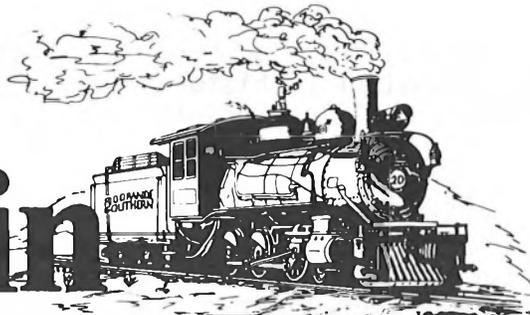


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 8, 1986 -- 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
Les Grenz..... Associate Editor
Keith Kirby..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

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

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join 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 December of the current year. Membership covers the immediate family unit.

July, 1986..... No. 321
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.

MEMBERSHIP INQUIRIES AND HELP

Chuck & Chicky Morison, Co-Chairmen
3550 South Kendall, #8-301
Denver, Colorado 80235 (303) 980-6698

JULY 8 PROGRAM

The program for July will be of special interest to RMRRC members as it deals with the narrow gauge and will particularly deal with a fascinating subject: The Como Roundhouse.

Bill and Greg Kazel (new owners of the roundhouse) will present their program on the Como Roundhouse, featuring slides of photographs dating back to 1887. Besides the slides depicting the roundhouse from 1883 through abandonment in 1938, we will be filled in on current restoration work. Yes, restoration has begun, although final plans for this building are not completed. The restoration began with overall cleanup and progressed to repointing the stone walls. The repointing has been only partially completed at this point.

REPORT ON COLORADO LIVE STEAMERS OUTING

On Saturday, May 24th, over 40 Club members took the opportunity to look over the new home of the Colorado Live Steamers at Waterton, at the mouth of the South Platte Canyon.

A fine day was had by all as the accompanying photographs depict. The Colorado Live Steamers, many of which are also RMRRC members, were gracious hosts and went out of their way to make us feel "at home." Considering the fact that this was the Memorial Day Weekend, the turnout was quite good and those who spent the day at Waterton were amply rewarded.

Our thanks go to the Colorado Live Steamers and we eagerly look forward to visiting them again.



Kids and adults had a great time riding the "Rio Grande" freight. The outside trackage is designed for 7½"-gauge while the inside track is 4 3/4"-gauge.



The servicing area--a beehive of activity for the live steamers and their engines, the area also has some picnic tables where many members enjoyed the lunches they brought along for the day.



Your editor took this photograph as he followed these two live steamers aboard a train on the 7½" track. Now...that's the way to pace a train--while riding another train!!!



Pulling out from the main boarding area, this steamer is about to cross some pretty complicated trackwork. The track to the left curves over a wooden trestle, leading to the turntable and servicing area.



Mat Anderson (the man who takes care of all the Club's trip tickets) enjoys a ride around the railroad behind a rather attractive engineer!

CLUB MERCHANDISE AVAILABLE

- CLUB T-SHIRT (s-m-l only)..... \$5.00
- CAPS (one size fits all)..... 4.00
- CLUB EMBLEM (fits any bumper or suitcase)..... .50
- CLUB PATCH (fits anything at all!)... 1.00

Please add \$1.00 per order if ordering by mail on large items or include a stamped, self-addressed envelope if just a patch or self-sticking decal is ordered.

Items may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB
 c/o Erwin Chaim
 560 Emerson Street
 Denver, Colorado 80218

WYOMING/UNION PACIFIC FIELD TRIP

This is your last chance to plan to participate in a unique excursion to the Wyoming territory to hike the old grade of the Union Pacific from the old town site of Tie Siding; the Site of the Dale Cut High Bridge; The site of the town of Sherman and the Ames Monument.

The Commissary will be in operation with Lil and Jim Ranninger providing the food for lunch. The cost of this outing is \$7.50 per person.

Plans are to meet at Hermosa at 9:30 for coffee and donuts and to organize for the day's events. The outing will end at 4:00 p.m.

It is a 2½-hour drive from Denver to Tie Siding on US 287 (around 115 miles). At tie siding, turn right about 100 yards ahead of the Exxon station and follow county road 1.1 miles to Hermosa. Wear good walking shoes and, remember, Wyoming can be somewhat windy!

