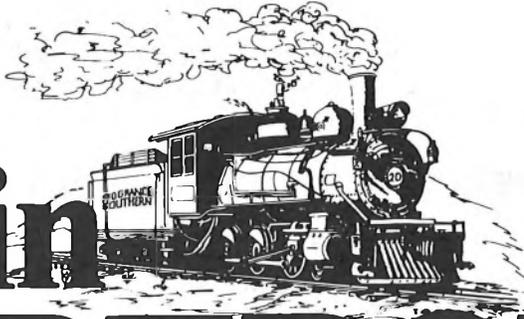


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 9, 1994 -- 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
Roger Callender..... President
Sherm Connors..... 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 September, 1994 Rail Report is due no later than August 9, 1994!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

August, 1994..... No. 419
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.

AUGUST 9 PROGRAM

Following the slides of steam in the UK shown during last year's Potpourri night, Vin and Hilary Callcut are coming back with enough for a full evening. They will be trying to answer some of the questions raised by members during the meeting and on the memorable "Challenger" trip. There will be illustrations from some of the best preservation schemes and details of some of the new-built steam projects. The evening

will appeal to members thinking of visiting the UK, wanting to re-live previous visits, or just keen on steam.

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 Street, 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.

JULY PROGRAM

"Last of the Giants, Vol. III" provided an enjoyable program that gave some interesting background of the filming of this material for the UP's original documentary on their world famous "Big Boys." Some of the interviews with former engineers and firemen who worked on these magnificent machines provided very interesting stories (such as a broken stoker that forced the fireman and brakeman to shovel some 23 tons of coal, by hand, to get their engine back home). Steve Lee also provided some very interesting facts and figures about why the Union Pacific will probably never rebuild and run a Big Boy! "Besides the fact that the UP does not own any of the remaining Big Boys (they have all been donated away), it would be necessary to convert to oil from coal so as to allow the engine more freedom to move beyond Sherman Hill, and, based on tests in the 1950's (one engine was temporarily converted), a Big Boy would burn 60 gallons of oil per minute!! Yes, that's right--60 gallons per minute!"

If some of this information interests you, this video is available on Pentrex Video. The action shots aren't bad either!

NEW MEMBERS

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

Gary Snyder Colorado Springs, CO

VIDEO POTPOURRI NIGHT

The Club's first Video Potpourri Night will be premiered at the November 8, 1994 meeting.

We invite all member videographers to submit a 4 to 8-minute video in VHS format. Tapes may be original, but no further down than second generation (taped off the original as first copy)!! If you are submitting a copy, please leave the first two (2) minutes of the tape blank. If time and equipment permits, we will add name and title to your tape.

Naturally, we will want to present the very best material for this premiere. So, in an effort to keep feelings unhurt, we wish to advise ahead of time that we will select tapes that are well produced as to content and artistic talent. We will look for interesting material that has been shot steady, in focus and properly exposed, just as we expect in our slide potpourri's. In addition, the copy will have to be crisp and sharp if projection on the large screen is expected to be acceptable. We do not wish to discourage anyone, but wish to request that you submit your very best video!

Perhaps one of the most common mistakes that videographers make is panning too much. Let your subject provide the action, as trains usually do! Prior to submission, please look at your material as objectively as possible.

Tape submissions will have to be given to either Sherm Connors or Erwin Chaim before October 15, 1994.



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 Rail Report, 502 South Cody St., Lakewood, Colorado 80226.



Rio Grande Caboose 0578 received some major work during the Club's Annual Work Day at the Colorado Railroad Museum. Here we see a couple of Club members preparing to replace the roof of the caboose. The turnout was the best in several years and we are grateful to those who took time to work on the Club's historic equipment. (Robert J. Tully Photo)

REPORT ON THE ANNUAL WORKDAY AT THE COLORADO RR MUSEUM

A big "Thank You" to all who braved 100°+ temperatures during the Club's 1994 workdays. Overall, we're pleased with the turnout for the Club's annual workday(s) at the Colorado Railroad Museum, June 25 & 26. Some 20 members attended this year's workdays.

A new roof was installed on Rio Grande Caboose 0578; however, as was somewhat expected, a couple of un-

foreseen problems did arise. One of the end bows and the letterboard trim also needed to be replaced. This being accomplished, one of the interior bows was cracked while the roof was being installed. It had to be temporarily repaired with glue and screws until additional time is available. New roofing material was applied; however, the silver-coating of paint, as well as the roof walks, will have to be applied at a later date as time ran out. In addition, some interior trim will have to be reinstalled.

