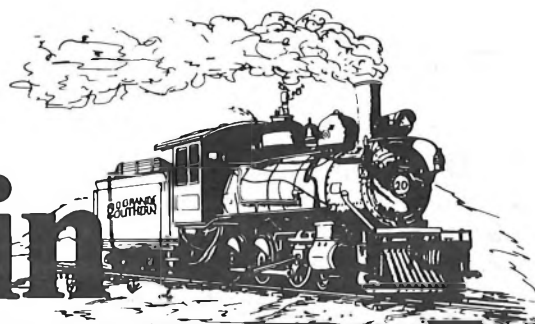


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 13, 1995 -- 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
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... 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 July, 1995 Rail Report is due
no later than June 13, 1995!!

MEMBERSHIP INQUIRIES

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

Linda Johnson, Membership Chairperson
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201-2391

June, 1995..... No. 429
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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, CO 80201-2391. 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 \$1.25 for each
month remaining in the calendar year. Dues
for the next year are solicited in November
of the current year.

JUNE 13 PROGRAM

Representatives of the Pikes Peak Histori-
cal Street Railway Foundation will bring us
up-to-date on their plans for reintroducing
trolley service in Colorado Springs, and,
how the Club's Birney #22 will fit into that
plan. In addition, we will learn how the
refurbishing work is coming on the Birney.

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, CO 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, Box 2391, Denver, CO 80201-2391.

MAY PROGRAM AND MEETING

We were able to take a pleasant ride aboard the White Pass & Yukon narrow gauge railroad via a slide program by Bob Andrews; however, the hit of the evening was probably Part 2 of the program: the Algoma Central from Sault Ste. Marie, Ontario to Agawa Canyon. The trip was in fall colors through beautiful country, and, something new to most of us in the audience. We certainly enjoyed the program and wish to extend our "Thanks" to Bob.

NEW MEMBERS

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

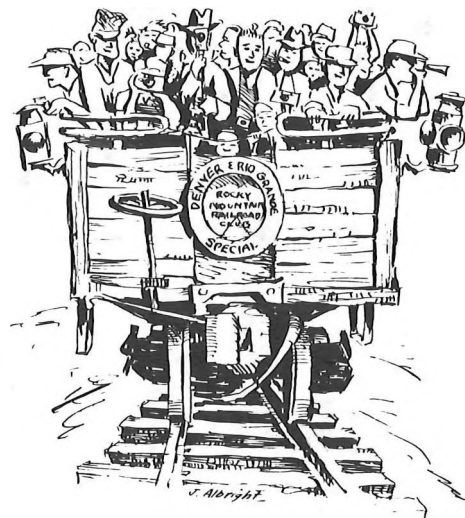
John O. Braselton	Arvada, CO
David F. Rodd	Denver, CO

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 and WANTED: Offering 300 books on railroading subjects including a few Poor's and Moody Manuals. No list--state your wants. Seek items off the Blackwell, Enid and Northwest Railway. F. von Blon, 1699 Ewing Ave., Waco, Texas 76706.

FOR SALE: Retail display case, 48"L x 24"D x 37"H. Glass front, top and shelf inside. Has fluorescent fixture inside and hidden storage below. Ideal for displaying model or china collections. \$95.00. Call Ron Keiser, (303) 986-5996.



1995 SCHEDULE OF EVENTS

June 3*	Rocky Mountain Railroad Club Day at the Colorado Railroad Museum
June 3 & 4*	Annual Workday/Colorado RR Museum Excursion & Museum Steamup
June 13	Regular Monthly Meeting
June 17	Uhrich Locomotive Works & Uhrich "Camanche Crossing & Eastern RR" excursion, Strasburg, Colorado
July 11	Regular Monthly Meeting
July 15-16	Smithsonian Private Car Trip
July 22	Denver Post/Cheyenne Frontier Days Special
August 8	Regular Monthly Meeting
August 12	Como/Fairplay Area--DSP&P Field Trip
September 12	Regular Monthly Meeting
September 29-October 8	Arizona/New Mexico Sojourn
October 14	ANNUAL BANQUET
November 14	Regular Monthly Meeting
December 1-3	D&SNG RR Winter Trip
December 12	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!

DSP&P FIELD TRIP— COMO/FAIRPLAY AREA

It's time, once again, for the Rocky Mountain Railroad Club's annual Field Trip on a historic railroad grade. This year's outing will follow the famous Denver, South Park & Pacific in the South Park area. It will be held on Saturday, August 12, 1995.

