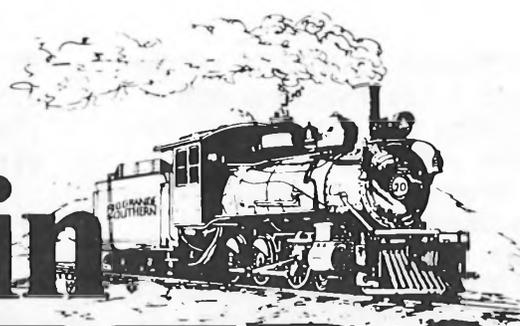


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 12, 1984 -- 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.

Jim Trowbridge..... Editor
Les Grenz..... 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; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

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

JUNE 12 PROGRAM

Long-time Club member, Bill Gordon will present a selection of his outstanding 2½ x 2¼ slides. The topic will be Rocky Mountain Railroad Club Excursions, covering the 1960's through 1980 with emphasis on steam. Anyone having seen some of Bill's work can testify to his ability and we can strongly recommend your attendance at the June meeting.

June, 1984..... No. 297

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.

MAY PROGRAM

Those attending this year's potpourri were treated to an especially fine offering. We have never, to the editor's knowledge, given a listing of those who shared their mini-programs with fellow Club members, so it seems time to acknowledge and thank all these folks for their time and effort.

The evening began with Dennis Opferman. He shared some nostalgic shots of Rock Island Station Buildings and other subjects taken after abandonment. John Linssens took us on tour of railroad museums in the midwest, including North Freedom, Wisconsin, Union, Illinois and Heston, Indiana. Philip Earhart presented his own potpourri including one of the Club's Utah Trips in the 1970's, a three-day D&RGW NG Trip, Great Western Trip and some Argentine Central shots. Jim Ranniger shared his 5,000-mile Canadian Railroads vacation, which he and Lil gave themselves for their 25th Anniversary. The slides covered everything from Vancouver to Toronto. Cyndi Trombly gave us the pictorial story of the "perfect" Christmas Tree, as some hardy Club members struggled to pick, cut and deliver a 40-footer to Union Station.

John Dillavou entertained us with a random selection of Chicago & Northwestern and other midwestern trains and then moved west to cover UP freights and steamups at the Colorado Railroad Museum. Also included were singles of the Rio Grande Zephyr and Ski Train as well as the Sperry Railcar on the D&RGW. Christopher Clarke treated us to some fine shots of the "last" British steam train in August, 1968, the Hail Pass Train, and then proceeded to take us on tour of rail museums in England and Scotland, including the York RR Museum. Then we were whisked off to Paraguay to see working steam locomotives and lines. Bill Keene brought us back to the U.S. and showed early 1950's steam as well as early diesel and crack passenger trains. As a sidelight, Bill included some East Broad Top in 1977. Then, came Dick Kindig "a la" Ed Haley (Dick was absent as you will learn about later in this newsletter). We were thrilled to take a ride behind C&S No. 641 on the Climax Line out of Leadville up to the Climax Mine to see the sights along the way, including Bird's Eye Tank, and to see some switching at the mine. Charles Max took us back out of the country to ride with him and Dorothy on the Blue Train of South Africa from Capetown to Pretoria. Along the way, many fine shots were seen of steam engines still in service. Bryan Bechtold gave us a tour of Amtrak's Beechgrove Shops in Indiana. One of the first items we observed were the ex-Rio Grande Zephyr cars awaiting rebuilding. Many fine views were seen in, out and about the shops and included some particularly interesting shots of wrecked equipment. Chip Sherman gave us some rather interesting slides of trains just out of Denver, including a neat three-train meet at Palmer Lake, shots of the new Kyle Ry out of Limon on the old Rock as well as some of the Cadillac & Lake City operations. Tom Klinger covered the Denver area a la UP after the December 25th, 1982 snowstorm. He showed the UP trying to open up their lines. He then jumped down to the San Juans and contrasted the C&TS opening their line in May, 1973 and then back to the D&RGW mainline in November of '83, showing their snowtrain operations. Erwin Chaim gave us a preview of the Chicago Trip by touring the CTA, Union, Ill. Museum, North Shore and EMD Plant. Dave Schumacher took us to Switzerland and