The PCC car got a new layer of sealant and some of the door windows that had been broken were replaced.

The Fort Collins Trolley was cleaned out. Materials stored in this car were removed to the PCC car.

The crews were fed by the Club which supplied pizza, soda pop, iced water and tea both days.

Our only real disappointment came, not from the overall turnout or amount of work accomplished, but in the mix of ages of workers. With one exception, the younger members of the RMRRCC were noticeably absent. We have to question WHO is going to be working on the equipment 30, 20 or even 10 years from now? And, is there any way we can encourage more participation?

There is still much work to be done on the Club's equipment this year; so, to that end, your co-equipment chairmen are considering another workday(s) this fall--perhaps in late September or early October--when we might see a little cooler weather than we have been experiencing in Colorado this year. However, the Colorado RR Museum has requested



A broader view of Rio Grande Caboose #0578 at the Colorado Railroad Museum as it is being worked on during the June 25-26, 1994 Annual Workdays of the RMRRRC. Saturday saw a 98° temperature, and that was bad enough, however, Sunday set a record with 104°. Volunteers during this work session deserve a special "Thanks." (Robert J. Tully Photograph)

that we not have another workday to coincide with a steamup due to parking problems that have arisen. We will honor that request.

We wish to give special "Thanks" to all who spent time on the equipment during these workdays, especially those who came from outside the Denver metro area. Also, a big "Thank You" to Rick Greer for the tongue-and-groove cutting of the roof board. Rick is a Museum volunteer and did the work on the RGS 20's cab. (Keith Goodrich)

The following is a list of the Workdays crews:

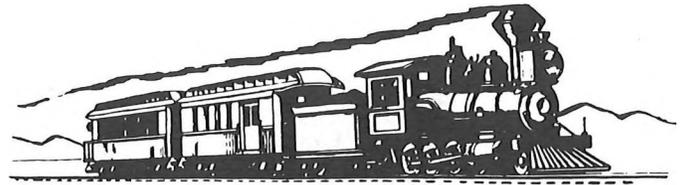
Ruth Koons	Lakewood, CO
Charlotte Bribers	Denver, CO
Keith Goodrich	Aurora, CO
Steve Mason	Longmont, CO

Russ Struska	Arvada, CO
Don Palmer	Littleton, CO
Bill Dunst	Denver, CO
Mike Johnson	Colorado Springs, CO
Linda Johnson	Colorado Springs, CO
John Sherman (Chip)	Littleton, CO
Jim Hurt	Boulder, CO
Roger Callender	Denver, CO
Mel Ott	Lakewood, CO
Gary Harrison	Colorado Springs, CO
Grant Harrison	Colorado Springs, CO
Douglas Van Valkenburgh	Denver, CO
Philip W. Morton	Montrose, CO
Saturday participants, June 25th	

Keith Goodrich*	Aurora, CO
Philip W. Morton	Montrose, CO
Charlotte Bribers	Denver, CO
T. Robinson	Loveland, CO
Bob & Mona Tully	Denver, CO
Douglas Van Valkenburgh*	Denver, CO

Sunday participants, June 26th

*Keith Goodrich and Doug VanValkenburgh,
co-Equipment & Preservation Chairmen



One of Amtrak's new Superliner II Sleeping Cars, 32090, the "Michigan," is shown above in a May, 1994, early morning view, awaiting to be out in service at Denver Union Station. Amtrak has ordered 140 Superliner II cars to be delivered over the next two years by Bombardier. Assembly will take place at their Barre, VT, plant. Note the new color scheme-- thin red and white lines over a broader dark blue line with the clean, crisp wording "Superliner" also in dark blue. Also eye-catching to the railfan are the American-made Buckeye-cast steel trucks which Amtrak chose over the fabricated French trucks that were used on the first generation Superliner cars. (Joe Prisela Photograph)

IT'S OFFICIAL

Union Pacific's 2,850-acre Bailey Yard in North Platte, NE, is the world's largest rail yard. It will be in the 1995 edition of the Guinness Book of World Records. The yard has 260 miles of track and 825 switches. The total number of miles in the yard happen to be just 5 miles short of the distance from the old UP depot location in North Platte to Denver's Union Station on

the route of the City of Denver. (N.P.H.S. Alumni Assoc., North Platte, NE, via Club member Alan Greene)





ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh Alexander
700 South Elizabeth Street
Denver, Colorado 80219

Detailed directions, gathering places, and starting times will be sent to you with your tickets. See you, on Saturday, August 20, 1994!!