Due to the State's heavy snowpack this year, the field trip has not yet been "scouted;" however, tentative plans include exploring various grades southwest of Fairplay, a visit to the Como Roundhouse, and a walking tour of the DSP&P yards in Como.

Alas! For the first time in many, many years, Jim and Lik Ranniger will be unable to provide us with their trademark luncheon extravaganza; so, plan to bring a picnic lunch instead.

The Club has not visited this area in a long time, so, don't miss this opportunity to join the Club and trip leaders, Keith Kirby and Rich Dais, for a day of exploration in South Park.

The cost of this Field Trip is just \$2.00 per person, with kids under 12 FREE! Please make checks out to the ROCKY MOUNTAIN RAILROAD CLUB, and, send your request for tickets to: Rocky Mountain Railroad Club, c/o Hugh Alexander, Ticket Chairman, 700 South Elizabeth Street, Denver, CO 80209. *[Please include a SSAE with your request]*

DSP&P Field Trip Order Form

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ tickets.



ARIZONA/NEW MEXICO SOJOURN

The flyer that accompanied the May, 1995, Rail Report contains complete information about this trip, and, additional copies may be obtained by writing or calling the Club.

This eleven-day excursion will cover four railroads: The Amtrak "Southwest Chief," The Verde Canyon Railroad, The Grand Canyon Railway, and The Santa Fe Southern. All of this is in addition to an extended visit to the Grand Canyon!

Reservations are being handled through Al Miller at Alpine World Travel, 1155 South Havana, Aurora, CO 80012. (303) 752-0900, or, 1-800-878-2468.

ANNUAL BANQUET UPDATE

While complete details will be made available in the August issue of the Rail Report, we would like to announce a few details at this time for members to begin making plans.

This year's banquet will be held at the Regency Hotel, I-25 and West 38th Avenue, Denver. Ample free parking is available at the Regency. The cost will be reduced from the \$25.00 fare of past years to somewhere around the \$20.00 level. A special reduced rate will also be available for rooms at the Regency for out-of-town members and guests.

The program will feature Margaret Speas Coel, author and speaker. Her program will be entitled "Goin' Railroading."

Margaret is the daughter of a Colorado & Southern railroader, Sam Speas, who is the inspiration for this program. Margaret has been the recipient of the Colorado Authors League's 1985 "Best Non-Fiction" award for her book "Goin' Railroading" along with many other honors for her books about Colorado and the American West.

This program, along with the pricing, should be considered for family participation as children will enjoy Margaret's presentation. We encourage our membership to make this a family night "out on the town."



UHRICH LOCOMOTIVE WORKS/ COMANCHE CROSSING AND EASTERN RR FIELD TRIP

On Saturday, June 17, 1995, the Club will hold an outing at Strasburg, Colorado, to visit the Comanche Crossing Museum, the Uhrich Locomotive Works, and the Comanche Crossing and Eastern Railroad. We will meet in Strasburg, which is 37 miles east of Denver, off I-70.

The day will include viewing a collection of antique trucks and farm equipment and buildings at the Comanche Crossing Museum, touring the fabulous Uhrich Locomotive Shops and Foundry, excursions (rides) on the 5-inch scale, 15-inch gauge Comanche Crossing and Eastern Railroad, a picnic

lunch on the railroad grounds, and, finally, railroad movies at the Strasburg Theater.

It's hard to pick out just one highlight for the day, but members and guests will be thrilled to see current projects at the Uhrich Locomotive works where current work includes a Denver, South Park & Pacific Mason Boggie being built for the Denver Zoo and a Denver & Intermountain Center Cab Electric Locomotive. In addition, we will also see the 5-inch scale, Uhrich-built D&RGW K-27, #463, Under Steam! And then, there's the other narrow gauge equipment in various stages of construction that you will find "laying around" the shops.

