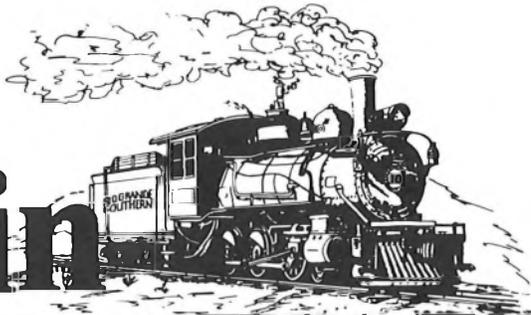


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 10, 1993 -- 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
Joseph E. Priselac..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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 in the August, 1993 Rail Report is due no later than July 10, 1993!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, etc., to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

July, 1993..... No. 406
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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

JULY 10 PROGRAM

Longtime Club member, Bob Andrews, will provide us with a selection of his favorite slides over a thirty-year period from 1962 to 1992 (three or four from each year that Bob feels are his best). There will be a variety of trains from the lowly local freights to container and double-stack trains, unit coal trains, passenger trains from pre-Amtrak era to the present, and, in addition, photos from several Club ex-

cursions as well as views of various tourist railroad operations in a number of locations throughout the U.S.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

JUNE PROGRAM

Not only did Charlie Max provide an evening's entertainment with his "South of the Border" slide program, but it gave Club members and their guests a preview of the upcoming Copper Canyon Excursion and what will be seen on this trip. Charlie provided a wonderful look back, some 30 years, at Mexican trains and we thank him for sharing his trip with us.

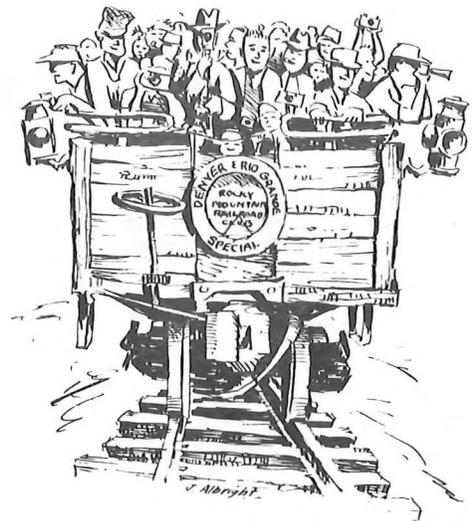
COPPER CANYON OF MEXICO EXCURSION

Should anyone still be interested in securing a place on this excursion, please call the Club's telephone (303) 431-4354, (out-of-area calls will be returned COLLECT), or, Al Miller at World Travel (303) 752-0900. Flyers are still available if you have misplaced your copy sent out in the March newsletter. However, Do Not Delay. Time is running out!!

NOTICE

DENVER & NEW ORLEANS RAILROAD FIELD TRIP

SOLD OUT!! Between mail orders and tickets purchased at the June meeting, the Denver & New Orleans RR Field Trip has been sold out. The Club is delighted that so much interest is being shown in our field trips. If you were not able to join us for the D&NO excursion, be sure to get your reservation in for the Tennessee Pass Field Trip on Saturday, August 21, 1993.



1993 SCHEDULE OF EVENTS

July 10	Denver & New Orleans RR Field Trip
July 13	Regular Monthly Meeting
August 10	Regular Monthly Meeting
August 21	D&RGW/SP Tennessee Pass Field Trip
August 22	Leadville and Colorado & Southern RR Excursion
September 14	Regular Monthly Meeting
October 1-9	Mexico/Copper Canyon Excursion
October 16	ANNUAL BANQUET
November 9	Regular Monthly Meeting
December 14	ELECTIONS and Regular Monthly Meeting

Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

NEW MEMBERS

Our Membership Chairman is out of town and a list of new members was not available. We will combine June and July listings in the August Rail Report.



Union Pacific #3967 (3985) prepares to leave Denver Union Station at 7:00 a.m., May 15, 1993. This was the beginning of an extraordinary day of railfanning. The Union Pacific went out of its way to recreate the 40th Anniversary (May 17, 1953) of the Club's first modern Steam excursion on the UP. For this event, "elephant ears" were fabricated to make the 3985 resemble the 3967. In addition, a "3967" number plate was placed on the smoke box front and the engine was lettered accordingly. (Thomas Kelcec Photograph)

UNION PACIFIC 40th ANNIVERSARY STEAM EXCURSION REVIEW

May 15, 1993, will long be remembered by some 500 railfans as one of the most outstanding trips in the history of the Rocky Mountain Railroad Club. Our fifteen-car consist, along with Challenger and two auxiliary water/fuel cars was a sheer delight!

