

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 14, 1983 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Les Grenz Editor
 Steve McCormic Associate Editor
 Darrell Arndt President
 Erwin Chaim Vice President
 Bill Gordon Secretary
 Ardie Schoeninger Treasurer

Send all items for publication to: ROCKY MOUNTAIN RAIL REPORT; Les Grenz, Editor; 6288 Vance Street, Arvada, Colorado 80003.

COPY DEADLINE--All copy for publication is due no later than the 18th of the month prior to month of publication.

TEMPORARY CZ SCHEDULE

Until the Rio Grande is reopened in Utah the California Zephyr will continue to roll across Wyoming on a temporary schedule.

NUMBER 5		NUMBER 6	
Arr. 7:40 am	Denver	Dep. 9:20 pm	
Dep. 10:45 am	Denver	Arr. 7:05 pm	
" 11:35 am	Greeley	Dep. 5:40 pm	
" 12:35 pm	Borie, WY	" 5:00 pm	
" 1:40 pm	Laramie, WY	" 3:55 pm	

(right column - read up)

Note the layover time in Denver to take up in the slack in the running time due to the faster UP route.

June, 1983 No. 285
 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.

JUNE MEETING—POTPOURRI

The June meeting will feature a pot-pourri of slides from the club membership. There will be slides to interest everyone.

As usual this program should be a favorite due to Erwin Chaim's excellent showmanship.

8444 ON THE MOVE

UP 8444 rolled into town from Cheyenne on May 14 and was put on display at Union Station during the week of May 15-21, along with other equipment from the BN, Santa Fe and Rio Grande. On May 22 the steamer left for Omaha, (with a layover at North Platte), where work will be done on the tender's suspension system. While there it is scheduled to pull a special from Omaha to Columbus, Nebraska for the National Model Railroad Association on June 18. On July 6 8444 is to be at South Torrington, Wyoming to help that community celebrate that town's 75th anniversary and on September 22 the locomotive is to return to Omaha and subsequently to be displayed at Aksarben for several days.

NO. 42 OUT OF RETIREMENT

On Monday, May 2, 1983, Rio Grande Southern No. 42 made what appears to be her last move, finally finding a permanent home with the Durango and Silverton Narrow Gauge Railroad. A veteran of ninety six years, the No. 42 was built by Baldwin in 1887 for the Denver and Rio Grande, originally numbered 420. She is a Class C-17, 2-8-0 with 16x20" cylinders, 36-3/4" drivers, weighing in at 70,300 pounds with 17,100 pounds of tractive effort and steams at 170 pounds of boiler pressure.

No. 42 was sold to the Rio Grande Southern in November, 1916 where she remained to the end of operations on the RGS, being used by the scrapper in dismantling the road. She was then sold to the Narrow Gauge Motel in Alamosa in 1953, then to Magic Mountain Amusement Park in Golden in February of 1958, followed by Woodmoore Corporation, Monument, Colorado in February, 1969 where she was placed on display. The No. 42 was again sold in May, 1971 to Heritage Square and remained on display to advertise the Railroad Restaurant for a number of years, outlasting the restaurant.

This last move was through the direct efforts of Ed Gerlits, longtime member and past president of the Rocky Mountain Railroad Club and current president of the High Country Railroad, a two-foot steam operation at Heritage Square, Golden, Colorado. Ed has always been fond of the No. 42 and has personally seen to the maintenance of the engine while it has been at Heritage Square, repairing the roof, repainting as time would permit, etc. About fourteen months ago, he began to work out a plan to transfer the ownership of the 42 from Heritage Square to the Durango & Silverton Narrow Gauge Railroad as he has always wished that the engine could again be put under steam and provide useful service. So it was that May 2nd culminated his efforts and saw the No. 42 removed from display in Golden and in just two days placed on a yard track in Durango to await refitting for service on the D&SNG RR.

While there are no immediate plans for the 42, the engine was purchased with movies and winter trains in mind. Upon its arrival in Durango, D&SNG people inspected the engine, so, perhaps we will see action on the refurbishing of the engine

PAID IN FULL

The Rio Grande forwarded a check to the city of Denver in mid-May in the amount of \$61,284.26 for payment of expenses incurred by the city in handling of the acid spill in the North Yard on Easter morning. The Mayor stated "The Rio Grande's quick response to our billing is greatly appreciated."

sooner than the 1985 date thrown out by the D&SNG.