The cost of this entire outing is \$13.00 per person, which includes admission to the Comanche Crossing Museum and lunch at the Comanche Crossing and Eastern Railroad. A limited number of tickets will be sold at the May and June meetings. Tickets may also be purchased by mail. Send checks or money orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh Alexander, Ticket Chairman
700 So. Elizabeth Street
Denver, Colorado 80209

Comanche Crossing Ticket Order Form

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Enclosed is \$ _____ for _____ Tickets.
(\$13.00 per person)

PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the May 9, 1995 meeting were as follows:

Erwin Chaim / Set of Postcards

Dan Zeilesch / Set of Timetables

Dick Ross / Set of Railroad Time Books

Russell Clay / Railways at the Turn of t'
Century

George Hinds / Railways in the Years of
Pre-Eminence

Jim Hurt / Railways at the Zenith of Steam,
1920-1940

Chris Larscheid / UP 8444 -- Framed Photo

Keith Kirby / World Steam in Action

Allen Betts / Atlas of the World's Railways

Darrell Arndt / Set of TRAINS magazines,
1960's

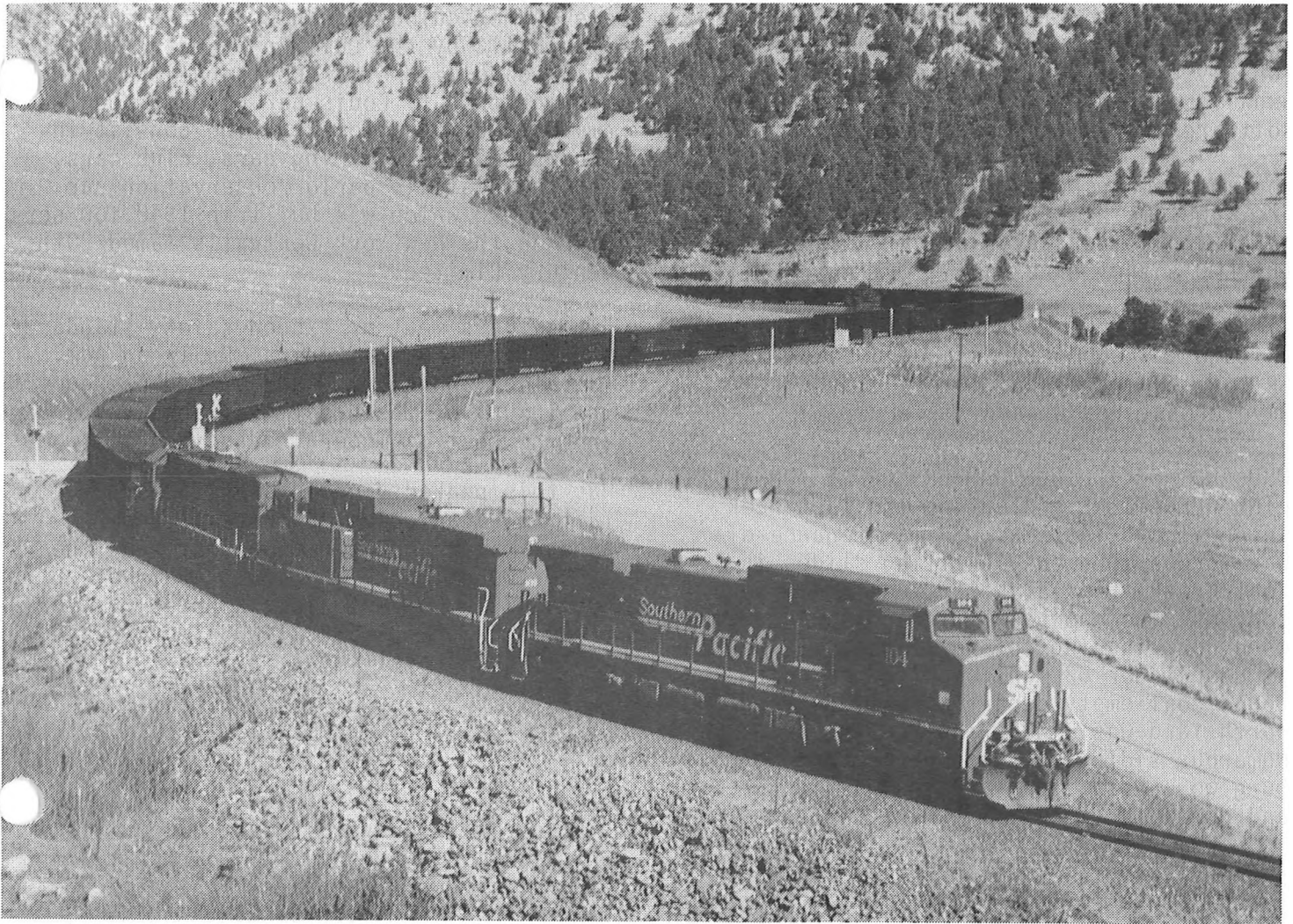
Gene Martin / Set of Oklahoma RR Maps

John Braselton / Set of Oklahoma RR Maps

Rocky Haimowitz / The RR Car Builders
Pictorial Dictionary

Ronnie Bill / The Central Pacific Railroad

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.