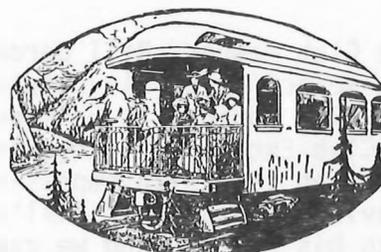
Norway to show places and lines that the editor cannot spell. Bob Andrews ended the program (because a bulb went out!!!) with various "Special Trains of the Past". Some of special note included the D&RGW Hot Sulphur Springs Train, Picnic Train, Ski Train; Burlington Shrine Special and #4960 to Hudson; and the UP's Cheyenne Frontier Days Special as well as the 8444 Stock Show Special.

Erwin Chaim wanted to make special note that there were a few members who could not show their slides due to a malfunction of the Club's projector which blew a bulb and condensor. He wishes to apologize and thank them for submitting their slides.

Now, for the real story. As mentioned in the previous newsletter, Erwin kept this editor from showing his slides last year by inserting a "changing reels" slide in front of your editor's slides. Naturally, there is going to be a full investigation into this matter as the editor's slides were again not shown due to an alleged "malfunction." Could there be a giant conspiracy afoot? Stay tuned for further developments!

It cannot be stressed enough just how popular these potpourri programs are and we do hate to see some participants kept from showing their slides because of time or whatever else, so... Erwin is considering a couple changes including limiting the number of slides to 15 and/or possibly having two potpourri programs. Perhaps you have some opinion on the matter and would like to express your thoughts to Erwin.

We, again, want to thank all who submitted slides and entertained us at the May meeting. Your programs were just great!



NEW MEMBERS

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

Victor Valdez	Littleton, CO
Sondra M. O'Halloran	Sunnyvale, CA
Joseph P. O'Halloran	Sunnyvale, CA
Paul Garbarino	Cary, NC
Jim Wild	Loveland, CO
Stephen M. Reeves	Wichita Falls, TX
Eric W. Bomgren	Chama, NM

The Club regretfully announces the passing away of the following members:

Everett D. Tobin (#237)	Grand Rapids, MI
James Topil (#409)	Denver, CO

DICK KINDIG RECEIVES SPECIAL HONOR

It is with great pride that the Club announces a special honor bestowed on fellow Club member, Richard H. Kindig.

Dick has been awarded the inaugural presentation of the *PHOTOGRAPHY AWARD* by the Railway & Locomotive Historical Society, Inc., Washington, D.C. The Photography Award is a new category of the Railroad History Award given annually by the Society.

A letter to Dick by the Society states the following concerning Dick's award:

"The Award is given in recognition of your lifelong contributions to the interpretation, through your magnificent photography, of North America's railroading history. In the opinion of the Awards Panel, the merit and significance of your work over many years is such that suitable, formal recognition is long overdue. We hope you can join us in Washington, D.C on Saturday evening, May 5th, when the Society will present the Awards for this year in connection with its national convention."

Dick did make the trip, and, perhaps, can be persuaded to display his award at the June meeting.

Congratulations, Dick. We, too, think the award is long overdue.



Dick is a bit older, but looks much the same as when this photograph was taken of him near Sonora, California, October, 1951. E. J. (Ed) Haley provided the picture, which certainly seems apropos, showing Dick in a classic pose, camera and tri-pod at hand.





NEWS ON THE CUMBRES & TOLTEC SCENIC RR

Your editor had the pleasure of meeting a new Club member, Eric Bomgren, while staying in Chama last fall. Eric is a machinist with the C&TS and has been working on the K-36, No. 484. I asked him to write me a letter describing some of the work being done on the engine as I thought Club members might enjoy a more personal look at how a steam engine is overhauled and what problems are encountered, especially when funds are limited. The following is taken from Eric's letter and we hope you enjoy this insight:

"At the close of our '83 season, some uncertainty still existed as to the availability of project money from the states of New Mexico and Colorado via their respective RR commissions. For this reason, partial layoffs ensued for various shop personnel during the months of October and November. By December 1st, New Mexico had supplied its share of funds for the 484 project, so work commenced in earnest.