TICKET ORDER FORM

(For use prior to the July Meeting date of July 8, 1986)

NAME _____

ADDRESS _____

 (Please type or print)

TELEPHONE _____

Please send _____ tickets @ \$7.50 each.

I enclose a check for \$ _____

Send a stamped, self-addressed envelope to:

ROCKY MOUNTAIN RAILROAD CLUB
 c/o Warren M. Anderson
 1117 South Clayton Street
 Denver, Colorado 80210

ALPINE TUNNEL FIELD TRIP

Join us on Saturday and Sunday, August 9th and 10th, for a grand tour of both portals of Colorado's famed Alpine Tunnel, led by Rich Dais and Tom Lawry. This 1,772-foot-long landmark of narrow gauge railroading served the Denver, South Park and Pacific Railroad from 1881 until its abandonment in 1910, and has fascinated railroad history buffs ever since.

On Saturday, we will meet at Johnson Village (about 2 miles south of Buena Vista) and proceed in caravan up Chalk Creek Canyon to Saint Elmo and on south to the townsite of Hancock where we will enjoy coffee and donuts.

From Hancock, we will hike up the grade to East Portal of the tunnel, about 3.2 miles one-way. Hikers should bring a sack lunch, drinking water, warm clothing, rain gear, and hiking boots. We will set a fairly easy pace, but be advised that Hancock is over 11,000 feet in elevation, and the Tunnel is almost 11,500 feet. For those who choose not to hike, there will be the opportunity to explore and photograph the railroad grade, the many old mining structures in the area, and the picturesque old ghost town of Saint Elmo.

After retracing our route to Hancock, we will caravan back down to Saint Elmo for a short walking tour. Saturday's trip officially ends here, allowing ample time for exploring on your own on the way to our overnight stop at Salida. NOTE: you must make your own arrangements for motels or campgrounds in Salida or nearby Poncha Springs (See List). Advance reservations are strongly recommended!

On Sunday morning, we will travel on U.S. 50 over 11,312-foot Monarch Pass before turning north at Parlin and proceeding on to the old railroad town of Pitkin, the site of Quartz, Sherrod Loop, Woodstock, the Palisades, and the West Portal of the Alpine Tunnel. After exploring the extensive remains at the Tunnel, we will head back downgrade to our lunch stop, where we will be treated to a sumptuous repast provided by Ranniger's Roadbed Commissary, before heading for home.

The total price for the two-day trip is just \$10.00 per person, which includes Saturday morning coffee and donuts, a Saturday afternoon Surprise, a hearty lunch on Sunday, trip brochures, and of course, the fun and fellowship we always enjoy on RMRRC field trips. This is a trip you won't want to miss, so send in the attached coupon now!

Please send _____ tickets @ \$10.00 each.

Enclosed is my check for \$ _____

NAME _____

ADDRESS _____

TELEPHONE _____

Send your reservations to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Rich Dais
1055 Logan Street, #706
Denver, Colorado 80203

NOTE: 4-wheel-drive is not required for this trip, but some of the roads may not be suitable for passenger cars with low clearance.

Further details, including meeting times and specific directions to meeting places will be mailed with your ticket.

LODGING LIST - Salida

Best Western Colorado Lodge	539-2514
Budget Host Rky Mtn Lodge	539-6008
Budget Lodge	539-6695
Circle R Motel	539-6296
Hi Lander Motel	539-4134
Jackson Hotel	539-3122
Little River Ranch	539-6545
Motel Martha	539-4722
Motel Westerner	539-2618
Mountain Motel	539-4420
Palace Hotel	539-6681
Rainbow Motel	539-4444
Ranch House Motor Lodge	539-6655
Redwood Lodge	539-2528
Shawano Motel	539-6689
Western Holiday Motor Hotel	539-2553

Woodland Motel 539-4980

CAMPGROUNDS

Heart of the Rockies KOA 539-2025
Ponderosa Lodge 539-2730
Four Seasons Campground 539-3084



6th NATIONAL NARROW GAUGE CONVENTION

The National Narrow Gauge Convention is fast becoming the premier modeler/railbuff convention in the U.S. This year will be no exception as the Convention returns to Colorado. Many Club members as well as the Club itself are very active in this year's Convention, which will be held at the Denver Airport Hilton, I-70 and Peoria, from September 17th through the 21st (Wednesday through Sunday).