Southern Pacific #104 and #106 (GE AC4400's) roll the Arco Mine-to-Kansas City, KS, Coal (SP train symbol ARKCC) loads downgrade at Blue Mountain Drive, Coal Creek Canyon, west of Arvada, CO, May 4, 1995. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

SOUTHERN PACIFIC'S COLORADO OPERATIONS BECAME DOMINATED BY GENERAL ELECTRIC POWER. SP announced on April 26, 1995, just before the first AC4400's arrived in Colorado on April 27th, that it will lease another 76 new alternating-current locomotives in 1995 to improve reliability.

The 76 new locomotives come on top of the 206 units currently being pressed into SP's Colorado coal service. The Moffat Route is being many of these 4400 horsepower brutes. They provide more horsepower and need less maintenance--a winning combination SP sorely needs! Also, remote-controlled equipped

units might offer substantial crew savings as the mid-train helpers (known as "swing helpers" by the Rio Grande men) may not need to be manned.

The first three AC4400 units arrived in Denver via Pueblo, CO, north up the Joint Line, the evening of April 27th. SP 104 and 106, along with MK5000C #501, were promptly put on a Phippsburg, westbound coal empty. The train returned east with SP 106, 501 (MK5000C), 8609 and 104. Joint Line chasers found the SP 102 on the point of the Nixon Turn coal loads the afternoon of Sunday, April 30th. The cloudy skies finally cleared, giving chasers the light they needed.

The GE's are having some problems settling into full operation. GE technicians have

been busy correcting problems with the WABCO braking system. The AC4400's occasionally go into emergency application, usually on the down grades. The computer software problem is being troubleshooted.

Locomotive engineers report that the units are "awesome." They just keep pulling, are quiet and comfortable--a real change from the EMD's they have had.

With 282 AC4400's coming to the SP, these units will become the standard power on SP coal trains around Colorado. (C.W., Dave Gross, Lou D. and The SPy)

MUD AND ROCK SLIDES HAMPER MOFFAT TUNNEL LINE OPERATIONS. Starting the last week in April and into May, SP maintenance-of-way forces were busy battling slides in Coal Creek, Egeria, Rock Creek and Gore Canyons. The snowpack melt and spring rains were contributing to the slides. The result as dispatcher 82 mentioned to one west-bound coal empty departing SP's Denvers' North Yard was: "Join the parking lot!" Numerous sidings between Denver and Phippsburg were occupied by trains waiting crews and power.

Adding to the congestion are the new Tennessee Valley Authority (TVA) coal trains which began in late April, 1995. This new business is moving in hoppers marked DEGX.

AMERICAN ORIENT EXPRESS COMING THROUGH DENVER, STARTING IN JULY. The advertising brochure describes the new American Orient Express like this: "Combine the glamour of the famous 20th Century Limited, the service of the Orange Blossom Special, and you have the American Express. The ultimate land cruise affords passengers an opportunity to be pampered, feted, wined and entertained in an environment both romantic and serene. Its cars are outfitted in rich hand-matched Honduran mahogany replete with intricate marquetry, original oils, dashes of hand-stamped leather and accents of bright fabrics, polished brass, ebony and faux marble. The route traverses some of the most spectacular scenery in America whether its destination is Branson, New Orleans, or San Francisco to New York."

eleven meticulously renovated American rail-cars built by the Pullman-Standard Company in Chicago with other contributions being made by the St. Louis Car Company and the American Car and Foundry. The consist includes sleepers, dining cars, club cars, and the historic oarlor/observation car "New York" which was built in 1948 for service on the New York Central's famed 20th Century Limited."

"These cars meet or exceed safety standards established by the Federal Railroad Administration and Amtrak, and afford passengers the luxury of the great trains of yesterday and the best of modern technology."

Has this peaked your interest? You may contact American Orient Express at their Reservations and Operation Center at The Sunset Depot, 1174 E. Commerce Street, P.O. Box 460707, San Antonio, TX 78246-707, or, 1-800-AOE-0389 (RESERVATIONS), or, contact your local travel agent.