The movers arrived at 10:00 a.m., May 2, 1983 and first removed the No. 42's tender. By 11:00 a.m. they were already rigging the engine itself for the transfer to a flatbed truck.



Easing the No. 42 onto the flatbed truck, the complete process of removing both tender and engine was completed by 12:00 noon. By 9:30, Wednesday morning, engine and tender were unloaded in Durango.

Text and photos by Jim Trowbridge.

ATTENTION STAMP COLLECTORS

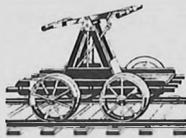
Railfans, model railroaders, and stamp collectors--a word from Erwin Chaim:

Now hear this! The United States Post Office has come out (March 25th) with another railroad-motif coil stamp. This time, a 3¢ railroad handcar. It's a perfect match to go with the previously issued 2¢ steam locomotive. It would take four of each design to come up with the necessary 20¢ postage to send a letter to your railroad friends. If you put your return address on the back flap, you have plenty of space for the stamps and name and address on a standard small 4½"X6" envelope.

Locomotive 1870s
USA 2c



Handcar 1880s
USA 3c



Locomotive 1870s
USA 2c



LUCIN CUTOFF, CUTOFF

High winds on the Great Salt Lake caused heavy wave action against the Southern Pacific's fill across the salty lake and caused erosion of the track bed for several miles. A work train was to have reportedly derailed and the line was closed on May 9th, causing the California Zephyr to be terminated in Ogden and Elko with buses transferring passengers. The Western Pacific line was also damaged and prevented rerouting on that line according to one Amtrak employe. The Great Salt Lake is at its highest level in 62 years and is causing scattered damage to roads and structures and much concern that it will continue to rise and flood a widespread area.

COLORADO RAILROAD MUSEUM ROCKY MOUNTAIN RAILROAD CLUB DAY

Saturday, June 18 will be Rocky Mountain Railroad Club day at the Colorado Railroad Museum. Engine 346 will be steamed up and running along with the operation of the Galloping Goose. Bring the whole family as your current Rocky Mountain Railroad Club membership card allows you and your family free admission to the museum.

STEAM IN EL PASO, TEXAS

For over 30 years, Steam Locomotive 3420, which is over 83 years old, sat in front of the Union Station in El Paso. At Christmas time in 1980, I saw the fire department make a pressure test of the boiler and there were leaks everywhere. By July 1981 the engine had been repaired enough to run on its own steam power to the Union Depot to begin the Four Centuries '81 Celebration.

At Christmas in 1981, she was sitting on a short private siding in the warehouse district of El Paso, and it was still there in the summer of 1982.

Since then it has been moved to city property on Fred Wilson Road north of Ft. Bliss.

On Friday, April 1, 1983, 3420 and a steel coach and a wooden caboose were operated over a short piece of track from the Southern Pacific mainline to this City of El Paso water department storage area.

AMTRAK FAMILY DAYS IN DENVER

Amtrak will have a Family Days in Denver on the weekend of June 11 and 12. Amtrak equipment will be brought into town for the general public to inspect and short rides out of the depot are to be provided.

DUBAN FACILITIES NEARLY GONE

The Ex-Rock Island 'Duban' facilities near Denver's Stapleton Airport are now all but gone. Trackage at the terminal facility, which consisted of a small yard, rip track, T.O.F.C. facility, and auto loading ramp, was removed during April by crews of the Wutzke Railroad Tie Company. In February, the land underlying much of the facility was sold by the railroad trustees to an unnamed investor, who wishes to develop the area by constructing several new buildings. The existing track did not figure into the developer's plans, and thus was ordered removed. Two year tenant, Cadillac and Lake City, has not only lost a connection (with the UP at Sundown; cars moving into the Duban Industrial Park area will now have to come through the Rio Grande interchange off of the 'belt line') but was forced to move many rail cars which were being stored on tracks in the affected area.

