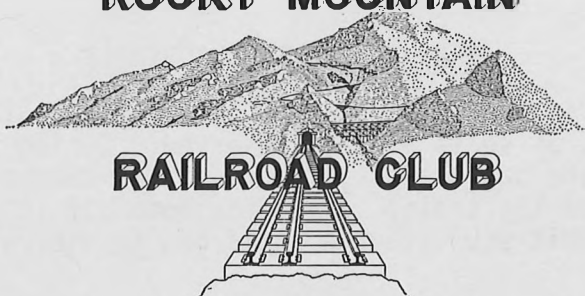


THE
ROCKY MOUNTAIN



Welcomes You Aboard

ITS SPECIAL STEAM POWERED EXCURSION TRAIN FOR A
TRIP FROM DENVER, COLORADO TO STERLING, COLORADO

Sunday, May 30, 1982

Today, we will be riding behind the No. 8444, one of the Union Pacific Railroad's last two operating steam locomotives. No. 8444 is one of the largest steam locomotives still active in the United States, and is a locomotive that has now seen more years in excursion use than in regular revenue service. The last of a group of 45 locomotives with a 4-8-4 wheel arrangement numbered in the Series 800 to 844, she was placed in service as the 844 in December of 1944. With 8 driving wheels, 6' 8" in diameter, the 8444 can run at sustained speeds of 90 miles per hour and in tests, has run in excess of 100 miles per hour. Originally a coal burning locomotive, the famous Northern was eventually modified to use oil instead. Designed for passenger train use, she pulled many famous Union Pacific trains during her career, including the Overland Limited, the Los Angeles Limited, the Portland Rose, the Pony Express, and the Challenger trains on portions of their runs between Omaha and the West Coast. She even participated in the last day of regularly scheduled Union Pacific passenger service on May 1, 1970, pulling the last Omaha-West Coast train between Cheyenne and Laramie. As the diesel age came upon her, she began hauling freight trains in Nebraska between 1957 and 1959, and in 1960 she was saved from scrapping and was retained for special operations. In 1962, No. 844 was renumbered 8444 to allow a group of diesel locomotives to be numbered in the 800 series. Based in Cheyenne, Wyoming, No. 8444 has traveled extensively over the Union Pacific system representing the railroad and its heritage to thousands of people at special functions and events.

Today's routing will take us over the little used freight-only Dent Branch, rejoining and crossing the Denver-Cheyenne main line at LaSalle. Assembled from coal mine branches and a final link with LaSalle in 1911, the Dent Branch has also proved useful as an alternate main line over the years. Staying west of the South Platte River, the track cuts through rolling hills and meandering streams. At LaSalle, a stop will be made for Greeley passengers and water for the locomotive. Departing LaSalle, we move onto the Julesburg-LaSalle mainline, and head east to Ft. Morgan and Sterling, through the beautiful Platte River Valley of northeastern Colorado, following the river all the way. Construction of this line was completed in the early 1880's by the Colorado Central Railroad, a Union Pacific subsidiary, providing a shortcut to Denver from Omaha. Prior to its construction, Denver-Omaha trains had to be operated via a more northerly route through Cheyenne, Wyoming. During the days of steam, a ten-stall engine house at Sterling and a four-stall building at LaSalle provided servicing for the line's motive power. This valley was the setting for Mitchner's book and the TV series, CENTENNIAL, and the town of Orchard (M.P. 117.7) played the part of the town of Centennial during the filming. As we pass through the town, some of the remaining movie sets can still be seen on the left side of the train. On several occasions, the town played host to ex-Great Western Steam Locomotive No. 75, while the

series was being shot. Another servicing stop may be made at Fort Morgan this morning. At Sterling, our train will be serviced and turned on the Burlington Northern wye for the return trip to Denver. At LaSalle, our special will continue on to Denver via the main line.

MAKE YOURSELF COMFORTABLE

Our train consists of 12 cars: A baggage car, 9 chair cars, a lounge car, and a dome car. Passengers may sit anywhere, as seats are not reserved. During the day, beverages and snacks may be purchased in the baggage car, the first car behind the engine or in the lounge car near the middle of the train. Since the dome car is provided for the pleasure of all passengers, please limit your stay in this car so others can enjoy it also.