Included in the fare is one of the largest gatherings of modeling manufacturers and railroad artists anywhere. Clinics and programs on modeling subjects as well as historical subjects are the main course, but this is embellished with model railroad tours, prototype steamups (including the Colorado Railroad Museum, High Country Railroad, Georgetown Loop and the Cumbres & Toltec Scenic Railroad), model contests, photographic contests and an auction.

Some of the Club members already signed up to participate in giving clinics, programs and tours of their narrow gauge layouts include: Darlene Edgerton, Bob Richardson, Mel McFarland, Bob Stull, John Maxwell, Bob Brown, Sam Dougherty, Bill Gould, Erwin Chaim, Mike Trent, John Robinson, Les Grenz, Charlie Getz, Don Meeker, Art Wallace, Bill White, Mike Horner, Steve Swanson, Jim Schwingle and Jim Trowbridge. The Club sets

up its display and many new members have been signed up at this event as well as Club books sold.

The cost of this convention is \$50.00 before August 1, 1986 and \$65.00 after August 1st. One-day registrations are \$30.00. No cancellations are allowed after September 1, 1986. A flyer can be obtained by writing the Registrar, 6th National Narrow Gauge Convention, 14541 East Harvard, Aurora, Colorado 80014. If you are interested in an excursion aboard a special mixed train over the Cumbres & Toltec Scenic Railroad, one is available on Monday, September 15, 1986 at the cost of \$50.00 per person. This will be a photographic special with many photo runbys planned and a doubleheader up Cumbres Pass if 250 passengers are aboard! The train fare is non-cancellable, so be sure you can ride before purchasing your tickets.

If narrow gauge is your first love or you have a strong interest in narrow gauge, this Convention is for you!

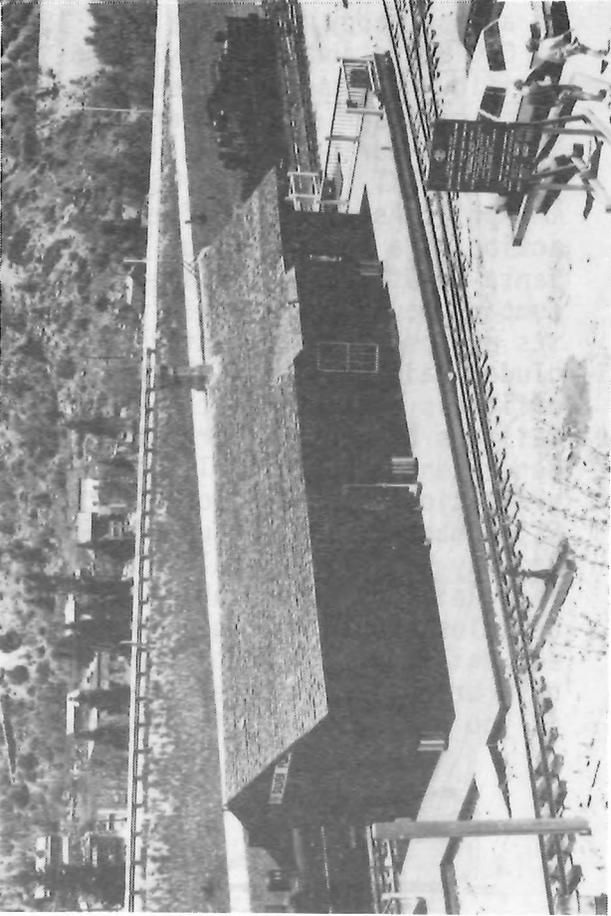
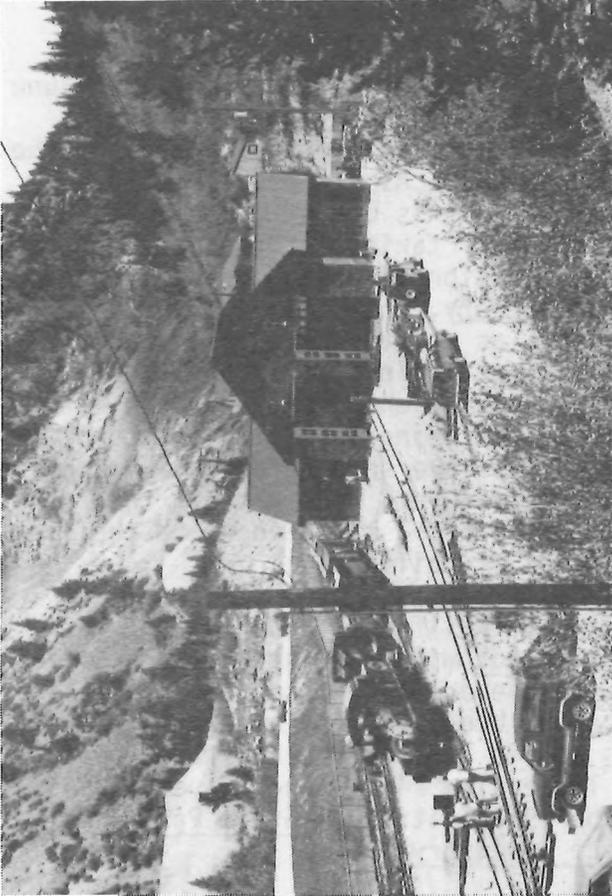
RAILFAIR '86