UNION PACIFIC DEADHEADS E-UNITS AND 20 PASSENGER CARS TO AMERICAN CANCER SOCIETY CALIFORNIA FUND RAISER. Union Pacific (UP) had their A-B-A E-Units, 951, 963-B and 949, on the twenty-car move to Oroville, CA, departing Cheyenne, WY, on April 27th. The train had: Power Car 207, Staff Car CARBARTON, Concession Car SHERMAN HILL, Coach PORTLAND ROSE, Dome Coach COLUMBINE, Baggage PONY EXPRESS, Coach TEXAS EAGLE, Coach SUNSHINE SPECIAL, Diner CITY OF LOS ANGELES, Coach CITY OF SALINA, Dome Diner MISSOURI RIVER EAGLE, Dome Coach CHALLENGER, Power Car 208, Dome Diner CITY OF PORTLAND, Lounge SUN VALLEY, Dome Lounge CITY OF SAN FRANCISCO, 11-Bedroom Sleeper NORTH PLATTE, and Business Car CHEYENNE.

The six dome, twenty-car train made the E-Units work climbing Sherman Hill on Track Two. The dispatchers' choices were limited as to how to route the special west. There was a large track gang on Track One west of Buford, WY, and a stalled freight at Emkay on Track Three. With the Hill behind them, the train was off to California. (Jim Hickey and Chip)



AMERICAN ORIENT EXPRESS

"American Orient Express operates with



This spectacular photo runby was part of the Nevada Northern's first photographer's special on October 8, 1994. Passenger locomotive No. 40, a Baldwin 4-6-0, is on the point with Alco-built No. 93, a 2-8-0, following. (Kenneth Jessen Photograph)

NEVADA NORTHERN'S FIRST PHOTOGRAPHER'S SPECIAL

by Kenneth Jessen

On October 8, 1994, the Nevada Northern Railway Museum in Ely, Nevada hosted over thirty rail-fans for its first photographer's special. The railroad has two fine steam locomotives which contrast in size and function. No. 40, a high-driver 4-6-0, was designed for passenger service while the newly restored 2-8-0 No. 93 was designed to pull heavy ore trains from the copper mine at Ruth up the high line to the smelter at McGill.

Both locomotives were steamed up, side-by-side, next to the engine house early in the morning, providing excellent photo opportunities. This was followed by a double-header run, pulling a mixed train up Robinson Canyon with a photo runby at the only tunnel on the railroad. Many other photo opportunities followed during the course of a twelve-hour day. In the afternoon, the two locomotives were used for a pair of trains on the high line to McGill. Of note, was an ore train pulled by No. 93 to recreate the type of daily rail service typical of this

mining railroad. At 8:00 p.m., the railroad hosted a night photo session with each locomotive spotted, one at a time, next to the coal tower. The day ended with a T-bone steak dinner with the train crews and rail fans sitting together.

Although the focus of the photographer's special was steam power, it should be noted that the Nevada Northern has a fine operating collection of vintage Alco diesel-electrics. RS-2, No. 105, an Alco product, built in 1948, was used to power a wrecking train for the benefit of the rail fans.

The Nevada Northern Railway Museum is an operating museum with a wide variety of equipment, housed both in its shops and out of doors. There is a machine shop, several engine houses, two depots, and, plenty of unique equipment. The museum is run by the White Pine Historical Railroad Foundation which operates excursion trains beginning in May and ending mid-September. The equipment is all original and was given to the foundation by the Kennecott Copper Company when it ceased copper mining operations. The mines in the Ruth district were closed in 1978 and ore trains discontinued. The



An ore train pulled by Nevada Northern No. 93, restored this year to operating order, is shown on the high line to the smelter at McGill, Nevada. (Kenneth Jessen Photograph)

last Nevada Northern freight train operated by Kennecott ran in 1983. The museum's first steam-up of No. 40 was two years later, and, it wasn't until this year that No. 93 was restored to operating order by the museum.

An Arizona-based mining company plans to use heap-leaching technology on the existing tailings laying the way to extend the Nevada Northern's trackage in Robinson Canyon by six miles. The Company will then run concentrate trains over the entire length of the Nevada Northern to its connection with the Southern Pacific mainline, one hundred, thirty miles north of Ely. This would most likely be the first time a museum has had a joint trackage agreement with a commercial company.

The Nevada Northern is worth the support of

railfans all over the world for their efforts to recreate an operating mining railroad. The Nevada Northern Railway Museum can be reached at P. O. Box 150040, East Ely, Nevada 89315-0040, or, (702) 289-2085.



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 80226-3048.