All the plumbing on the exterior of the engine as well as in the cab was removed and then the jacket and lagging was taken off. Following this, all four sets of drivers with drive and connecting rods were removed with the spring rigging following right behind.

The next project (definitely not for anyone who was, in the least bit claustrophobic, involved grinding down all the welds on the firebox flue sheet ends of the 167 flues (30 of which comprise the 4½" super heater flues). I spent a week and a half in that firebox and was ready, indeed, for machine shop duty when the last flue was driven out.

While I machined new pins and bushings for the Walschaerts valve gear, others of the

shop crew, including Douglas Stamps, Bill "Moose" Anderson, Larkin Deyapp and Gary Getman, began the long process of scaling flue tubes; that was after reconditioning a flue scaler we received from one of Kyle's scenic lines in Oregon.

After grinding the wear unevenness out of the crank pins on the #3 drivers, it was determined that both the #2 and #3 axles were too close to condemning limits in their diameters and more money than had been appropriated to the project was needed. After an early January '84 meeting with both RR commissions, the added monies were promised, so, the two driver sets with worn axles were sent out to Farmington to be fitted with new axles.

Next, came cutting off ends of flues and welding on new lengths, then swedging the firebox ends of each flue to fit the smaller diameter holes at the flue sheet. After determining how long each flue had to be, they were each cut to that length. Then, each flue was hydro tested and leak points were welded. At that point, reassembly began on the boiler.

While all that good boiler work was going on, I was busy machining new brass bushings for just about everything on the valve and running gear. I also remachined the crosshead guide beams, both uppers and lower on both sides. We also had to make a new crosshead shoe for the left side (this from a new raw brass casting). I found that to be one of the more mentally challenging tasks of the whole project as I figured out just where to start in cutting on that casting and what finish dimensions to bring it to in order to place the tapered hole of the crosshead where the piston rod end engages it exactly on the center line of the piston rod travel. Since we have not, at this time, assembled the running gear, I'm in suspense as to how close I came to being "on the money" with my machining.

Several weeks ago, the #2 & #3 drivers were returned with new axles. Bearing boxes began to be fitted, babbited and marked for replacement on the engine.

The boiler has passed its hydro test. All the super heater tubes are also ready for

reinstallation. Just a few brass bushings remain to be machined on the running gear. All the spring rigging pins and bushings have been machined. The new ones we made need to be hardened and reassembled.

However, at this point, it looks like the funds are about to "dry up" and work may have to be halted on the 484 within a week (letter dated 5/3/84). I don't know what happens then.

I've certainly come a long way this winter toward becoming "intimate" with 484 and the K-36 locomotive in general. I've machined some of everything on one, including lots of steam valves.

One added point of general interest is that track crews are back in force trying out a "new" tie tamper just acquired from the Durango & Silverton NG RR. After a few days of ironing out its kinks, it has already done several hundred yards of track.

Most of our shop crew is now busily working to put our three main stays back in operating order for the '84 season. The 487 is ready to fire up. 488 and 489 have quite a bit of work to be done yet.

PS: Still snow on the track from Cresco to Cumbres and on to near Los Pinos, but melting fast."

Thanks, Eric. We appreciate your time and effort to fill Club members in on the goings on in the C&TS shops. I'm sure folks will find this as interesting as I did.