Don't forget to mark your calendars for this year's edition of Railfair, put on by the Intermountain Chapter of the NRHS.

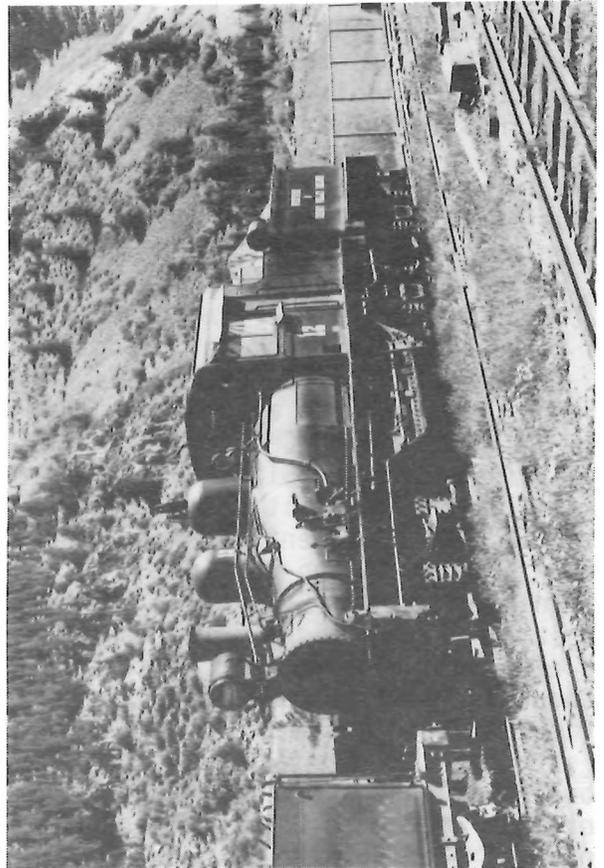
Railfair will be held on Saturday and Sunday, July 12 and 13, 1986 at the Jefferson County Fairgrounds, West 6th Avenue and Indiana Street in Lakewood. Show times are 10:00 a.m. to 6:00 p.m. on Saturday and 10:00 a.m. to 5:00 p.m. on Sunday. Cost is \$2.00 for adults and \$1.00 for children. Saturday is the very best day to secure those railroad treasures you have been looking for, but Sunday is calmer, allowing easier access to displays and merchandise.

The Rocky Mountain Railroad Club will have its display at Railfair and will be selling books as well as looking for new members. A number of volunteers will be needed to watch the Club's display during this weekend. Can we count on YOU? If so, please contact Erwin Chaim at home or at the July meeting. Your help in this matter will be greatly appreciated and, we know from past experience, that you will have a great deal of fun representing the Club.