Nevada Northern No. 40, a high-driver 4-6-0 designed for passenger service, sits by the newly restored 2-8-0 No. 93, designed to pull heavy ore trains from the copper mine to the smelter. The two locomotives were steamed up and made ready for the railroad's first photographer's special on October 8, 1994.
(Kenneth Jessen Photograph)

REQUEST FROM THE COLORADO RAILROAD MUSEUM

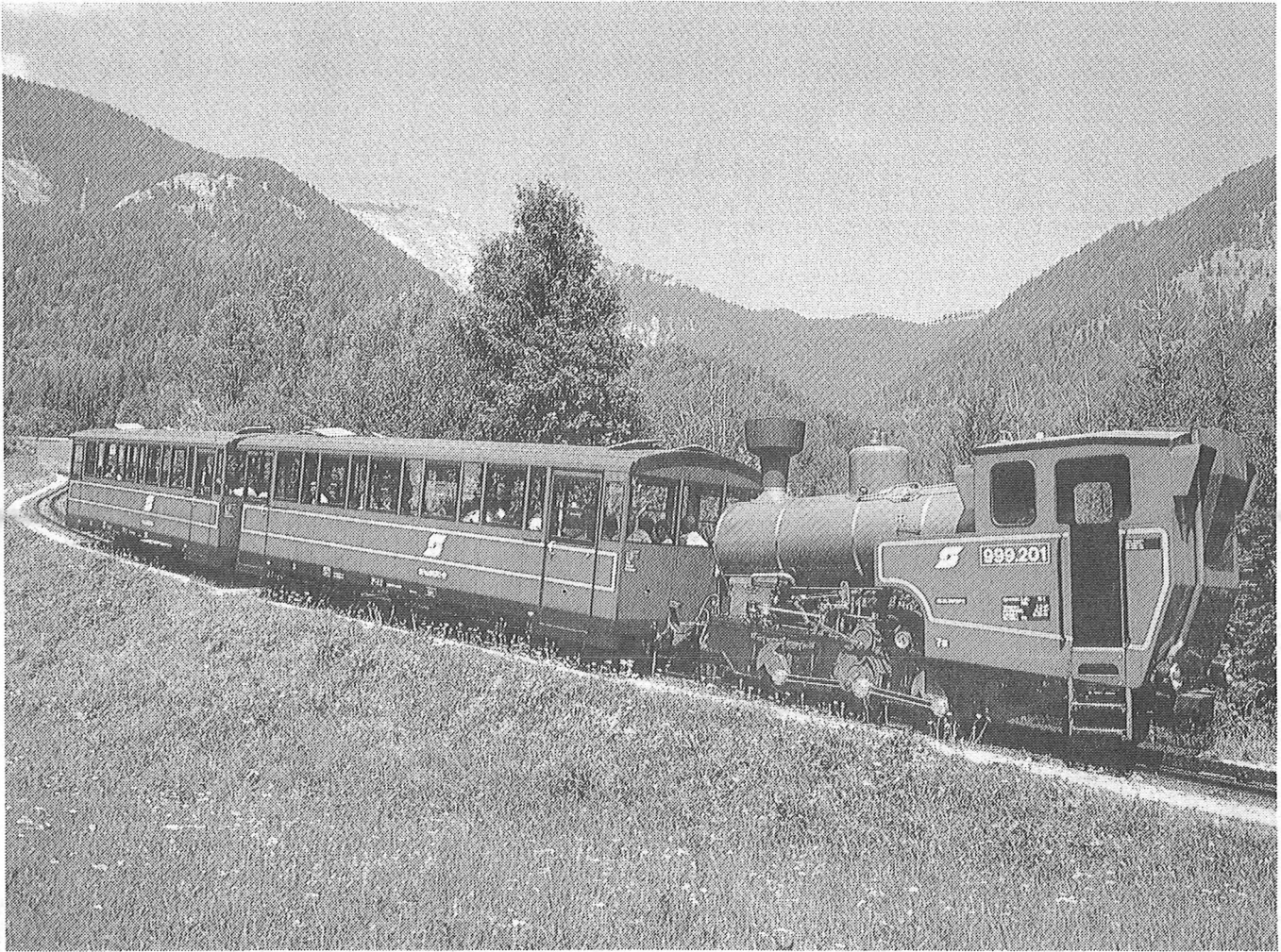
Charles Albi, Executive Director of the Colorado Railroad Museum has again requested our member's help in preserving Colorado rail history as regards the following material:

"As part of our ongoing efforts to preserve Colorado rail history, we have been assembling a file of Rocky Mountain Railroad Club trip flyers, on-board handouts, tickets and similar printed matter. These are a record of the Club's own efforts in its more than half century of historical

endeavors. With the help of Ed Haley, we already have a completed bound file of the Rocky Mountain Rail Report.