FAREWELL OLD FRIEND

There is an old saying about how all good things must come to an end, and so it was on April 23 & 24 as the Rio Grande Zephyr made its last runs through the mountains of Colorado. Typical of the weather we have been experiencing lately, the days preceeding the weekend were pretty damp and dreary. But when the sun rose on Saturday, not a cloud was seen overhead. The RGZ had a full complement of equipment beginning with No. 5771, followed by the steam generator, two "B" units, combine, diner, three dome coaches, two flattop, Silver Shop, dome coach and Silver Sky. Cameras abounded in the train, on the ground and in the sky as the Rio Grande Zephyr pulled out for the last run. As could be expected, photographers were everywhere, as well as folks who just came out to see the end of an era. Several helicopters even accompanied the train along its route and hovered within a stones throw on several occasions.

The entrance to Coal Creek Canyon looked like an endless parking lot with cars strung out along the road. Ground hugging clouds greeted the train as it climbed above Boulder but they quickly disappeared and the weather for the entire weekend turned out great. Photographers and train watchers continued to stalk the train. Near Crescent gold and black streamers were stretched across the tracks, signal equipment draped in colors and a farewell sign positioned near the track by an enterprising group.

At Glenwood Springs, a majority of passengers got off with the remainder staying on to Grand Junction where the train was terminated due to the slide in Utah.

How was it riding the train? Although there was some apprehension on board that the last run would be elbow to elbow, the train was not overly crowded and everyone was able to find a seat, tho there were none to spare. We should provide some clarification in regard to a story in the Denver Post's Contemporary Magazine about the end of the Rio Grande Zephyr and the inference that a carload of Rocky Mountain Club members failed to show up for the last run so that consequently some 40 people waiting for cancellations at the ticket window were able to ride. The Club originally had space on the previous weekend's trip. When

the reservations were moved to the following weekend for two cars, the railroad apparently forgot to cancel the space for the 16th. All who had reservations showed up and there was not a seat to spare. The magazine article was evidently written around the weekend's run preceeding the last weekend of operation.

The attitude of railroad crews, both on and off the train, throughout the weekend (with the noticable exception of the gentleman in charge of the dining car) was just outstanding, and they all seemed to take it in stride. The conductors and trainmen were quite amenable, the dining car crew was efficient, there was adequate food on board and Rio Grande security people were most tolerant of the influx of folks interested in viewing and photographing the train.

The media had representatives both on and off the train covering the historic occasion and both local and national television and printed news reports provided fairly extensive coverage.

Most members of the Club got off at Glenwood Springs to enjoy exploring the town and taking a dip in the pool. The Hotel Colorado looks better all the time and provided a nice place with "atmosphere" at which to stay. A fine dinner was enjoyed that evening followed by a program and review of the quiz that was provided on the train. A few members opted to stay on the train for Grand Junction where the train was terminated. There, in the evening, the Rio Grande Chapter of the NRHS invited members of the Rocky Mountain Railroad Club, the Intermountain Chapter, NRHS and the Midland Chapter, HRHS to a get-together at the Pioneer Museum to enjoy an interesting program of short subjects. The Rio Grande Chapter provided a warm welcome to their visitors as was demonstrated by the presentation to the Club of a door knocker/attention-getter made from a wahlhopper tie plate and spike from the Montrose-Grand Junction line.

Sunday's departure was delayed because of the late bus connection from Salt Lake City, but folks took it in stride and took advantage of the situation to savor the last of the private passenger trains. One of the original Zephyrettes, who lives in Grand Junction even came down to reminisce and see the train for one last time.

ECONOMY DOOMS CABOOSE

The following is excerpted from the "Rocky Mountain News."

The caboose is nearing the end of the line in America.

The railroads and the United Transportation Union last year agreed to stop using cabooses, and all 12,000 are expected to be gone within 10 years.

Although laden with romance and tradition, they're simply no longer essential to train operation--not for tool storage, crew accommodations or for spotting malfunctions, says Chris Knapton, spokesman for the Association of American Railroads.

With few repairs made enroute, cabooses no longer are needed to store tools and crew members haven't slept or eaten in the caboose since trains became shorter.

The railroad workers aren't sure they trust the management's motives. The reaction was, "If you get rid of cabooses, the

next thing you'll get rid of is people."

Railroads expect to save an estimated \$400 million a year by scrapping the caboose. Knapton estimates about 25 percent of the cabooses will be gone by next year.