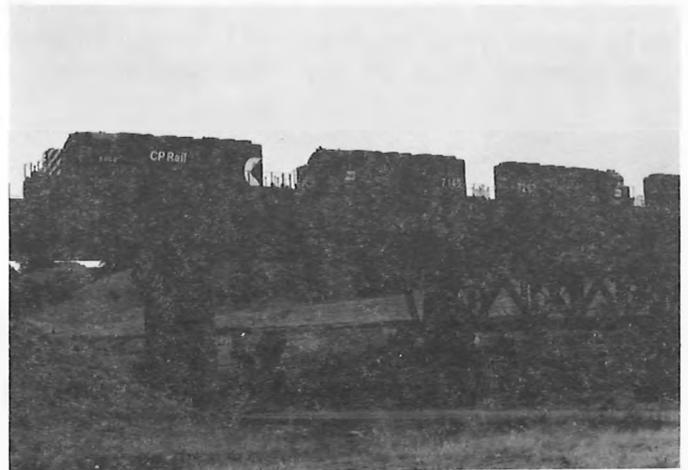
NOTABLE NARROW GAUGE EQUIPMENT TO POSSIBLY LEAVE COLORADO

A "for sale" sign at Bob Shank, Jr.'s place in Durango was the first clue that something might be going on as regards the equipment accumulated by Bob over the past few years.

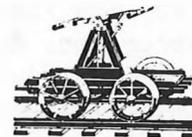
It seems that Bob has taken a new position with a firm somewhere in Tennessee. It has been learned that Bob intends to move the two RGS Geese, Nos. 6 & 7, D&RGW Diesel No. 50 and a long caboose with him and sell off the balance of his rolling stock. The No. 311 has already gone to the D&SNG RR and other pieces have been advertised in the local paper.



Club member, Bill May, caught BN Rotary No. 972558 just west of Guernsey, Wyo., on its way to northern Wyoming to open the lines after the big spring blizzard.



Bill May was present again to capture some Canadian Pacific Locomotives being tested on the BN. Bill reports that the CP Rail #5808 headed a 173-car train for the test. There were five motors on the headend and three more cut in behind 120 cars. The rear three, with #5766 leading, were remote controlled from the headend. BN was testing a new CP Rail radio-remote control system. After a little trouble getting the air to release, the whole trip went very well. The photo was taken on the North Platte River bridge in Guernsey, Wyoming.



MUSEUM WORK DAY REVIEWED

Saturday, May 12th, saw beautiful weather (rare for Club work days) break through to help Club members clean, patch, caulk, scrape and paint their way through our equipment at the Colorado Railroad Museum. Bill Gould, Equipment Chairman, reported that around thirty members participated. Much hard work was accomplished and a good time was had by all. Jim & Lil Ranniger were present with the Ranniger's Roadbed Commissary, providing a delicious meal of Hobo Stew, fresh fruit salad, rolls, drink and dessert. The main emphasis this year was on the electrics as they have taken the worst beating over the past winter.

The following photographs show the work required and those who took up the challenge. Bill would like to thank all those involved and make mention of the fine workmanship.

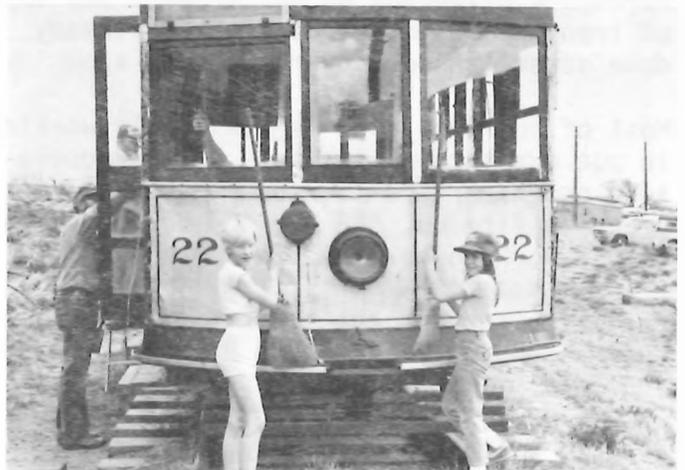


This shot gives good evidence of the ravages of winter on our equipment. You are looking at the inside roof of the Interurban #25. Note the extensive warpage. All of this wood veener must be replaced and the clerestory windows will much attention, as well as the roofing. The damage in this photo was done just this last winter.

The Interurban #25 and FCMRY #22 received a good bit of attention. Here we see a number of Club members caulking and painting. On the Interurban, we see Merle Borsett and the left and Darrell Arndt on the right. On the Birney, we have (1 to r) Bud Lehrer, Tom Caldwell, Lloyd Crews and Bill Gould.