Welcome to the West



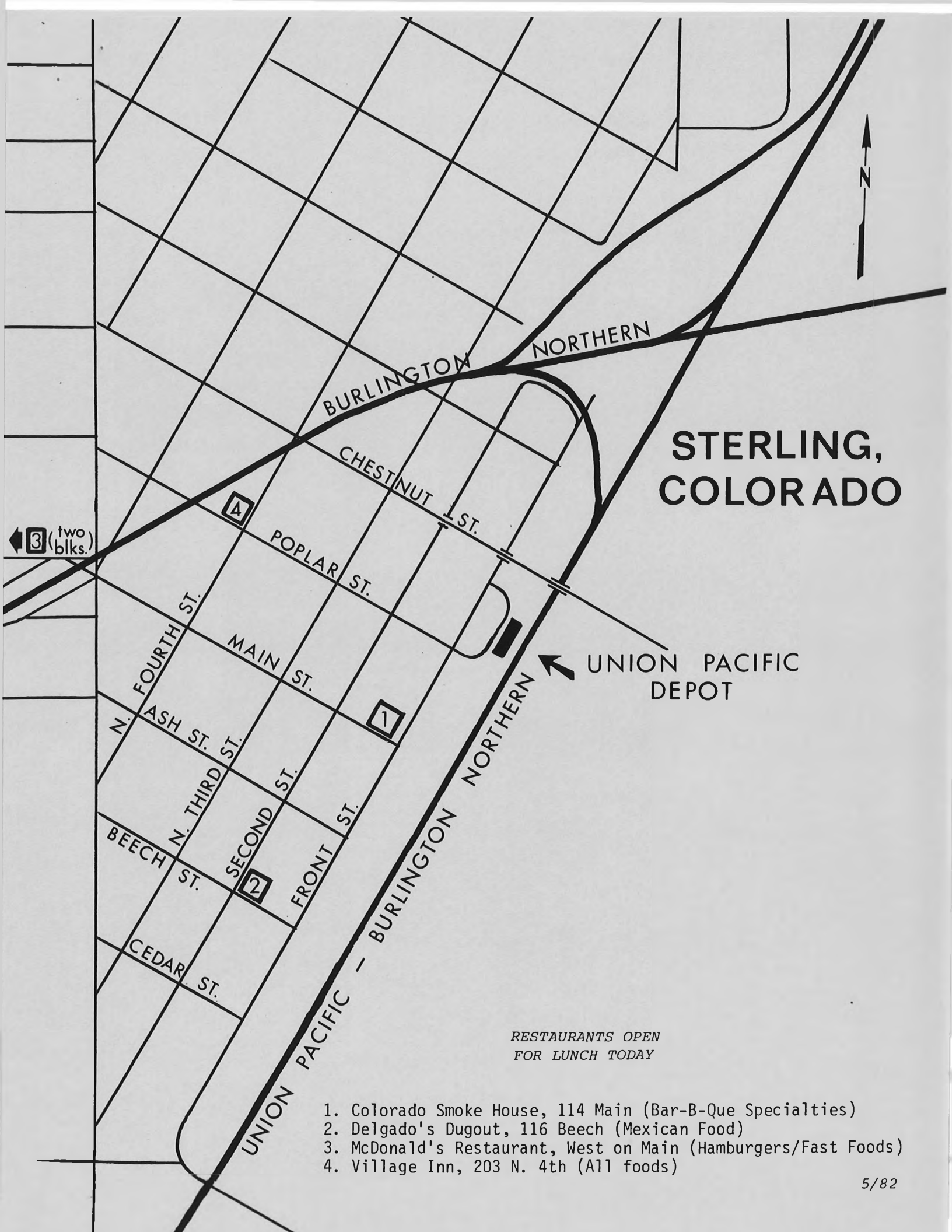
No. 844 on Train No. 37, the Pony Express, running at 70 miles per hour near DuPont, Colo. eight miles north of Denver. June 19, 1949. Richard Kindig Photo.

GAUGE OF TRACK	CYLINDERS		DRIVING WHEEL DIAMETER	BOILER		FIRE BOX		TUBES		
	Diam.	Stroke		Inside Dia.	Pressure	Length	Width	Number	Diameter	Length
4'-8½"	25"	32"	80"	86¾"	300 lbs.	150⅞"	96¾"	198 58	2¼" 5½"	19'-0"
WHEEL BASE				WEIGHT IN WORKING ORDER - POUNDS						
Driving	Engine	Engine & Tender		Leading	Driving	Trailing	Engine	Tender		
22'-0"	50'-11"	98'-5"		100600	270300	119800	490700	411400		
FUEL	EVAPORATING SURFACES, SQUARE FT.					SUPERHEATING SURFACE SQUARE FT.	GRATE AREA SQ. FT.	MAXIMUM TRACTIVE POWER	FACTOR OF ADHESION	
Kind	Tubes	Flues	Fire Box	Circulator & Arch Tubes	Total					
Soft Coal	2204	1578	442	70	4294	1400	100.2	63800 lbs.	4.24	

Tender Type 14-Wheeled

Capacity, Water, 23500 Gals.