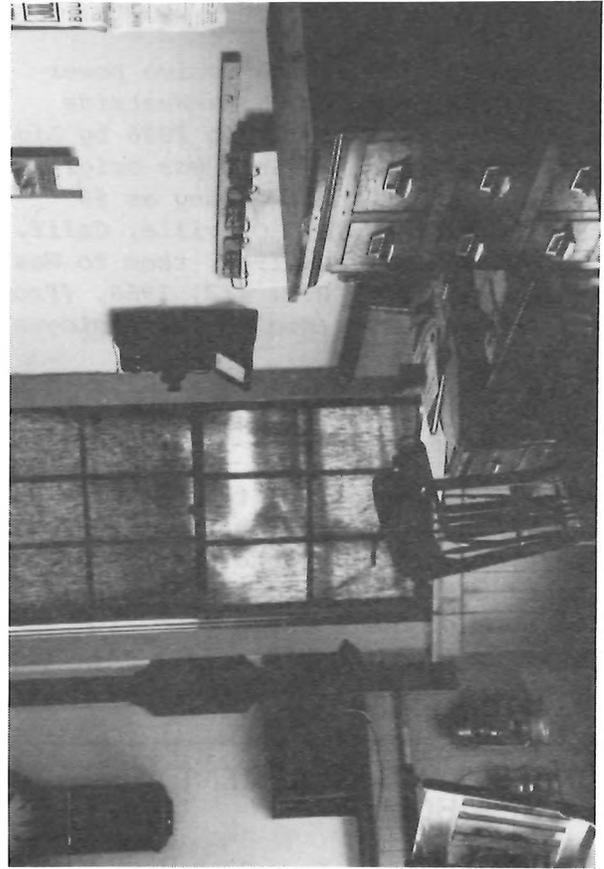
Don Meeker took two photographs to form this overall view of the location of the new engine house in Silver Plume. Don, along with a few other RMRRRC members and



under the direction of the Boulder Model Railroad Club were tamping ballast along the new track being laid from in front of the station into the engine house.



Left: See page 8 for description



Right: See page 8 for description

Photograph, bottom left, page 7.

The newest addition to the motive power lineup at Georgetown Loop, ex-Westside Lumber Company, #12. Built in 1926 by Lima (their #3302), this 3-T Shay was originally built for Swayne Lumber Company as #6 (Butte & Plumas Ry. #6), Oroville, Calif., then to W.S.L. #12, May 1940, then to West Side & Cherry Valley R.R. #12, 1968. (From Ferrell's Westside). (Don Meeker Photograph)

Photograph, bottom right, page 7.

A view of the interior of the Silver Plume Station, showing the restoration by the State Historical Society to give visitors an idea of what things looked like in the 1800's. Some of these items came from our own member's donations (See June article in the Rail Report) (Don Meeker Photograph)

BLACK HILLS C&S EQUIPMENT NEEDS NEW HOME

We received a letter from Club member Mel McFarland concerning the C&S equipment in Hill City, South Dakota. It was addressed as to our Preservation Committee, but I ended up with it before passing it on. I thought you might find Mel's comments of interest. His letter is quoted:

I would like to raise your interest in the preservation of a Colorado artifact that has been removed from the state. In the Black Hills of South Dakota there is the last train to operate over the Denver, South Park & Pacific trackage in South Park. It consisted of C&S #9, a mail car and coach (this consist also being taken to the World's Fair in Chicago). It has been on display at the Black Hills Central Railroad, which is, as it seems, being dismantled. The equipment, I am told, actually belongs to the Burlington Northern Railroad (ex-Colorado & Southern) and that a new home might be appropriate. Where else but Colorado, and where else but the Georgetown Loop facility, or the Colorado Railroad Museum?

Do you (RMRRRC) think something can be done to get this engine to Colorado? and the train? (Mel McFarland)

FROM THE PRESIDENT

Railfans, future and present!..... On June 4th, I once again took the 5th Grade at the school where I teach for a ride on the Georgetown Loop. As always, the trip was outstanding! It is one of those trips one never tires of taking. It features unbeatable combination of a high bridge, spectacular scenery, and steam locomotives. This year, as was the case last year, it was the first train ride of any kind for over half of the children. The love of trains is not being instilled in "tomorrow's" railfans. As I've said before, take a child to see, better yet, ride a train this month. Let's not let you and I be the last generation of railfans!

Speaking of Railfan(s) and Railroad Magazine...do not miss the outstanding cover story in the July '86 issue about the Georgetown Loop. It runs a lengthy eight pages and is liberally illustrated. Also, GB&L locomotive #40 is the "Covergirl" for the 1986 Edition of Steam Passenger Service Directory.

On a less happy note, the May, 1986 issue of CTC Board and the July, 1986 issue of Pacific Rail News both refer to a most disturbing series of events that occurred in Kansas during a joint UP, BN, AT&SF, SP, KCS, MKT "Operation Lifesaver" Special in April. As a result of the outrageous action of a few obnoxious "railfans," Santa Fe Officials declared that, "the company would never again allow use of its equipment in any activity that includes railfans!" "AT&SF railroad police officials stated that the actions of a few railfans has set back relations with that benevolent group of followers by a generation!" In addition, in the Volume 51, Number 2, 1986 issue of the National Railway Bulletin, Ronald N. Deiter asks, "Are Railfans Respectable?" Each of these articles should be required reading for all railfans. "It's up to all of us to help bring public acceptance-respectability if you will-to the railroad hobby."