Young and old, male and female--all were represented during the day. Here we find (1 to r) Robert Fuller, Steve Kennedy and Lloyd Crews washing windows and caulking.



Stacey Kennedy (l) and Kim Fuller (r) were not to be outdone. A lot of blowing dirt ends up inside the equipment.





Inside No. 25, Don McDermott and Bryan Bechtold put new varnish on the woodwork and the rattan seats.



The ladies were out in force too! Bev Gould made sure the inside of No. 22 was not neglected.



A lot of paint is applied every year and Chris Clarke (l), Tom Caldwell (m), and Bud Lehrer had ample opportunity to mix and apply their fair share.



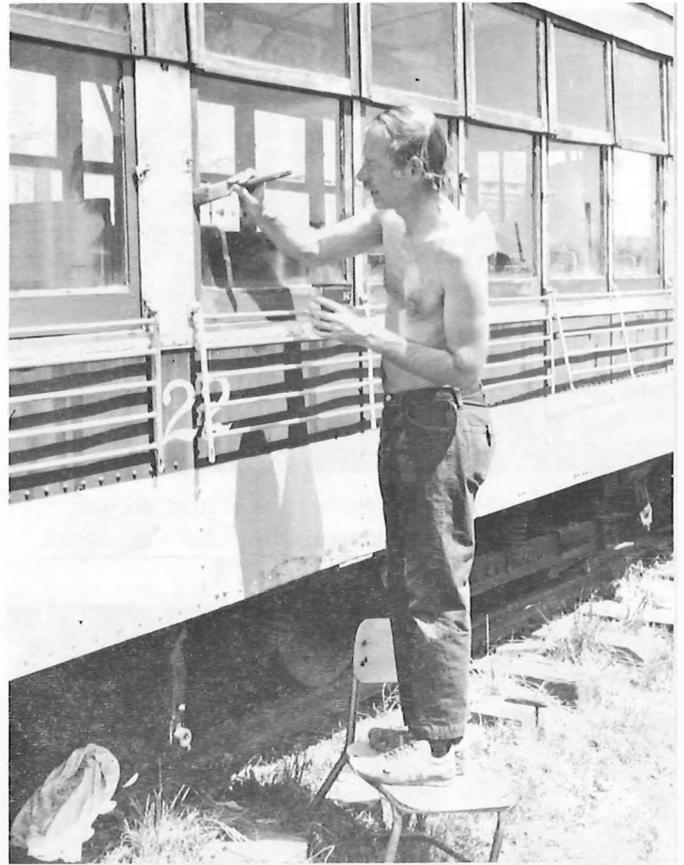
Cyndi Trombly and Jack Morison made sure that the RICO got a new coat of paint on the new end platform. Electricians are fine, but Jack likes the narrow gauge.



Carl Carlson works at a feverish pace. He ran out of equipment to caulk, so this trolley pole looked like it could use his attention. (Actually, Carl was trying to get the dried caulking off his fingers)



Here we see Carl back at work, with his personal superintendent, Emil Sozin, making sure there are no more pole caulking incidents.



Beyer Patton returned from his trip to Turkey in time to help out. As soon as he gets through painting, we're sending him home to put another railroad program together to rival his March presentation on India.



Pete West looks on as Jim Ranniger (2nd from left) prepares to serve Ardie Schoeninger (Treasurers do their part by writing out the check to cover the food costs and sampling the cuisine to see if it is acceptable for other Club members.) Ardie is in front of the table and Lil Ranniger stands behind to serve drink.

GEORGETOWN LOOP EXCURSION

Keep Saturday, July 21st open on your calendars as we plan to have a special day on the Georgetown Loop Railroad.