There may be Club members with such items gathering dust in their files who would be willing to make a donation of them. We are in special need of any trip material prior to 1963, membership rosters, flyers announcing the Club's publications and the 25th Anniversary trip list issued in 1963.

We also wish to add that our reference library is available to all Club members. All we request is a call in advance to make an appointment, so that we can have someone available to help locate materials."



One of the two prototype, one-man operated rack/rail steam locomotives produced in 1992 by the Swiss Locomotive and Machine Works is busy pushing tourist cars up one of the Austrian Federated Railways rail lines. Five more of these steam engines are being produced to replace diesels!
(Photo provided by Irv August)

STEAM REPLACES DIESEL— REDUCED POLLUTION ONE REASON

by Irv August

In 1992, the Swiss Locomotive and Machine Works furnished two prototype one-man operated rack/rail steam locomotives to the Austrian Federated Railways for trials and tests. These were to be operated on the tourist mountain railroads. Test results were so satisfactory that a total of five more were ordered in the summer of 1994 and were under construction earlier this year at SLM.

These modern steam locomotives are automatically fired with an extra light fuel oil with low harmful substances (sulphur) and combustion is so complete that the

carbon monoxide and nitrous oxides emissions are much lower than a modern diesel engine.

Boilers are all welded lightweight construction, so well insulated that steam pressure falls but a few pounds overnight. From a cold start, steam is raised with automatically controlled electric heat. With centralized lubrication and sealed roller bearings on all wheels and rods, little down-time has been experienced.

Weighing some 17½ tons with boiler pressure of 235 psi, these modern steam locomotives can push two cars up a 25% grade, carrying 120 passengers. Built to two gauges of 800 mm (31½") and 1000 mm (39½"), these new steam locomotives must make quite a sight and sound snaking their way up the mountains.

THE BLACK HILLS EXPRESS

by Bob Fryml

Quickly, name a western state in the lower 48 that does not have regularly scheduled, year around passenger train service! Does South Dakota come to mind?

Today's barren situation may change in the next two years. By the spring of 1997, diesel and steam-powered passenger trains, plus some R.D.C. equipment may be making daily scheduled movements through the Black Hills.

Six northern Black Hills communities have formed the Northern Hills Regional Railroad Authority for the purpose of building a railroad line connecting the Rapid City Regional Airport, the City of Deadwood, and the soon-to-be-constructed Dunbar Resort. The principals behind the \$100-million, four seasons resort are Messrs. Dan and Kevin Costner. Their 680-acres project will include a 320-room hotel, golf course, ponds, an amphitheatre, shops, restaurants, a 120-seat theatre, and a casino. The Railroad Authority has applied for federal transportation grants to pay for most of the construction costs.

The airport-to-resort train is proposed to be a diesel-powered, air conditioned streamliner featuring Vista-Dome equipment. A steam powered passenger train, hauling older equipment with working windows, is envisioned for use on a nine-mile segment through Whitewood Canyon and into Deadwood. Project developers have located much of the equipment they would like to use for both trains.

The R.D.C operation would be used for commuter trains, a new transportation service which could help relieve Deadwood's shortage of automobile parking spaces. (A condensation of two articles appearing in the February 24, 1995, edition of the Rapid City Journal.)

TIMETABLE COLLECTORS MEET

National Association of Timetable Collectors will have their annual convention in Denver on Thursday and Friday, July 20 & 21, 1995. This will be just be-

fore Rail Fair (Saturday & Sunday, July 22 & 23, 1995). Complete registration information may be obtained from the Club's own Jim Ehernberger at P. O. Box 28, Cheyenne, WY 82003-0028.

Jim wishes to extend an invitation to RMRRRC Club members who have an interest in this aspect of railroad involvement to at least stop by on Friday, July 21st between 11:00 a.m. and 2:00 p.m. for FREE admission to the "sales area" where there will be dealers set up to offer "paper" merchandise that will include Colorado items. This may offer Club members an opportunity to pick up some items that they have been looking for.

This combined show (National Association of Timetable Collectors and the Mile High Railfair) is being held at the National Western Stockshow facilities at I-70 and Brighton Blvd.