UP #3985 had been transformed by the railroad into Challenger #3967 especially for this anniversary trip. A considerable ex-

pense was absorbed by the Union Pacific to not only reletter, but fabricate a new number plate and "elephant ears" to cosmetically alter the #3985 to represent the #3967 that was used by the Club on May 17, 1953 in the advent of the first modern day fan-trip on the Union Pacific by the RMRR from Denver to Laramie.

The modern passenger equipment used on this trip has all been meticulously rebuilt and refurbished with the latest technology in electrical and mechanical equipment and furnished with exquisite



One of a number of photo runbys accorded the Club's passengers. What a beautiful sight to see the UP Challenger and its two auxillary water/fuel tanks being followed by fifteen bright, gleaming streamline passenger cars, including three dome cars! Here we catch a glimpse of a few of the 500 passengers who enjoyed the event first hand. Our photo lines were well arranged for everyone to get a good, unobstructed shot. (Scott Lehrer Photograph)

materials in seating, as well as carpeting, new paint and fixtures. First Class is all we can say about the UP's equipment these days!

Some fifty Club members served as crew to the 450 or so passengers and must be commended for an outstanding job in all facets of service to passengers. Everything was outstanding, down to one of the finest trip handouts ever produced by the Club. A special thanks goes out to Hugh and Marysue Alexander for all the artwork and design for everything from initial flyers to the trip handout. And, a special "well done" to Bud Lehrer for overseeing this excursion as the Club's trip chairman. In addition, we would like to mention all those who served this day and give fellow Club members a better appreciation of how

many people it takes to pull a trip of this magnitude off, and, also extend our appreciation for the effort put forth:

Car Hosts/ Larry Lombard, Sherm Conners, Hugh H. Wilson, Hugh K. Wilson, Art Lort, Rich Berens, Mike Johnson, Erwin Chaim, Brian Bechtold, Tom Caldwell, Jim Hurt, Jack Morison, Jim Jones, Joe Nicklas, John Dillavou, Dick Kremers, Carl Carlson, Steve Rasmussen, Ron Kaiser, Tom Peyton, and Jack MacLennan.

Safety/ Jim Ehernberger, Mat Anderson, Pete West, Alan Greene, Stu Anderson, Brian Gould (EMT) and Joell Velotta (EMT).



Upon reaching Laramie, those aboard the May 15th trip who had also been aboard the May 17, 1953 trip were asked to meet in front of #3967 for a group photograph. Pictured above, from left to right are some well known Club members: Jim Ehernberger, Lavonia and Bob Griswold, Stu Anderson, R. H. "Dick" Kindig, E. J. "Ed" Haley, Charlie & Dorothy Max, and Chuck Powell. Not pictured, but aboard the train were two additional 40-year veterans, Carl E. C. Carlson and Jackson C. "Jack" Thode. We were, indeed, sorry that Carl and Jack could not make it up to the front of the train for the photograph. It was a real delight to have so many 1953 Trip participants with us in 1993! (Thomas Kelcec Photograph)

Photoline/ Jim Trowbridge, Frank Stapleton,
Bill Gould, and Hugh Alexander.

Sales/ Bob and Lavonia Griswold.

Commissary/Keith Kirby, Barbara Sausa,
Roger Callender, Jerry Swimmer,
Yolanda Valdez, Rich Dais, Dale
Downing, Tom & Cathy Lawry,
Chuck & Sue Baker, Ardie
Schoeninger and Cyndi Trombly

Joe Priselac, President and PR man.