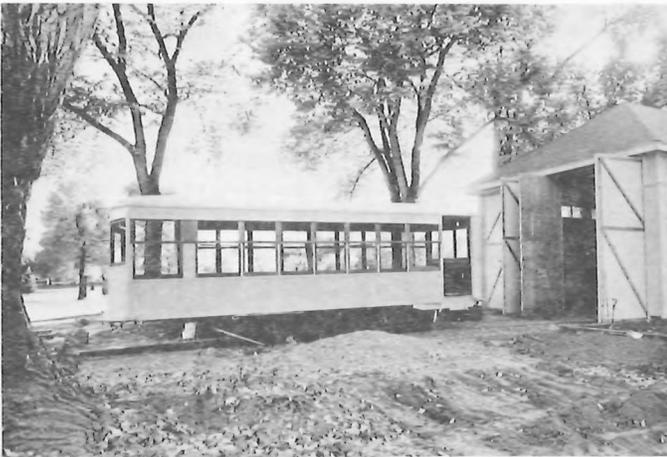
Railroad Builders, Inc. of Englewood, CO, have just been awarded the contract to finish laying the track across the bridge, around the loop and across the lower bridge, ending up under and past the Devil's Viaduct Bridge. The work is expected to be finished by the end of June and trains will begin rolling across the bridge. Formal dedication will not come until Colorado Day in August.

Further details will be forthcoming in the July Newsletter as arrangements have just been made possible at this writing. Just keep the date open and plan to attend.

FT. COLLINS TROLLEY WINS THIS ROUND

As reported in last month's newsletter, the FCMRY Society has had its problems in reestablishing a trolley line in that city due to a law suit filed by homeowners along West Mountain Avenue. However, a recent ruling by a Denver federal judge has brought that problem to an end. Not only did they lose the suit, but the residents were ordered to pay the attorney fees and court costs incurred by the railway society and the city of Ft. Collins. The judge considered the suit to be frivolous.

The city council has given the Society the go-ahead on the project and to celebrate, the Society planned to hold an "open house" on Monday, May 28th (Memorial Day) at their new car barn at 1801 W. Mountain, in Ft. Collins. FCMR #21 was to be displayed out-of-doors. We wish them well on their project.



Former Fort Collins Municipal Railway car No. 21, outside the new car barn last fall. The Society had done a fine job of refurbishing this car and we will have the opportunity to ride in it in the not too distant future.

D&SNG RR UPDATE

The latest information out of Durango includes the following:

Combination car No. 311 has been purchased from Bob Shank, Jr. and is being rebuilt into a coach with 48 seats. In the car shop, a new coach is being build from the ground up and will be numbered 630. Two

new open coaches are being built and will be numbered 414 and 415.

K-37, No. 497 should be ready to run on June 1st. A total of five locomotives will be working this year, including K-28's 473, 476 & 478; K-36 #481 and K-37 #497. Work should then progress on No. 42.

A new yard master's tower has been completed and houses the Railroad's Security Department. Extra stalls were added to the roundhouse, but it is reported that the contractor failed to follow the "round" of the house and so the stalls do not meet up with pit tracks without some rather harsh curves to the pit. Bradshaw fired the contractor and to date, nothing has been done to correct/replace or whatever.

Sundance Publications, having moved back to Denver, opened the way to allow the San Juan Historical Society to cancel their lease with Sundance and allow the D&SNG RR to lease the entire station for this year. It is reported that Bradshaw made his "final" offer to buy the building and it is now up to the Society to determine if they are willing to sell the depot. It might be in the best interest of preservation to sell the building to the D&SNG as the building is slowly sinking into the ground and major work is needed to jack up the building for new foundations. The original pile foundations have simply rotted away.

K-28, #476 headed the first train into and out of Silverton on Friday, May 4th. This was a work train.

The first week of through train service to Silverton was quite eventful. On Sunday, May 13th, the Snowshed slide ran to a depth of ten feet covering 50 feet of track, delaying the train for over an hour while crews worked to remove the barrier. On Tuesday, rocks blocked the tracks on both the up and down trips and a slip at the Snowshed added to the problems.