WORK-WEEKEND ON THE CUMBRES & TOLTEC SCENIC RAILROAD

Remember the write-up of RMRRC's excursion to Chama last August to join with the New Mexico Railroad Club members for a work-weekend on the C&TS? If not, or, if you wish to review the events, please see the September, 1985 issue of the Rail Report.

Five RMRRC members ventured to Chama for a hard-working, but fun time restoring equipment on the C&TS. Since our June newsletter, your editor has already had eight or nine members state interest in doing this again. Therefore, notice is hereby given that a group of Rocky Mountain Railroad Club members are going to Chama over the weekend of August 23 and 24, 1986.

The weekend will consist of painting of rolling stock, lettering and other needed work. Materials will be supplied, although we might suggest you bring some personal tools such as hammers to be sure we have sufficient work equipment. Be sure to bring old work clothes also!

Most of us will leave for Chama on Friday and stay overnight in motels. Please be advised that bunk cars are available for overnight sleeping if you wish to keep costs down or experience a more railroad-ish decorum. Lunch will also be available on Saturday and Sunday and a donation of \$5.00 is requested to help provide food and beverage.

A meeting of the Railroad Club of New Mexico has been scheduled for Saturday night and Bill Lock of the NMRRC has advised your editor that a program made up of slides is planned for entertainment. (Last year, we enjoyed programs by C&TS General Manager, Dan Ranger on "Central California Steam" and C&TS engineers, Russ Fischer and Earl Knoob on Narrow Gauge subjects including not often seen aspects of the Cumbres & Toltec Scenic Railroad)

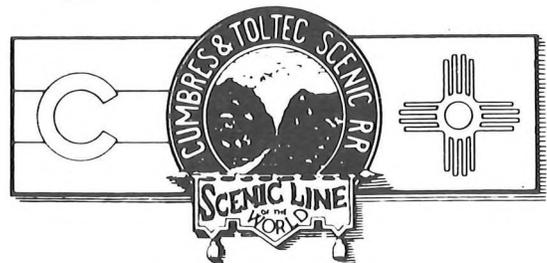
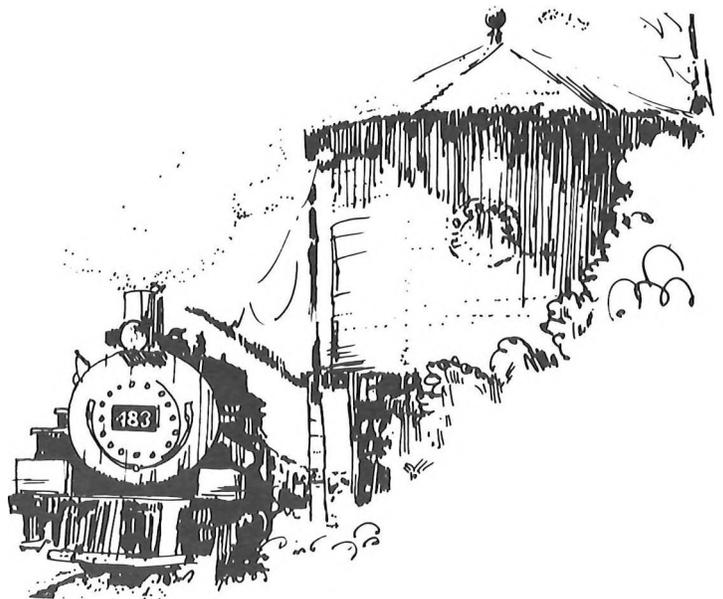
All of this weekend's work is being sponsored under the supervision of the Historical Society of New Mexico, a New Mexico non-profit corporation, qualified

as a tax exempt organization under Section 501 (c)(3) of the Internal Revenue Code. Pursuant to the Internal Revenue Code, certain expenses to travel to and attend such work projects for a charitable organization are tax deductible. Check with your accountant for details.

To participate in this work-weekend, you must be a member of the NM Historical Society. (The cost is \$15.00 per year) We can handle this in Chama or you can enjoy the benefits early by sending your check to: Historical Society of New Mexico, P. O. Box 5819, Santa Fe, New Mexico 87502. Dues are for a calendar year.