"Some people get emotional about the glory of cabooses, but there's not much more of that than you see people at the airport gates moaning that all the DC-3s are gone," Knapton says.

"You can't run a railroad on nostalgia, we appreciate the concern people have but it all amounts to dollars and cents."

At least 1,000 railroad buffs who want to invest in an authentic caboose, according to Knapton, are on a waiting list for discarded cabins. Most are sold through sealed bids submitted to the vice president of purchasing of each railroad company.

SWAP 'N SHOP

Personal ads are accepted from club members for items to be listed for sale, trade, or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

FOR SALE--Special limited edition, covering the last days of the Zephyr, slide set #12. The Colorado Railroad Museum, Golden, CO, has purchased a special set of these slides to be sold exclusively at the Museum. The set will be available there after May 26. The set is currently available for mail order in limited quantities. Mike Bledsoe, P.O. Box 604, Manchaca, TX 78652.

FOR SALE--over 150 different RR lithographs, all sizes, Foggs and others. EX-T&P #610, 2-10-4 Frt in W. Texas-16X24-\$10. UP City of LA #103-Sunrise-18X23-\$25. Both Foggs. LSSAE for huge list. J. Hinkhouse, Box 898, New Braufels, TX 78130.

FOR SALE--The Lives of James John Hagerman, The Crystal River Pictorial, Uintah Railway, Silver San Juan, Bound Volumes 1 through 12 of "Trains" magazine, Silver Anniversary Edition (1969) Western Brand Book--dust jacket, like new condition. Del Gerbaz, P.O. Box 7068, Aspen Village, Aspen, CO 81611, Phone 927-4114.

The return was uneventful as far as the train's operation, but of course there were many people out along the way to wave goodbye. As the Silver Lady wound her way down through the canyons from the Moffat Tunnel, a nearly full moon and twinkling stars provided a scene from the domes that will not soon be forgotten. Arrival in Denver was a bit after 11:30 pm but even so, a band that came down to the depot to greet the train stuck it out with other well wishers to provide a colorful welcome.

The Rio Grande wasted no time in disposing of the Rio Grande Zephyr equipment. The train was made up for the last trip in an arrangement that allowed the cars going to Amtrak to be cut off and returned to the depot as soon as possible where they sat most of Monday. That evening they were coupled onto the California Zephyr for the midwest after overcoming a number of difficulties getting them coupled onto the train. The cars were diner Silver Banquet, dome-coaches Silver Colt, Silver Pony and Silver Mustang and flattop cars Silver Pine and Silver Aspen. Speculation was that the Rio Grande didn't want them around on the property too long lest someone got the idea that they could be used on the Ski Train and nullify one excuse the line has used as a reason to discontinue that train and its aging equipment.

GOLDEN SPIKE... A RAILROADER'S FESTIVAL

Plans are well underway for what promises to be the largest Railroader's Festival at Golden Spike National Historic Site, Promontory, Utah, in the seven year history of that special event. Set for Saturday, August 13, a myriad of special attractions, displays, personalities, and entertainment come together as this popular railroad park celebrates the "Days of the Iron Horse."

Several new events will undoubtedly prove to be of special interest to railroad historians and buffs. The "Pacific Railroad Forum", for instance, will feature an address by John H. White, Jr., of the Smithsonian Institution, Washington, D.C. White, curator in the Smithsonian's Division of Transportation, is recognized as a dean of United States railroad history, and his presence on the program lends an auspicious start to what will become an annual festival address by a prominent railroad or western historian.

Also new this year will be a visit by William F. "Buffalo Bill" Cody's grandson, Fred Garlow, of Cody, Wyoming. The living persona of one of the west's most colorful and respected characters, Garlow will reminisce about his grandfather, whom he remembers vividly, and will demonstrate feats of horsemanship and other western skills in the tradition of Buffalo Bill.

Fred Garlow will feel "at home" at several of the cultural demonstrations planned for the festival. One is a full-scale re-creation of a plains type buffalo hunter's camp, replete with skulls and shaggy hides. A Civil War vintage soldier's field camp and gold prospector's "diggings" from the 1860s will also dot the Promontory landscape.