Bud Lehrer, Train Manager/Trip Chairman

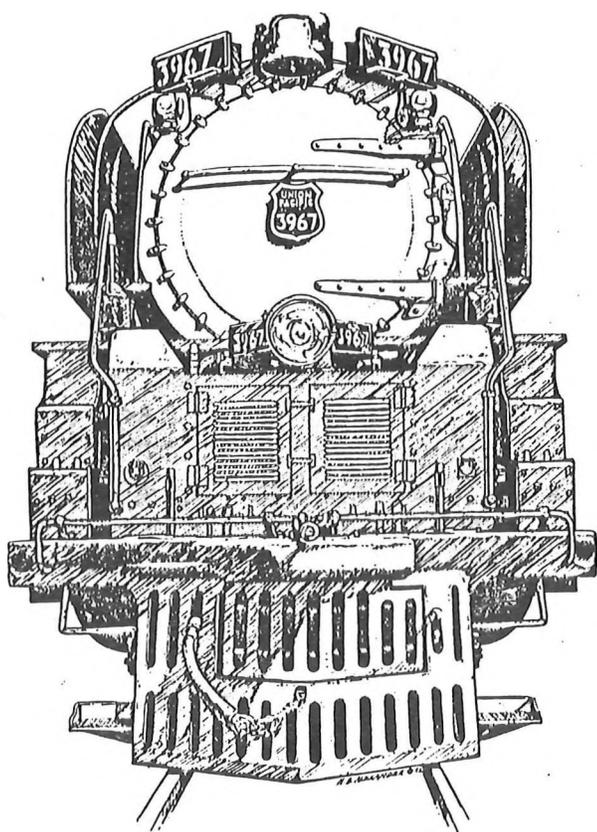
Hopefully, your editor has managed to list everyone. If we have missed anyone, we will make it up next month. In any event, the Club wishes to extend a sincere "Thank You" to all involved.

The day started out quite nice and a number of photo runbys were completed before rain and wind caused us to give up and head to Laramie. The rain let up long enough to allow passengers to deboard and watch as

the Challenger was serviced. An opportunity opened up to get a photograph of passengers on this trip who had been on the 1953 trip. These folks are shown in that photograph in the pages of this newsletter. Weather and slow running throughout the day due to new welded rail and regular traffic made the day somewhat longer than expected and we returned about three hours late in Denver. In spite of this, there were next to no complaints as our train was so very comfortable and.....who of us looks forward to our ride ending!?

Steve Lee and his crew did their best to provide a fine day of mainline railroading and were very successful in their attempt. The Club has received many favorable comments and letters and will receive some nice publicity through videos (Pentrex Goodheart, etc.) and TRAINS/Railfan magazines this fall.

All-in-all, the Union Pacific 40th Anniversary Steam Excursion was a great success and we look forward to our next UP trip.
(Jim Trowbridge)



PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the June, 1993 meeting are as follows:

Ray Fleisleber / Set of TRAINS magazines--1984, complete and in binder

John Holzman / Portfolio of Trains--Pennsy Railroad

Ray Fleisleber / American Locomotives

Tom Tolin / Southern Railway Panorama

Keith Goodrich / Bulletin No. 121--The Railway & Locomotive Historical Society

Gary Ellison (NY) / Set of black & white prints/Misc. Railroad

Steve Smith / Official Guide of Railways--December, 1969

Dave Salter / The Handsomest Trains in the World

Bud Lehrer / Memories of the New York Central

Chris Larscheid / The Grand Trunk Western Railroad

Sherm Conners / Union Pacific--100 Years in Colorado, 1867-1967

Jackie Pockrandt / Set of Timetables

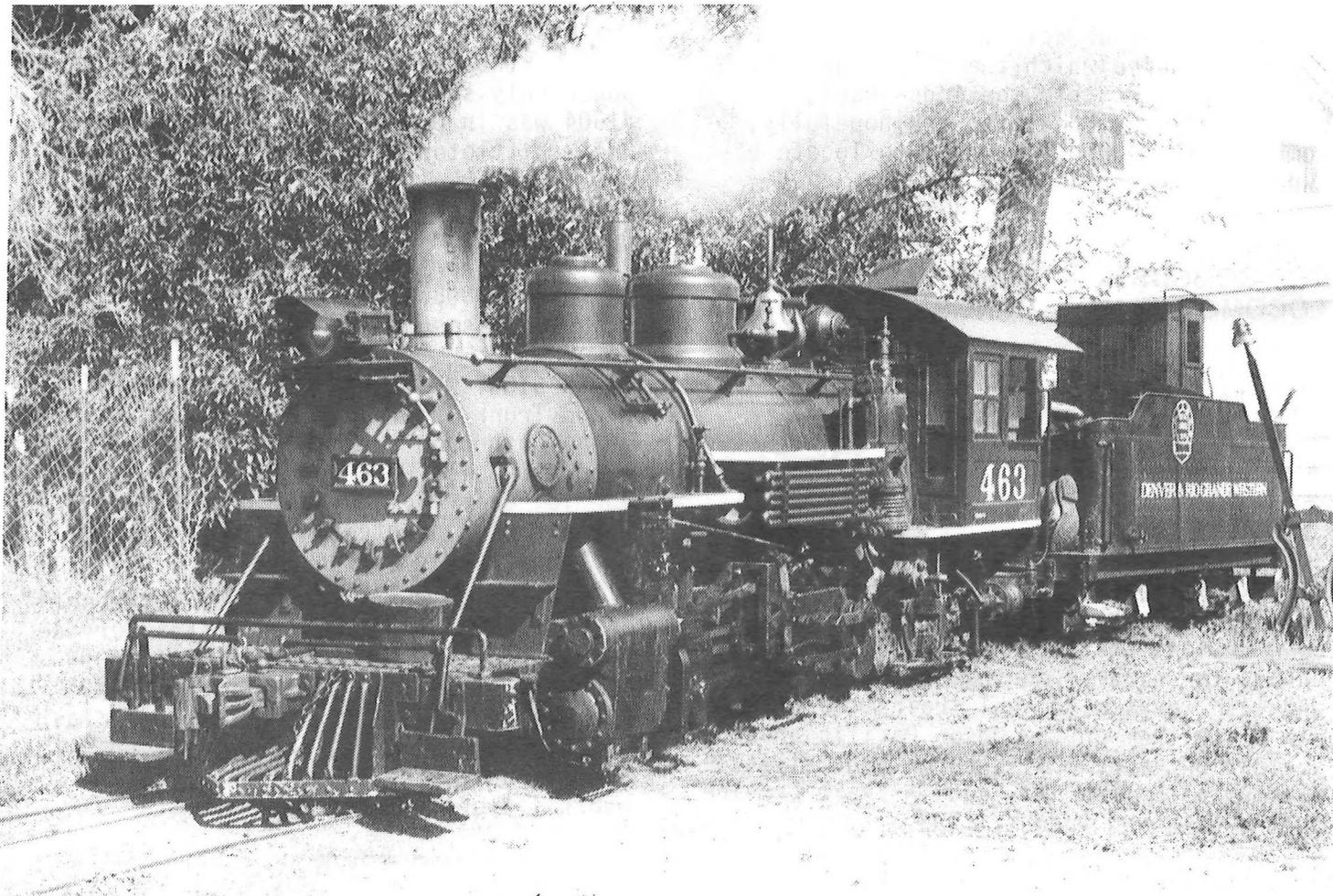
Dick Pfretzschner / Set of Postcards

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



STRASBURG EXCURSION RECAP

We had an absolutely wonderful time!! We would not do this outing justice if we merely described it in this issue of the Rail Report. It deserves the space and photographs that next month will allow us to accomplish. Look forward to Mat Anderson's recap and additional photographs.



Is this the real (3-foot gauge) K-27, #463? The only thing that gives the truth away will serve as a game for our readers. Can you find the out-of-scale item? Uhrich Locomotive Works built this 5"-scale replica of D&RGW K-27, #463, in 1976. It spent two years in McCormick Railroad Park in Scottsdale, Arizona, before being returned to Strasburg. Space constraints in this issue does not allow for proper coverage of this absolutely outstanding event. We will merely tease you, dear reader, with this photograph of part of the day's events and give you full details and more photographs in the August issue of the Rail Report!

(Mat Anderson Photograph)

D&RGW/SP TENNESSEE PASS FIELD TRIP

Your editor did not receive any information from the trip leader regarding the Tennessee Pass trip. We will presume that this outing will follow previous outings with unlimited participants and a cost of about \$10.00 for trip handout and lunch a la Ranniger's Roadbed Commissary. Be sure to mark your calendar and be prepared to send in your reservation after the receipt of the August Rail Report. Tickets may be available at the July meeting, but, will definitely be available at the August meeting.

RAILFAIR—1993

The Rocky Mountain Railroad Club will be participating in the Mile High Railfair at the National Western Stock Show Complex in northeast Denver on July 17 and 18, 1993. The completely air-conditioned exhibit hall is located at Interstate 70 and Humboldt Street. Adult admission will be \$2.50, and \$1.00 will be charged for children. The Saturday hours are from 9:00 a.m. to 5:00 p.m. and the Sunday hours are from 10:00 a.m. to 4:00 p.m.