Fuel, 25 Tons



STERLING, COLORADO

UNION PACIFIC
DEPOT

RESTAURANTS OPEN
FOR LUNCH TODAY

1. Colorado Smoke House, 114 Main (Bar-B-Que Specialties)
2. Delgado's Dugout, 116 Beech (Mexican Food)
3. McDonald's Restaurant, West on Main (Hamburgers/Fast Foods)
4. Village Inn, 203 N. 4th (All foods)

PHOTO STOP RULES

1. Please do not stand in front of the locomotive while others are trying to photograph it. Passengers not taking photos, who disembark from the train at photo stops are asked to remain behind the line of photographers.
2. At photo run-bys, a LINE OF PHOTOGRAPHERS is to be formed at the location most beneficial to all at the rear of the train. PLEASE DO NOT TAKE A POSITION IN FRONT OF THIS LINE.
3. STAY CLEAR OF THE TRACK during these types of movements. A passenger not adhering to this rule may cause the engine crew to terminate a photo run prematurely!

To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.

5. Be considerate of others.

PHOTO STOPS

Listed below are the spots chosen for the photo runs on this excursion. At these locations, the train will be stopped at a designated point, and photographers will unload and form a photo line. The train will then back up and come completely forward for the benefit of photographers and sound recorders, running past and then backing to its original stop to pick up passengers.

PROPOSED PHOTO RUN-BY LOCATIONS

The club reserves the right to cancel any of the photo runs due to bad weather conditions, lack of light, or in case the train is operating behind schedule. Also, the stops may be varied without prior notice.

<u>Eastbound</u>		<u>Westbound</u>	
1. West of St. Vrains	M.P. 23.6	1. West of Merino	M.P. 72.
2. Harney	M.P. 30.25	2.	M.P. 75.75
3. Dent Siding	M.P. 42.54	3. Snyder	M.P. 87.
4. Messex	M.P. 73.5	4. Orchard	M.P. 117.7

SAFETY FIRST

The Union Pacific personnel will be doing their best to make this trip a success, and in return, the club's officers and directors ask that you keep one thing in mind during this trip - SAFETY FIRST! We sincerely hope that everyone has a good time on today's excursion, and every passenger's cooperation in adhering to the following rules is vital in order to meet that objective. These rules are based on our experiences with prior trips.

1. BEFORE crossing a track, pause and look both ways. Remember, slow moving freight or passenger cars can be deceptively quiet.
2. Be careful - watch your step - step OVER a rail, not on it.
3. Do not get on or off the train when it is moving.
4. Do not place objects of any kind on the rails, including coins.
5. Do not crawl under or sit under the equipment.

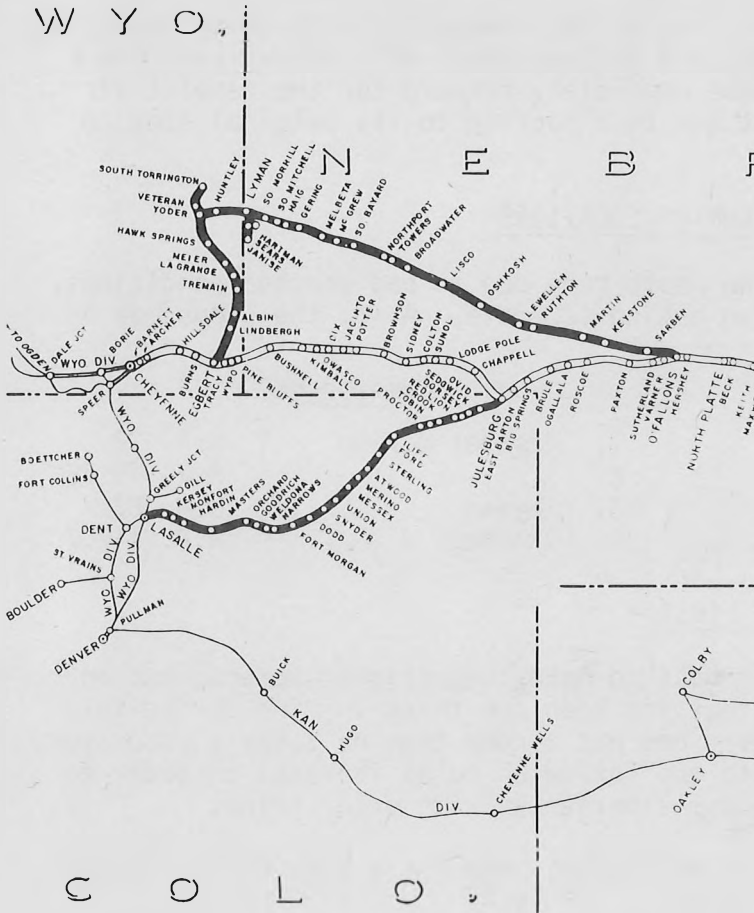
Club safety personnel, who can be identified by white hats with the club's insignia, will remind any individuals of the above rules if necessary.