Other "live" features include full-scale reenactments of the driving of the Golden Spike in 1869, and Old West medicine show, stagecoach rides, and musical entertainment by Utah's renowned Deseret String Band.

Lending a further ring of authenticity to the railroad site will be another "professionals-only" spike driving contest. Iron handlers from the Union Pacific Railroad have swept first, second, and third prizes in previous contests and they will

RIO GRANDE NOTES

--Work on the tunnel to circumvent April's disastrous slide at Thistle in Spanish Fork Canyon is moving slowly, with only 100 feet of the proposed 3400 foot tunnel completed as of mid-May. Reopening of the slide area is at least two months away.

--Ex-RGZ F Units have reportedly been seen working freights west of Denver.

--In addition to the drab red and black S.P. Units which have been turning up on the Grande with increasing regularity, S.P. 7342, in Daylight red and orange has been spotted working south and west out of Denver.

return to defend their claim as the "Best in the West." Naturally that contention is disputed by men from the Rio Grande, Western Pacific, Southern Pacific and Burlington Railroads, so undoubtedly park visitors will see another spirited contest.

Railroad modelers and collectors also share Festival limelight. Each year dozens of display tables are set up in back of the park visitor center to show spikes, rails, toy trains, books, and numerous other railroad collectibles. Even more displays are planned this year.

Festival coordinators are now exploring the possibilities of returning the famous Golden and Silver Spikes, the Arizona Spike, and President Ulysses S. Grant's golden spike ring to the park for public viewing on August 13. This display would be a first-ever accomplishment, since the three spikes have not been together since May 10, 1869, and the ring, cast from the sprue of the golden spike, has never before been publicly displayed.

The August 13th festival runs from 9 a.m. to 6 p.m. All attractions are free, and food and refreshments will be available. Golden Spike National Historic Site is 30 miles west of Brigham City. Visitors coming to the festival will be guided the last few miles by Union Pacific's hot air balloon which will be flying overhead all day.

Further information, including schedules, will be forthcoming through Utah media outlets. Or, questions and inquiries can be answered by calling the park at (801) 471-2209.

GOING...GOING...

Interest in the Santa Fe's Grand Canyon spur has recently been renewed by a series of events relative to the 64 mile, passenger only, line. Leaving the AT&SF mainline at Williams, about 15 miles west of Flagstaff, the line runs north to a point on the south rim of the Grand Canyon where, during the tourist rush of the early 1900s, Fred Harvey built his magnificent El Tovar Hotel to house sightseers in rustic luxury. The hotel is still going strong (at rates of \$125 per night), but the trains left in the mid 60's, and the railroad has been wondering what to do with the track ever since.

Those who attended the club's excursion to the Grand Canyon several years ago will remember a talk given by a group interested in buying the spur and converting it into a steam operated tourist line. After several years of negotiating, funding fell through, and talks with the railroad broke off. Another group announced similar plans but were rebuffed by the Santa Fe's selling price (reported to be \$2.5 million for the track and land only).

By late 1982, all interest in the line had, it seemed, died and the railroad took steps to get rid of the now redundant stretch of track. Requests for proposals to tear up and salvage materials on the line (all of the track except the yard and station tracks of the Grand Canyon, which were to be left at the request of the park service) were solicited in mid-March, to be due to the railroad mid-April, 1983. After receiving and reviewing the proposals, however, the AT&SF was extremely disappointed in how low the bids for the materials to be removed were. The generally slow economy coupled with a glut of used track materials from Milwaukee and Rock take-ups is currently depressing the used rail market. The question for the Santa Fe seemed to be whether to take the lumps and award a contract on the basis of the bids received or to wait for an economically better time to rebid the removal.

End of the story and the line? Not yet. It seems all this talk about actually removing the spur has upset some folks of Arizona's state government, who would like to see the state buy and upgrade the line for tourist operation (ala Cumbres and

HISTORIC STRUCTURE DAMAGED BY FIRE

An arson-caused blaze in the early morning hours of Sunday, May 15 caused nearly half a million dollars in damage to the Ghost Town Museum on the west side of Colorado Springs. Most of the damage was to the contents of the building, which houses a museum, saloon, general store, blacksmiths shop, jail, drugstore and hotel. Quick work by the fire department confined the heaviest damage to the contents and the structural integrity of the stone building was not harmed. The building was the machine shop for the Colorado Midland Railway and is adjacent to the ex-CM roundhouse that is also now used as a tourist attraction operated by Van Briggles Pottery. Fire was the cause of destruction of a previous CM-MT structure located in the Colorado City yards in 1953.

