is published in the January issue.



INTERURBAN No. 25

PROJECT UPDATE

by Darrell Arndt, Chairman

Work continues on the Interurban 25 on several fronts. Hinge assemblies on the clerestory windows are now attached to the car body and the window frame hardware was attached for fitting, then removed for glass installation. We are indebted to Terry Courtright of TDC Glass Designs of Aurora for helping secure the appropriate glass pattern and application of artwork. She has donated numerous hours to this effort. Tom Peyton, who has put in many volunteer hours on the project recently purchased and donated a protective resin that will be applied to the window sills prior to painting to shield these surfaces from weather and wear. Tom also has been working on the installation of permanent marker lights on the car ends. Dick Kremers continues to work on the car each Saturday, as he has done for years, with sanding, varnishing and painting his areas of focus. Art Ives, President of the Rocky Mountain Railroad Historical Foundation, has been participating in the Saturday work days for some time, performing similar duties. Jack McClennan has returned on mid-week evenings for ceiling varnishing; a job that he finds so enjoyable that he wouldn't mind varnishing the ceiling of McNichols Arena....well, maybe not that enjoyable. Des Sainsbury and Carlos Seegmiller continue to do electrical preparation work on the car. Darrell Arndt has been doing priming work in preparation for the application of paint to the car body and Allen Betts did repairs on controller parts.

The Rocky Mountain Railroad Historical Foundation is taking a more active role in supporting the project, thanks to the self-

less efforts of its officers and board. Regular board meetings are held to coordinate and plan the completion of the project. Jim Ehernberger is pursuing avenues for additional funding to complete the restoration. Dave Gross is preparing to enlist additional support from the community. Secretary Ruth Koons is putting board meeting minutes and foundation correspondence in order and Treasurer Ardie Schoeninger is watching the coins. This fall, the foundation submitted an application to the Colorado Historical Society requesting that D&IM No. 25 be placed on the state register of historical properties. This application will have been reviewed by the CHS Review Board on November 21, 1997. The CHS Board of Directors will then approve the application if "all the signals are green." This designation will permit the pursuit of grant funding from various sources to complete the car.

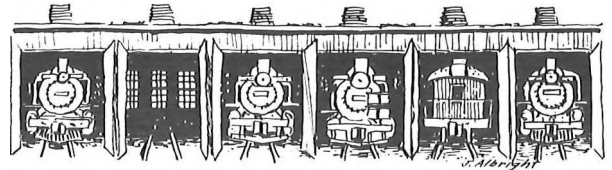
A big "Thanks" to Club member Bill Hoover who entered our application on a CHS computer disk which permitted much easier editing of the application during the submittal process. Bill is also helping in the tabulation of volunteer hours on the project; necessary for eventual grant applications.

Speaking of this application, a big "Thank You" is also due John Hallinan of the Board who located a wonderful article by Morris Cafky in the 1954 edition of Empire Magazine about the Woeber Car Company. The Colorado Historical Society requested more information in our application about the company who built No. 25. We were not aware of Morris's research on this subject so many years ago; however, it was a splendid coincidence that John came up with this article at just the right time. It appears that the only completely intact cars in existence out of the hundreds of cars built by this Denver company are the Cherrlyn Horse car in Englewood, and, our own No. 25. This fact truly enhances the historical value of the No. 25 and highlights the importance, from a historical standpoint, to preserve the car. John also was able to borrow, from an individual's collection, a uniquely styled Denver & Intermountain Railroad Conductor's badge for us to photograph. At some time in the future, we will now be able to replicate this badge for

use on the hats of volunteer conductors who will assist in the operation of the car.

Mr. John Claflin, Director of Planning and Development for RTD, attended a meeting of officers, trustees and volunteers of the Foundation on September 17, 1997. He outlined plans, some finalized and some in early stages, for future light rail in metropolitan Denver. He also reviewed the use of vintage trolleys on the San Jose and Portland light rail systems--a very interesting interfacing of the old and the new.

Visitors to the No. 25 Project are always welcomed. Evenings, during the week, and Saturdays are best for visits. Those interested in a visit should contact Darrell Arndt at 797-8444 to make arrangements.