MILEAGE BETWEEN STATIONS

WESTWARD		DENT BRANCH	EASTWARD	
STATION NUMBER	LENGTH OF SIDINGS	STATIONS	MILE POST	RULE 6(B)
	FEET			
14-645		COMMERCE CITY YL	5.0	P
20-648	747	WELBY (SPUR-W)	8.2	
20-650	1455	QUIMBY	9.8	
20-652		NORTHGLENN	11.7	
20-654	1710	EAST LAKE	13.8	
20-663	2538	R ST. VRAINS YL	22.2	Y
20-667	4420	FREDERICK	26.1	
20-671	969	HARNEY (SPUR-W)	30.2	
20-675	201	GOWANDA (SPUR-E)	34.6	
20-677		RIVERS	36.9	
20-683	984	DENT YL	42.8	Y
20-691		DN-R LA SALLE YL	50.6	FPY
		(45.6)		

19-423	8277
19-429	3594
19-436	1428
19-441	6910
19-446	565
19-452	4599
19-459	2623
19-464	4825
19-471	1920
19-474	3809
19-480	1162
19-483	3797
19-490	950
19-501	2275
19-506	380
19-508	3554
14-637	2723

DN	STERLING YL	ST	57.5	P
	6.6			
	ATWOOD		64.1	
	6.1			
	MERINO		70.2	
	5.8			
	MESSEX		76.0	
	4.6			
	UNION		80.6	P
	6.4			
	SNYDER		87.0	P
	6.8			
	DODD		93.8	P
	6.5			
	FT. MORGAN		98.6	P
	7.4			
	NARROWS		106.0	P
	3.0			
	WELDONA		109.0	P
	5.2			
	GOODRICH		114.2	P
	3.5			
	ORCHARD		117.7	P
	7.1			
	MASTERS		124.8	P
	10.6			
	HARDIN		135.4	P
	4.9			
	MONFORT		140.3	PY
	2.8			
	KERSEY		143.1	P
	8.0			
DN-R	LASALLE YL	DY	151.1	FPY



WESTWARD			FIRST SUBDIVISION	EASTWARD		
STATION NUMBER	LENGTH OF SIDINGS FEET	FIRST CLASS 5 DAILY	Timetable No. 2	MILE POST	FIRST CLASS 6 DAILY	RULE 6(B)
			STATIONS			
14-628	599		MAGEE YL	628.1		
14-631	4132		SABLE YL	630.5		P
14-633	5102		DN ROYDALE YL	633.2		PY
			0.8			
			SANDOWN JCT YL	634.0		P
14-634	3454		0.3			
14-640		12 20PM	SANDOWN YL	634.3		P
			3.9			
			DENVER YL	0.0	A 5 35PM	IPY
			0.6			
			23rd STREET YL	0.6		F
			DN-R 36th STREET YL	1.7		P
14-638			0.5			
			PULLMAN YL	2.2		PY
			2.7			
			BN CROSSING	4.9		P
14-645			0.1			
14-646	968		COMMERCE CITY YL	5.0		P
14-648	4293		ADAMS YL (SPUR-E)	6.0		P
14-650	807		DUPONT	8.1		P
14-652	7935		1.8			
14-655	2298		ROLLA	9.9		P
14-659	7960		1.4			
14-663	1161		HAZELTINE	11.3		P
14-666			2.8			
14-671	2198		HENDERSON	14.1		P
14-675	7975		5.0			
14-677	1230		D BRIGHTON BI	19.1		PY
14-680	5480		3.7			
14-683	580		POWARS	22.8		P
14-687	9118		3.0			
			LUPTON	25.8		P
			4.3			
			IONE	30.1		P
			4.7			
			PLATTEVILLE	34.8		P
			3.8			
			VASQUEZ (SPUR-W)	36.2		P
			2.4			
			GILCREST	40.0		P
			3.8			
			PECKHAM (SPUR-W)	42.4		P
			2.4			
DN			LA SALLE	DY	46.1	FPY

SCHEDULE

Eastbound

Leave Denver 7:00 A.M.
 Leave LaSalle 10:00 A.M.
 Leave Ft. Morgan 11:20 A.M.
 Arrive Sterling 12:50 P.M.

Westbound

Leave Sterling 2:30 P.M.
 Leave Ft. Morgan 5:20 P.M.
 Leave LaSalle 7:10 P.M.
 Arrive Denver 8:10 P.M.

NOTE: Because our train is a special operation, this schedule is for information only, and is subject to change at any time during the day!