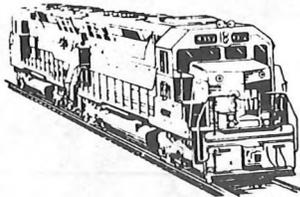
The Club has rented two tables from which

we will be selling Club memberships, explaining our club activities, and selling the merchandise which the Club regularly sells at our monthly meetings--caps, posters, books, booklets, and hopefully, some new items which we hope to locate between now and the middle of July.

(Bob Griswold)

THE COMBUSTION CORNER— LOCOMOTIVE HAPPENINGS

by Chip Sherman



EMD SD60MAC'S MOVE TO UNION PACIFIC FOR TESTING. The EMD SD60MAC'S left Denver, Colorado, sometime in May, 1993. They had been testing the alternating current technology for several months on the Joint Line and into Texas with coal trains. Reports now place them on the Union Pacific under evaluation. They will undergo high altitude testing at Buford, WY, and in train service during July and August, 1993.

SOUTHERN PACIFIC MOVING MILITARY TRAIN. Four Denver & Rio Grande Western lettered units lead by SD50 #5517 handled a U.S. Army train north into Denver, CO, via the Joint Line on June 2, 1993. The military tanks and trucks, half the equipment was in desert brown paint, originated at Fort Carson, south of Colorado Springs, CO. The SP train Pueblo to Denver Manifest, symbol PUDVM 02, was used. The SP delivered the entire train to the Union Pacific at Denver. (Lou DiMattia, The Colorado Zephyr)

SOUTHERN PACIFIC MP15AC AND SLUG WORKING NORTH YARD AND LOCALS. SP model MP15AC # 2733 and slug #1012 have been working North Yard, locals south on the Joint Line and the Belt Line during May. Transfers from the SP to the Burlington Northern 36th St. Yard in Denver have also had this set. The set is unusual for Denver. (Joe Snider, Lou DiMattia)

SOUTHERN PACIFIC USING LEASED POWER. The locomotive power shortage continues to require SP to lease power. Sightings in May and early June have noted Montana Rail Link,

Chessie, and Conrail units in Colorado. LMX 8579, EMD 5, a GP-60, and NRE 8953 were seen northbound at Littleton, CO, on an SP power-only shuffle, May 28, 1993. SP SD-7 #1504 was in Denver's North Yard on June 2nd. (Littleton Tower Operator)

DETROIT EDISON UNITS ON BURLINGTON NORTHERN. Detroit Edison has leased several units and Burlington Northern is using them into Denver. DE 005 SD-40, was seen on May 31. DE 001 was seen on June 2. (Lou DiMattia)

OTHER SIGHTINGS. BN 8015, Conrail 6973, Grand Trunk 5921, and BN 2813, GP39M, were on a southbound Burlington Northern train over the Joint Line on May 30, 1993. At Pueblo, Colorado, May 30, UP had Missouri Pacific blue painted/lettered unit 2327 working the yard. (Lou DiMattia)

Burlington Northern (BN) had a different power lashup in Joint Line helper service in May. Seen May 20 were BN SDP-40 6398 and 6399, teamed up with cabless SD-40 7502. It's rare to find a three unit lashup in helper service, not to mention a cabless unit. The set lasted about two weeks. (Operator, Littleton Tower)

RMRR BOARD NEWS

Due to the Memorial Day holidays, the officers and Board of Directors of the Rocky Mountain Railroad Club met at Denver Union Station at 7:00 p.m., Friday, May 21, 1993. The following is a brief review of Club business discussed:

Back in 1992, at the request of Larry Lombard, Club Treasurer, an internal audit committee was approved to periodically audit and review the Club's financial books and operating procedures. The appointed committee of Club members Frank Stapleton and Jim Trowbridge met with Larry on November 30, 1992 to review the fiscal 1992 financial records (11/1/91 to 10/31/92) and found the books in acceptable condition. In December, 1992, the committee submitted to the Board, an in-depth, comprehensive letter detailing their review and included recommendations to implement procedures to be followed by everyone involved in the operation of the Club. After lengthy review, the letter was accepted and adopted by the Board at the May meeting. Now, the committee will sit down and fashion a

condensed booklet of Standard Operating Procedure (S.O.P.) for distribution to various committees. As the Club handles a considerable amount of money each year, has a high investment in equipment, publications, 16mm archival movies and negatives, and, vintage railroad equipment at the Colorado Railroad Museum, the formal, written document being composed by the audit committee will be most helpful to those conducting Club business and will provide a more consistent approach to the day-to-day operation of the Club, even as personnel change from year-to-year.