NEWS FROM THE GEORGETOWN LOOP RAILROAD

Beginning May 27th, the Georgetown Loop Railroad will steam up for passengers on a daily basis until October 1st. The round-trip train ride takes one-hour-and-ten minutes to complete. Scheduled trains depart every hour-and-twenty-minutes from either Silver Plume Depot (Exit 226 off I-70) or the Devil's Gate Terminal (Exit 228 off I-70). The regular fare for an adult is \$10.95, child (ages 4-15) is \$6.50. You may extend your visit with an optional one-hour-and-twenty-minute walking tour of the Colorado Historical Society's Lebanon Silver Mine. The guided tour takes visitors into an authentic silver mine where a guide explains all the workings of the mine. An additional fee is charged.

While visiting Georgetown, you may also want to visit the Old Georgetown Station Railroad Headquarters located at 1106 Rose Street. A recently constructed diorama depicts the valley between Silver Plume and Georgetown, showing the route of the famous Georgetown Loop Railroad.

To make reservations, call the Georgetown Loop Railroad at (303) 569-2403, (303) 670-1686 (Denver Metro), or 1-800-691-4FUN (outside area code 303)

COLORADO LIVE STEAMERS WELCOME RMRRC MEMBERS TO VISIT THE RAILROAD

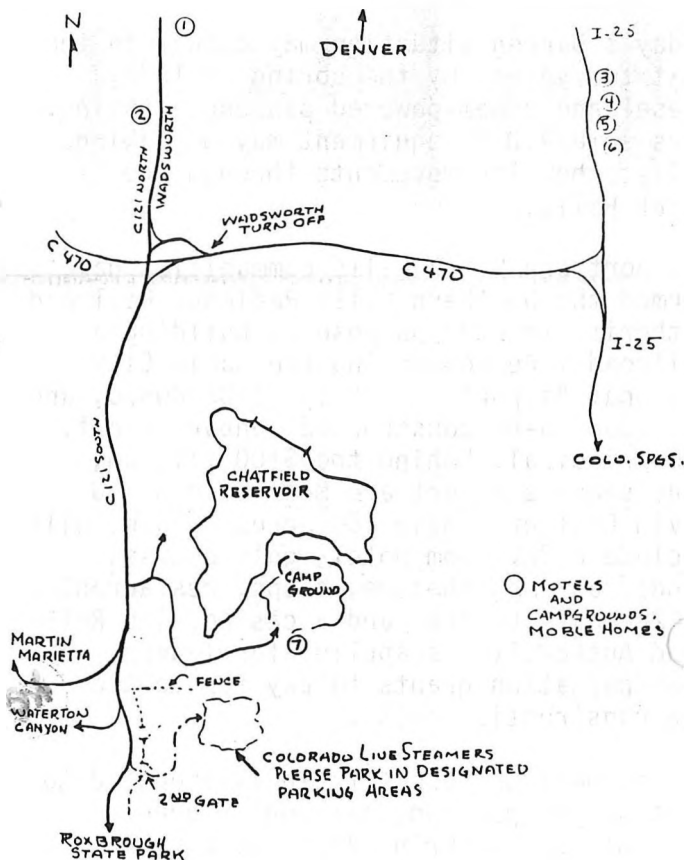
The Colorado Live Steamers have a wonderful large scale model steam railroad that is located on about 4 acres of land located at Waterton, Colorado at the south end of Colorado Route 121 (Wadsworth Blvd.) approximately 20 miles southwest of Downtown Denver, in a wooded area near where the South Platte River exits the mountains (or Platte Canyon). Their railroad includes three different gauges of track: $7\frac{1}{2}$ " and $4\frac{3}{4}$ " track laid at ground level and $3\frac{1}{2}$ " track that is elevated. During operating sessions, one can see electric and internal combustion powered equipment run in addition to the steam locomotives. The $7\frac{1}{2}$ " equipment allows passengers to ride along and enjoy the railroad.

Every third Saturday is Open House to visitors and Club members are welcomed to come out and visit with the members of the Colorado Live Steamers. Locomotives begin arriving for preparation to steam about 9:00 a.m. Most of the day's running occurs between 11:00 a.m. and 2:00 p.m. Equipment is usually begun to be taken off the track about 2:00 p.m. to drop fires and cool the locomotives down for transport home.

If you catch the "bug" while visiting the layout, membership is open. Membership inquiries can be made through Mac McComas,

President at (303) 979-2150, or, Ray Rossing, Secretary at (303) 771-6553. The mail address for the Colorado Live Steamers is: P. O. Box 106, Littleton, CO 80160.

COLORADO LIVE STEAMERS



ROCKY MOUNTAIN



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DENVER, COLORADO 80201

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