WORK DAY DELAYED ONE WEEK

Equipment Chairman Bill Gould was beginning to think his responsibility should have been more in the area of preserving river boat equipment rather than railroad rolling stock as persistent wet weather caused the postponing of the workday at the Colorado Railroad Museum to May 22. Numerous calls to the Club's phone indicated a good level of interest in the activity and we appreciate the efforts of those who were able to change their plans to the following week. Cleaning of the street cars was accomplished as well as the painting of Interurban No. 25 on both the outside and interior. Ranniger's Roadbed Commissary was on the scene early in the morning with coffee and donuts and later provided on excellent lunch of steak sandwiches, beans, salad, dessert and beverages. To Jim, Lil and Bruce Ranniger and to all who so unselfishly gave of their time that day...THANK YOU.

Toltec). They would pay the Santa Fe something more than that bid by the wreckers to buy the line in place. The results of the bidding are assumed by the State to be a better indicator of the line's real worth than the original Santa Fe asking price. The state has, therefore, asked the railroad to hold up any further action, pending financing and other arrangements to be forthcoming from the legislature.

LAST MONTH'S MEETING

Zephyr. The name instantly conjurs up visions of stainless steel and luxury travel. On April 24, the last remnant of all that embodied the true spirit of 'Zephyr' ran out it's final few miles into Denver's Union Station, ending an era of privately operated inter-city passenger trains in this country. Certainly, this was reason enough for the special 'Zephyr Night' program--an evening of commemoration and reflection which Erwin Chaim preempted potporri night for. In addition to a wide variety of Zephyr artifacts on display, including a complete 0 scale Rio Grande Zephyr and a CZ dining car service, we were treated to a slide show by Dave Shumacher, spanning 15 years of Zephyr operation in the Rockies, from the last years of the CZ, thru 12 years of the RGZ. Display items were courtesy of Al Dunton, Ron Kaiser and Jackson Thode.

Thanks, Erwin, Ron, Al, Jack and Dave for the memories--'cause the memories are all we have left.

NEW MEMBERS—APRIL 1983

The following is a list of new members for April. Here is a BIG WELCOME!

Ed V. Alderson	Denver, CO
Stephen B. Patterson	Wheat Ridge, CO
John T. Fuller	Littleton, CO
William E. Pugh	Littleton, CO
Mark Foley	Englewood, CO
Walt Francis	Greeley, CO
Lloyd E. Neal, Sr.	Sommerville, MA
Michael Bartolic	Oakland, CA

HIGH COUNTRY RAILROAD EXCURSION

Sunday, June 19, is the day, and Heritage Square is the place as the Rocky Mountain Railroad Club holds its annual outing on the High Country Railroad. Enjoy a day in the beautiful foothills near Golden, photographing and riding behind the three steam locomotives that will be working around the 1½ mile, High Country loop. Perhaps Ed Gerlits and crew will have the HCR Speeder #1 available for the enjoyment of the more ambitious riders of the steel rail. Come on out and enjoy the delicious cusine of Ranniger's Roadbed Commissary aboard the only operating, full service two-foot diner in the USA, the 'Silver Commissary'. Ranniger's world famous Ballastburgers will be served from 11:30 a.m. to 1:30 p.m. Tickets for this day of fine food and unlimited train riding are priced at only \$7.00 for adults and \$5.00 for children under 12 and may be obtained from the club at the June meeting or by mail, c/o Ardie Schoeninger, 1040 Field Street, Lakewood, Colorado 80215. Please include your telephone number with your mail order. Reservations are required and must be received by Wednesday, June 15th. This event will proceed come rain or shine!--Jim Trowbridge.

NEW SILVERTON TARIFF

New fare increases were approved by the Colorado Public Utilities Commission on the Durango--Silverton line. Round trip is now \$24.45 for adults and \$12.25 for children. One way in the parlor car is \$28.00 while round-trip is \$42.00.

ROCKY MOUNTAIN



RAILROAD CLUB

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