Bob Griswold, Publications Chairman and Sales Committee of One, indicated that 200 T-Shirts purchased by the Club, illustrating Hugh Alexander's artwork and design commemorating the 40th Anniversary of UP Steam excursions, sold out and an additional four dozen were ordered to fill back-orders stemming from prepaid orders aboard the Club's May 15th trip.

Something of a surprise cropped up recently regarding the Club's roster of railroad equipment. It has been discovered that the Club owns yet another piece of equipment. The little motor car, painted white and in deteriorating condition, on the track behind the Union Pacific boxcar at the Colorado Railroad Museum, actually belongs to the Club! This long-lost piece of information was brought to the Board's attention recently, and, in investigating the matter, some long-time members were consulted and their memories detailed how past president, Eldon "Ollie" Larsen, now deceased, secured the car from the Public Service Company of Colorado, whom he worked for and retired from, and brought it out to the Museum for display. Somehow, this piece of equipment was never placed on the Club's roster (and serves as a good example why your Board has commissioned a new committee to thoroughly review the Club's assets and prepare new listings as recommended by the Audit Committee. As much as we hate to admit that our "little" club has become a rather large business--it has; and, we must begin to take measures to make the daily operations more formal to protect and preserve the Club's assets). Mike Johnson, RMRRC Board Member, has submitted a proposal to the Board to remove the car to his home in Colorado Springs and, there, restore it to

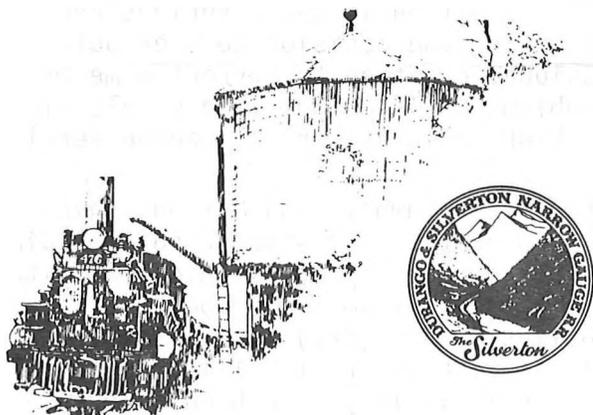
running condition for display at future Club functions. The Board has accepted his proposal and work will begin immediately.

Further discussion at the May meeting once again centered on "what to do about the deteriorating condition" of the Club's engine and rolling stock at the Colorado Railroad Museum. Hugh Wilson (Sr.), Equipment Chairman, does have a few volunteers helping him at times, but major work must be accomplished, especially on the ex-Rio Grande Southern narrow gauge locomotive No. 20. The cab side panels and the tender need major preservation and restoration work. The 20's condition is quite serious and we may be facing the decision to seek outside professional craftsmen to correct some of the problems as we cannot find people within the Club to volunteer the needed service.

A number of worthwhile suggestions have been proposed the past year or so including the "Adopt a Relic" program which met with minimal response from the membership. The Ft. Collins Birney (#22) was up for long-term lease with the Fort Collins Municipal Railway Society. They have been interested in restoring our Birney for service on the Ft. Collins line. Initially, they wanted a lease arrangement but later changed their minds and suggested outright purchase for \$10,000. However, your Board, in all honesty, felt that even in the car's present state, it was worth far more in today's market and were willing to investigate a "Fair Market" price to get a more realistic starting point in bargaining for the car's sale. A letter was sent quite some time ago and we have received no response, whatsoever! We assume that there is no longer any interest. The Birney is just another example of the considerable task in preserving or restoring the Club's old equipment. The time is fast approaching when a decision will have to be made regarding the disposition of equipment--should we sell some of the less desirable equipment, should we search for lease agreements to operations like the C&TS or D&SNG, etc. A core of Club volunteers continues to put in many hours each month on the No. 25 Interurban car at the Federal Center, and, little-by-little, the car is coming together. But, we need more help from the Club membership. As much as we wish to keep all the equipment, we cannot continue to do so if we must hire

outside help--we cannot afford the cost! Once again, if any Club member wishes to get involved in preservation and restoration, please contact the Club through its mailing address or phone number, or, our equipment chairman, Hugh Wilson.