The Railroad Club of New Mexico also offers membership for \$8.00 per year and can be reached by writing to P. O. Box 36052, Station D, Albuquerque, NM 87176. Both organizations offer newsletters and other mailings.

If you are interested in joining us for this weekend, please contact your editor, Jim Trowbridge at (303) 988-2267, 502 S. Cody Street, Lakewood, Colorado 80226.



AMTRAK/OMAHA EXCURSION

Have you put aside the time between August 29th and September 1st, 1986 to join the Club on Amtrak from Denver to Omaha?

This trip appears to be a memorable one with visits to the Union Pacific's Maintenance Shops, Historical Museum and Union Station. Then there are the additional trips to the Western Heritage Museum, Boy's Town, the Strategic Air Command Museum, Bellevue Historical Buildings and the Omaha & Southern Railroad Depot (Nebraska's oldest depot).

Transportation to and from Omaha is aboard Amtrak's California Zephyr. Excursion prices are as follows:

Rd Trip Coach.....	\$299.00
Rd Trip Economy Sleeper.....	354.00
Rd Trip Deluxe Bedroom.....	441.00
Sgl. Occupancy, add.....	40.00
\$50.00 deposit due with reservation, balance by 7/14/86.	

OMAHA LABOR DAY TRIP ORDER FORM

Please reserve the following spaces for the August 29-September 1, 1986 Trip:

_____ Adult Fares (Dbl.) @ _____
per person/ Amount enclosed \$ _____

I enclose \$ _____ as a deposit.

[] Please send me information on other rail accomodation combinations, family discounts, or tour options.

NAME _____

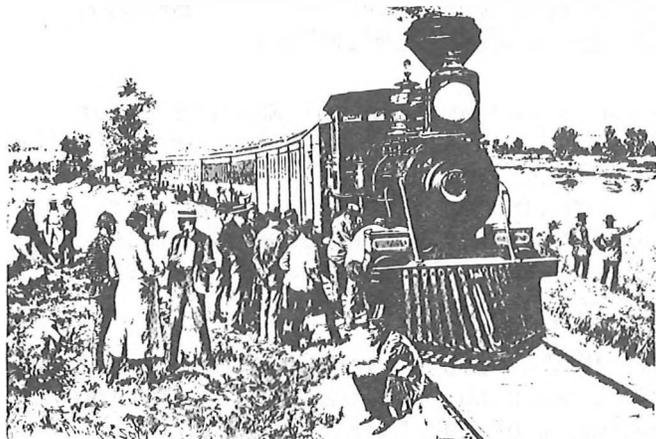
ADDRESS _____

(Please type or print)

TELEPHONE _____

Send remittance or correspondence to:

RKY. MTN. RAILROAD CLUB OMAHA TRIP
c/o Alpine World Travel, Al Miller
1555 S. Havana
Aurora, Colorado 80012 (303)752-0900



FREMONT AND ELKHORN VALLEY RAILROAD

Would you believe that a model railroad club could develop into a real operating-for-profit railroad? That is just what appears to have happened to the Platte Valley Railroad Club in Fremont, Nebraska, located along the original Union Pacific line west of Omaha. The first step was changing from a model railroad club to the Eastern Nebraska Chapter of the N.R.H.S.

One of the first activities of the N.R.H.S. group was to search for a steam engine suitable for display in Fremont. As the search for a steam locomotive continued, naturally the idea of restoring and operating it surfaced. A series of events occurred that led to the formation of the Fremont and Elkhorn Valley Railroad.

In 1984, a flood washed out the Fremont to Norfolk branch of the C. & N. W., and the railroad wasn't interested in rebuilding the line. Instead, the railroad was interested in selling the old branch to the Fremont group. To make a very long story short, the Fremont railfans acquired the abandoned track and scrounged for rolling stock which now includes three diesel locomotives and ten cars. Along with their wheeling and dealing, the group acquired the old C. & N.W. freight depot in Fremont which is now the headquarters for the new railroad.

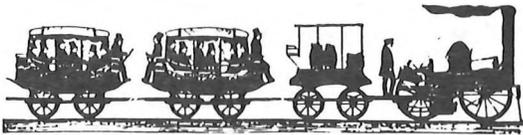
The line goes from Fremont to Nickerson, then along the Elkhorn River Valley through Hooper to West Point; that is a thirty-eight mile railroad. The group decided

that this was enough railroad to tackle, especially if they hoped eventually to have something that might show a profit.