CRIPPLE CREEK FIELD TRIP

As mentioned in the Club calendar, this year's field trip is going to take us south of Denver and high into the mountains west of Pike's Peak to the "World's Greatest Gold Camp"-- Cripple Creek! Since the discovery of gold at Cripple Creek in 1890, enough of the precious metal has been removed to make the Cripple Creek Mining District one of the world's greatest producers of gold. To accomplish this distinction, it took many people, much machinery and an extensive rail transportation system. At the turn of the century, this district was served by two standard gauge railroads, one narrow gauge railroad and two electric lines. Their tracks crisscrossed and connected to each other in an amazing and confusing maze of tracks. Our goal during our visit will be to learn more about this interesting aspect of the District's colorful history. Club member, Jack Morison, will be the trip leader and will share with us his knowledge and observations as we explore by car and on foot.

Due to the many fascinating aspects and historical attractions of the area, we have decided to do something a bit different this year and make it a two-day outing. Such a schedule will allow us to have a more relaxed and informative trip and also enjoy the melodrama and dinner. (However, should you wish to leave the group at the end of the first day, the itinerary has been arranged so that you will still find a one-day venture most worthwhile)

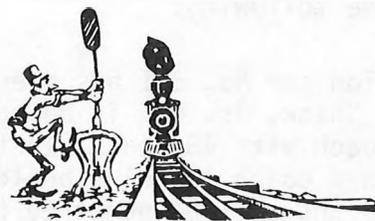
The trip begins with a 7:00 a.m. departure from the Denver area on Saturday, August 18th, driving to Florence (in the Arkansas River Valley). From there, we will proceed north into Phantom Canyon and make our way over the winding, climbing narrow gauge roadbed of the Florence & Cripple Creek Railroad, stopping to view tunnels, bridges and station sites along the way. After our arrival in the District and enjoying a tasty lunch provided by Jim and Lil Ranniger at Ranniger's Roadbed Commissary, we will explore Cripple Creek and Victor, ride a chartered train on the Cripple Creek and Victor Narrow Gauge Railroad, then check into our motels before eating dinner and

attending the Imperial Hotel's melodrama presentation, "Under Two Flags." Following breakfast on Sunday, we will again venture forth into the surrounding hills to follow old railroad grades, eventually breaking for lunch at Ranniger's Roadbed Commissary and then do a bit more exploring before departing the area in mid-afternoon.

Due to the need for participants to make motel reservations and for the Club to make dinner and melodrama reservations, we encourage you to respond as soon as possible with your requests to us and to the motel. We are going to offer several options to Club members and guests as outlined below. (Costs are per person)

- PLAN 1 : \$12.00 (Includes guided tour, handout, train ticket and lunch on 1st day)
- PLAN 2 : \$32.00 (Includes the above plus dinner & melodrama--tax and tip included)
- PLAN 3 : \$38.00 (Includes the above plus lunch the 2nd day)

The Club will take care of dinner and melodrama reservations at the Imperial Hotel upon receipt of payment, however, you must make your own reservations at the motels. The following establishments are available: The Palace Hotel, Cripple Creek Hotel, Cripple Creek Motel and the Westward Ho Motel. (Note: due to a previous booking by another group, the Imperial Hotel is already filled) Trailer parks and campgrounds include: The Lost Burro, Cripple Creek Travel Park and Hospitality House, Mt. Pisgah and Cripple Creek Gold Campgrounds. All the above establishments can be contacted by writing to the establishment at Cripple Creek, Colorado 80813. Again, accommodations and melodrama seats become difficult to reserve as the summer progresses--so don't delay! Should you have any questions, please feel free to contact Jack Morison, 333-3830.



ORDER FORM
Cripple Creek Excursion

NAME E & B

ADDRESS _____

(Please Print)

PHONE _____

PLAN 1 (\$12.00 ea.) No. 2 \$ 24 -

PLAN 2 (\$32.00 ea.) No. _____ \$ _____

PLAN 3 (\$38.00 ea.) No. _____ \$ _____

Total enclosed.....\$ 24 -

Note: RESERVATIONS DEADLINE is JULY 12th!!!

Mail reservations to:

Rocky Mountain Railroad Club
c/o Matt Anderson
1117 S. Clayton Street
Denver, Colorado 80210

*Paid 6/19
chk # 1171
\$ 24.00*

ARTWORK/ARTWORK

You may have noticed the use of various railroad logos and cuts in the past few newsletters. Your editor feels that these help to dress up the pages of the newsletter and make it more interesting to read.