One last bit of news concerns Roger Callender, Vice President and Book Raffle Chairman. Roger needs an additional Club member to help on the raffle committee. If you are interested, please contact him at the meetings or via the Club's telephone.
(Joe Priselac, President)



NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The following news was received from Amos Cordova, Vice President, D&SNG Railroad:

Our beautiful Winter Holiday Train to Cascade Canyon ended on December 31, 1992 and was as successful as we had anticipated. We carried 3,482 passengers, bringing our total number of passengers carried for the 1992 season to 212,931! The 1993 Winter Holiday Train will run November 24 through January 1, 1994.

It seems that Winter was just barely over and we find ourselves almost in the middle of another Summer train season. Our first daily train of the Spring to Cascade Canyon began on April 17 through April 30. In the meantime, attempts were being made to open the Silverton Branch. This Herculean effort began the first week of March. Several of the usual slides were down, such as Hunt, No Name, Red Young, and Snow Shed. Hunt slide measured 80 feet deep. Bulldozers were going full speed and our first work

train arrived in Silverton on April 28.

Our through passenger service to Silverton started on May 1 and at this writing we are a few hundred passengers ahead of our 1992 season.

The Roundhouse staff has been quite busy this past Winter doing locomotive annuals, replacing staybolts and all new flues and tender tank on 473. They also did running and driving gear work on most locomotives. Its been a very busy Roundhouse and Car Shop.

Through the efforts of Ed Gerlits, we were able to acquire and receive on April 27, ex-D&RG Caboose 0500, which had been at Cripple Creek for many years. Efforts are underway now to restore this 1886 caboose and place into service on the 7:30 a.m. train on June 14. Individual fares, as well as charter fares will be available to accommodate 8 to 10 persons. This is just another neat way to see the Animas Canyon.

Our Third Annual Photographers' Special will run on September 25, offering several photo runbys and lots of fun. The fare is \$37.15/Adult and tickets must be purchased in advance. Call (303) 247-2733 for reservations and ask for "Photographers' Special Photographers and Railfans from around the country continue to support and participate in this trip.

SKI TRAIN TRIP THROUGH THE ROYAL GORGE CANCELLED

At the May meeting, it was announced that the AnSCO Corporation, operators of the Ski Train, had planned a Labor Day Weekend trip from Denver through the Royal Gorge, over Tennessee Pass and back through the Moffat Tunnel to Denver. This was to be a two-day trip with an overnight stay in Avon/Beaver Creek. A flyer announcing this trip was distributed on the Club's Union Pacific Steam trip on May 15th.

We are sorry to report that the trip has been cancelled and will not operate. AnSCO Corporation would not elaborate as to the reasons why the trip was cancelled, but would only say that it was an upper management decision. So, we'll have to wait a while longer to ride a passenger train through the Royal Gorge. (Hugh K. Wilson)

ANNUAL LISTING OF TOURIST RAILROADS IN COLORADO, WYOMING AND NEW MEXICO

As in past years, we are listing the most current addresses and telephone numbers of tourist railroads/museums in the three-state area. We are primarily concerned with the Colorado scene, but have included operations that are close to the Colorado borders or operate in more than one of the states. We have tried to be complete; however, if we have missed someone, please let us know and we will publish additional information.

COLORADO RAILROAD MUSEUM

P. O. Box 10
17155 W. 44th Avenue
Golden, Colorado 80402
(303) 279-4591
1-800-365-6263

CRIPPLE CREEK & VICTOR N.G. RAILROAD

Box 459
Cripple Creek, Colorado 80813
(719) 689-2640

CUMBRES & TOLTEC SCENIC RAILROAD

P. O. Box 789
Chama, New Mexico 87520
(505) 756-2151

DENVER RAIL HERITAGE SOCIETY TROLLEY

2785 North Speer Blvd., Suite 220
Denver, Colorado 80211
(303) 458-6255 [Trolley Information]
(303) 455-3933 [Rail Heritage Society]

DURANGO & SILVERTON NARROW GAUGE RAILROAD

479 Main Avenue
Durango, Colorado 81301
(303) 247-2733

FT. COLLINS MUNICIPAL RAILWAY SOCIETY

P. O. Box 635
Ft. Collins, Colorado 80522
(303) 224-5372

GEORGETOWN LOOP RAILROAD

P. O. Box 217
1106 Rose Street (Old Georgetown Depot)
Georgetown, Colorado 80444
(303) 569-2403 [Old Georgetown Depot]
(303) 670-1686 [Denver Metro Line]

LEADVILLE, COLORADO & SOUTHERN

P. O. Box 916
326 East 7th Street
Leadville, Colorado 80461
(719) 486-3936

Manitou & Pike's Peak Railway

P. O. Box 1329
Colorado Springs, Colorado 80901
(719) 685-5401
[Located in Manitou Springs]

Wyoming-Colorado Railroad

P. O. Box 1653
452 Snowy Range Rd.
Laramie, Wyoming 82070
(307) 742-9162

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.