The little railroad's greatest find was a 1942 Baldwin steamer built for the Army and which saw service on the Warren and Saline Railroad in Arkansas. The plans were to start activities in a modest way with a steam up of this old #1702 on Memorial Day, and then have the grand opening on July 4th with scheduled runs to West Point.

Of course, there are a lot of "ifs," the main one being money, but in view of the remarkable progress thus far, the Fremont and Elkhorn Valley has the green light.

(Bob Griswold)



RAILROADING HISTORY

Lloyd Crews gave you editor this information, based on a reprint of the first issue of the Scientific American, dated August 28, 1845. The front page of this issue (Vol. 1, No. 1) featured an illustration of a railroad coach under title of "Improved Rail-Road Cars." The following article was then presented and we thought you might find it interesting:

There is perhaps, no mechanical subject, in which the improvement has advanced so rapidly, within the last ten years, as that of railroad passenger cars. Let any person contrast the awkward and uncouth cars of '35 with the supurbly splendid long cars now running on several of the eastern roads, and he will find it difficult to convey to a third party, a correct idea of the vast extent of improvement. Some of the most elegant cars of this class, and which are of a capacity to accomodate from sixty to eighty passengers, and run with a steadiness hardly equalled by a steam boat, in still water, are manufactured by Davenport & Bridges, at their establishment in Cambridgeport,

Mass. The manufacturers have recently introduced a variety of excellent improvements in the construction of trucks, springs, and connections, which are calculated to avoid atmospheric resistance, secure safety and convenience, and contribute ease and comfort to passengers, while flying at the rate of 30 or 40 miles per hour. We propose to give a particular description of these improvements, accompanied with suitable engravings, in our next number, that our readers may be enabled to appreciate more fully the progress of improvements to this important branch of mechanism.

Lloyd also mentions that another front page item concerns an invention for a smoke filter for locomotives. "This is an attachment to the chimney passing the smoke up then down through a layer of gravel or sand. A strong draft is induced by a flywheel put in motion by steam and all the refuse of the smoke pipe is retained by the grand filter, and the heated air again passes into the furnace.

On page 2, we further read.....

- 1) The Mount Savage Railroad Iron Company is turning out 100 tons of railroad bars per day, and is adding much larger facilities to its works.
- 2) There is to be several railroad tunnels made and extended under the city of London during the present season.
- 3) One of Morris's engines of 18 tons has lately hauled over the Reading Railroad seven hundred and fifty tons at one load. This engine should be called the Samson.
- 4) No less than 282,599,000 tons of coal have been transported over one rail road, from the Schuylkill regions, this season, up to the 9th inst. (Lloyd Crews)

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 them.

WANTED: VHS recordings of UP 8444 and 3985, Georgetown Loop and Cumbres & Toltec. Please advise availability and prices. Daniel W. Higlin, (303) 433-0588. 3307 Newton St., Denver, Colorado 80211.

CHEYENNE CELEBRATES 100th ANNIVERSARY OF DEPOT

Just a reminder that there will be a special celebration of the 100th anniversary of the Union Pacific Depot in Cheyenne the weekend of July 18 and 19th. The event is called TRAINFEST '86 and will include many fine events as listed in last month's Rail Report, including steam engines 8444, 3985 and 1243 being placed on display. Check your June Rail Report for complete details.

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.

CLUB EXCURSION PLANNED WITH THE PRIVATE CAR "CARITAS"

It was announced at the June Meeting that the Club proposes to reserve the private business car "Caritas" for a special trip to Salt Lake City and return to Denver on October 17,18,19, 1986.

This 3-day excursion will run \$399.00 per person (dbl) and will include rail fare aboard the Caritas, all meals aboard the train and lunch while the train is turned over the Salt Lake, Garfield & Western during our layover in SLC. In addition, two nights hotel accommodations are part of the package.

Complete details will be forthcoming in the August newsletter. Space is already half committed and seats are limited. \$100 is required with reservations. Should you wish to make your reservations prior to the August newsletter, please feel free to contact either Darrell Arndt at (303) 572-7868 or Tom Lawry at (303) 750-2697.

ROCKY MOUNTAIN



RAILROAD CLUB

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DENVER, COLORADO 80201

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