Perhaps you have some Rocky Mtn. Region artwork along these lines or railroad oriented cuts that you might be willing to share. If so, please send copies to Editor, Rocky Mountain Rail Report, 502 S. Cody Street, Lakewood, Colorado 80226.

Some examples of things I would like to have for insertion in the newsletter include: Great Western Railway Logo (?), Colorado Central Logos, Rio Grande Southern, Various D&RGW logos, etc. Original artwork can be returned, if requested.

**GREAT WEST RAILWAY STEAM RETURNS—
CLUB EXCURSION PLANNED**

Many memories were resurrected on Sunday, May 13th, as ex-Great Western Railway steam locomotive No. 51 blasted out of the Loveland Depot for the first time in many years. Stored for the last two decades in Denver by its owner, John Birmingham, the engine was moved to Loveland last year where rehabilitation work was undertaken by John. This first run was made to Severence under beautiful skies with nearly 200 Polka dancers on board. Three cabooses and two passenger cars made up the train's consist.

The Rocky Mountain Railroad Club has experienced a number of interesting excursions with the No. 51, not only on the Great Western, but even to the Moffat Tunnel. As we "suspect" that the Rio Grande would not be very receptive to such an operation again, we will not pursue that avenue; however, the Great Western Railway is really where the engine belongs, so arrangements have been made for a Club excursion with the No. 51 on Sunday, Sept. 9, 1984. Further details and cost will be in the July Newsletter, so if you wish to participate, note it on your calendar and prepare to order tickets promptly as space will be limited. (Darrell Arndt)

**AROUND THE ROCKIES—
NOT THROUGH THEM**

Runoff from the melting of heavy winter snows has not been kind to the Rio Grande, and has caused consternation with Amtrak and its passengers as well. The May 17th westbound run of the California Zephyr made it as far as Helper, Utah, where it was held due to high water and mudslides between there and Salt Lake City. Passengers were eventually bussed to Salt Lake City, as were eastbound passengers the next day and the train became the eastbound run on Thursday, the 18th. All following trains were routed over the Union Pacific and were doing so as of this writing on May 22nd. The Rio Grande's Craig Branch has been out of service also due to flooding along the line. (Darrell Arndt)



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 items.

AUCTION: I am disposing of a small collection of Colorado Railroadiana containing books, brochures and post cards. For a detailed list of material to be auctioned, send a SASE to Patrick E. Purcell, 412 Strafford Ave., #3C, Wayne PA 19087.

WANTED: D&RGW narrow gauge (or even standard gauge) drumheads to join those now in my collection: California Zephyr, Exposition Flyer, Prospector, and Royal Gorge. It's time they got together! F. Bauer, 440 Meadowlane Road, Dearborn, Michigan 48124.

FOR SALE: 1 copy, Pictorial Supplement to the Denver, South Park & Pacific by Kindig, Haley and Poor, copy No. 1115, autographed, excellent condition, dust cover shows some sign of wear. Minimum price \$175 with higher bids accepted and honored. Send SASE or call 303-756-7965, 6-9pm evenings only, MDT. John E. Dillavou, 1270 South Grape Street, Denver, Colorado 80222.

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 attention of the Editor, Rocky Mountain Rail Report, 502 South Cody Street, Lakewood, Colorado 80226.



Bob Griswold has advised us that material for the Club's book on the Georgetown Loop has been coming in to him in good order. However, he would like to request that anyone having access to the following few items would either write or call him and advise if the Club could use these in our publication:

Pictures of the Idaho Springs Depot, Georgetown Depot, Dumont Depot, and the Empire Junction Depot. Pictures of the Silver Plume Pavillon, Argentine Central Trains and reconstruction photos of the Loop in the 1970's. Original Georgetown Loop Tickets.

Should you have any of these items or know where to get them, please advise Bob at 2700 South Kearney, Denver, CO 80222 or telephone 303-756-7814.

ROCKY MOUNTAIN



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DENVER, COLORADO 80201

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