FOR SALE: Denver, South Park & Pacific. Original 1949 edition, Book #934, signed by M. C. Poor.

Denver, South Park & Pacific, Pictorial Supplement. Original 1959 edition, Book #2993, signed by Kindig, Haley & Poor.

Both books in perfect condition, including dust covers. Sold as a set only! \$350.00.

Colorado Midland. Original 1965 edition, Book #2630, signed by Morris Cafky. Perfect condition & dust cover. \$150.00

Narrow Gauge in the Rockies. Original 1958 edition, Book #537, boxed & signed by Beebe & Clegg. Perfect condition. \$125.00.

Rio Grande--Mainline of the Rockies. Original 1962 edition, Book #1243, signed by Beebe & Clegg. Perfect condition. \$100.00.

All prices plus postage. Russell F. Treptow, 2201 E. Ridgewood St., Springfield, MO 65804. (417) 882-7274.

FOR SALE: FT. COLLINS MUNICIPAL RAILWAY Birney Trolley Decals. 1930's version or 1950's version. Please specify. Complete set, \$8.00. HO-Scale. Daryl B. Ryder, Box 792, Kotzebue, Alaska (AK) 99752.

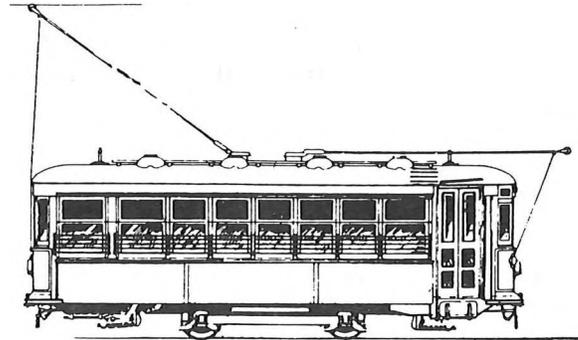
LIGHT RAIL NEWS

The first MAC Light Rail Vehicle (LRV) shell has arrived in the U.S. from Germany on its way to the streets of Denver. It is currently in Benecia, California where and will be trucked to Sacramento for assembly. Every three weeks another car will arrive and be assembled and then shipped to Denver for testing. The first car will arrive in August, being shipped to the MAC Operations facility on Mariposa St., which by August will be ready for the fleet. (Metro Area Connection)

Demolition has begun at the Auraria Campus, beginning Phase I of III. The Auraria section of the light rail line will be worked on in three phases. Phase I is demolition. Phase II consists of construction of the station platform, which will be located near the south side of the Auraria Technology building. Phase III will see the creation of concrete sidewalks, trackbed, and curb and gutters. All construction is scheduled to be completed by mid-August before the fall semester begins on the Auraria Campus. Work is progressing smoothly and on schedule. (MAC Newsletter)

A strip of land--complete with railroad tracks--that connects the 13th Avenue rail corridor with the Denver Federal Center in Lakewood has been purchased by the Regional Transportation District. RTD spent five years negotiating with the U.S. government and paid \$650,000 for the 25-acre strip of land. The property is located north of the

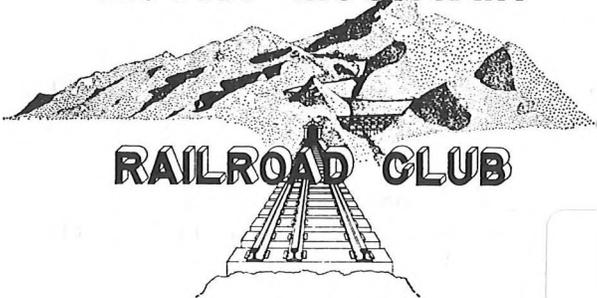
Cold Springs park-n-ride facility on Union Boulevard north to Quail Street. While construction of light rail out to Lakewood is a very long way off, one immediate use for the Lakewood corridor connection could be an extension of trolley service. Right now, the trolley, which is operated by the Denver Rail Heritage Society, stops at Lakewood's border at Sheridan Blvd. (Lakewood Jefferson Sentinel)



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 St., Lakewood, Colorado 80226.

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