CLUB PUBLICATIONS FOR SALE

With the holidays coming up at the end of the year, we would like to suggest that you consider one of the Club's publications for gifts. The following prices reflect the costs to members only! You must include your membership number with your order. (Spouses: you can purchase these books at the member's cost also. Just include your spouse's membership number with your order)

BOOK ORDER FORM

NAME _____
(Please Print or Type information)

ADDRESS _____
Zip _____

MEMBERSHIP NO. _____ TELEPHONE _____

_____ DENVER & SALT LAKE RAILROAD 1913-1926
\$33.95 each \$ _____

_____ DAVID MOFFAT'S DENVER NORTHWESTERN & PACIFIC
\$33.95 each \$ _____

_____ GEORGETOWN AND THE LOOP \$33.95 each \$ _____

_____ Shipping Cost: \$3.50 first book; \$1.00 each additional copy \$ _____

_____ Denver Residents* Sales Tax @ \$2.48 ea. \$ _____

_____ Colorado Residents** Sales Tax @ \$1.02 ea. \$ _____

*7.3%; **3%

Total Remittance \$ _____

Send Orders To:

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

OTTO PERRY VIDEO FOR SALE

Sunday River and the RMRRRC have arranged for members to purchase Otto Perry's Rio Grande Articulateds for a special, limited time, price of \$30.00 plus \$4.00 postage & handling. Please use the following order coupon to get your copy today.

Otto Perry's Rio Grande Articulateds I & II
Order Coupon

NAME _____

ADDRESS _____
Zip _____

TELEPHONE () _____

Send your check or MO for \$34.00 to:

ROCKY MOUNTAIN RAILROAD CLUB
Otto Perry Video Offer
P. O. Box 2391
Denver, Colorado 80201-2391

MEMBERSHIP NUMBER _____ [] Mem. No. Checked

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 goods.

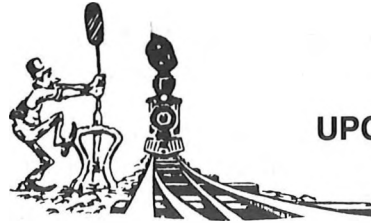
FOR SALE: Estate book sale of Carl E. C. Carlson, and other railroad memorabilia. For a list, send SASE to N. C. Carlson, 2449 So. Utica St., Denver, CO 80227.

FOR SALE: Attention Modelers! Dremel Model 580 used table saw for sale. Good condition, with new spare blade. \$95.00. Peter Gilbert, after 8:00 p.m., 777-5363.

WANTED: Trade or Buy, D&RGW N.G. train orders. No Alamosa, Chama or Durango unless 1930's or older. Peter Gilbert, after 8:00 p.m., 777-5363.

FOR SALE: Books from his father's estate:
Morris Cafky, Colorado Midland, 1965
Lucius Beebe, Mansions on Rails, 1959
Robert M. Ormes, Railroads and the Rockies, 1963
Lucius Beebe/Charles Clegg, Narrow Gauge in the Rockies, 1958
George Abdill, This was Railroading, '58
William Larrabee, The Railroad Question, 1893

Contact Larry Atwell, 431 Blue Jay, Elko, Nevada 89801. (702) 753-4305.



UPCOMING PROGRAMS

JANUARY 13, 1998: Lindsey & Rosa Ashby. "Moving Locomotives." Experiences on the Georgetown Loop RR in securing and moving locomotives on to the property.

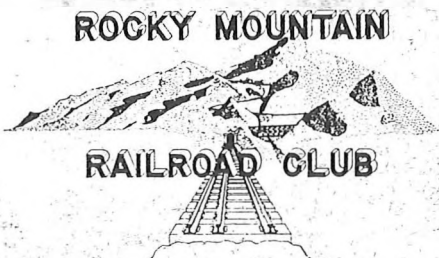
FEBRUARY 10, 1998: Michael Trent, Jr. "The Last of C&S Steam." Mike will present his father's slides (Mike, Sr.) who was a long time Club member and active photographer.

MARCH 10, 1998: Jon Bockelman. "Alco Diesels."

APRIL 14, 1998: Robert Horner, MD. "Taking the Train to the Mayo Clinic." Research on the role that trains played in the operation of the Mayo Clinic.

MAY 12, 1998: Erwin Chaim. "Slides Pot-pourri."

JUNE 9, 1998: Eric Clements. "Mines, Mills, and Railroads." Eric, Curator of the Western Museum of Mining and Industry, has researched the role that railroads in Colorado played with the state's mills and mines.



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