SHERMAN HILL FIELD TRIP

Saturday, August 20, 1994

On May 10, 1869, 125 years ago, the first Transcontinental Railroad was completed at Promontory, Utah. It was a huge project that had begun on December 2, 1863, in Omaha, Nebraska. By the end of 1867, the Union Pacific's crews were wintering in Cheyenne, Wyoming. By June of 1868, the tracks had passed Laramie, Wyoming, after building over Sherman Hill.

At 8,242 feet, Sherman Hill is the highest point between Omaha and Promontory. In fact, Sherman Hill is the highest point on the entire transcontinental railroad, being 1,200 feet higher than the Central Pacific's crossing of the high Sierra Nevadas.

Historic Sherman Hill will be the focus of this year's Rocky Mountain Railroad Club Field Trip and Hike. We plan to explore the area with a visit to the famous Ames Monument, located at the very top of the original rail line over Sherman Hill. In addition, we plan to visit several other historic locations as well as watch and photograph the seemingly endless parade of modern trains. And, as an added bonus, the "World Famous" Ranniger's Roadbed Commissary will provide lunch.

To take part in our trip, you will need a car that handles gravel roads well. Four-wheel-drive is not necessary, but a fair amount of driving will be done on dusty, unpaved roads. We will also be doing some hiking along old, abandoned roadbeds, so, a pair of comfortable hiking shoes is a must. A good appetite is another must to obtain the most out of meal provided by the Commissary, a la Jim Ranniger.

The cost of the trip is \$8.00 per person. Please send a stamped, self-addressed, #10 envelope with your order and check to:

Ticket Order Form

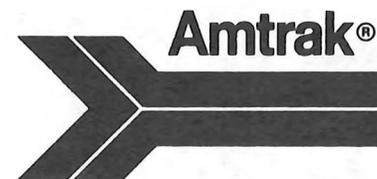
NAME(s) _____

ADDRESS _____

Zip _____

PHONE [] _____

Please PRINT or TYPE all information



AMTRAK NEWS

On Tuesday, June 21, 1994, U.S. officials blamed a poorly trained barge pilot for the worst train wreck in Amtrak's history, saying he rammed a train bridge in a pre-dawn fog moments before the 11-car Sunset Limited, en route from Los Angeles to Miami, began to cross the span.

Investigators said the pilot, Willie Odom, couldn't read his radar, left his river chart at home and didn't have a compass. They said he had no formal training and got his piloting license only months before, after failing the exam seven times.

The bridge collapsed as the train sped on to it and three engines and four cars fell into Big Bayou Canot near Mobile, Ala., early last September 22nd, killing 47 people. (Denver Post)

INAUGURAL EXCURSION OF THE RTD LIGHT RAIL

The railfan inaugural excursion of the new light rail system will be on Saturday, September 17, 1994. The trip will start at Broadway and I-25 (Burkhardt Steel) at 2:00 p.m., after the marker dedication. There will be two (2) three-car trains that will run non-stop to 30th and Downing. On the return portion of the excursion, the cars will go around the Downtown loop several times for photo opportunities, and then return to Broadway and I-25. The run will be repeated at 3:00 p.m. Before the 2:00 p.m. trip, an historic marker will be dedicated.

Tickets may be obtained at \$5.00 per person. Orders should be sent to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 South Elizabeth, Denver, Colorado 80209. Please include a stamped, self-addressed envelope with your order. Make checks or money orders out to the Rocky Mountain Railroad Club [Please DO NOT send Cash]. Orders received one week prior to September 17th will be held for pick-up at the Trolley (oops! Light Rail Vehicle). [Funds collected for this excursion will go for the payment of flyers, postage, buttons and the historic marker. RTD is offering the excursion at no charge.

The excursion is sponsored by the Rocky Mountain Railroad Club, Intermountain Chapter NRHS, the Colorado Railroad Museum and the Denver Rail Heritage Society, with the cooperation of the Regional Transportation District (RTD).

RTD Light Rail Ticket Order Form

NAME _____

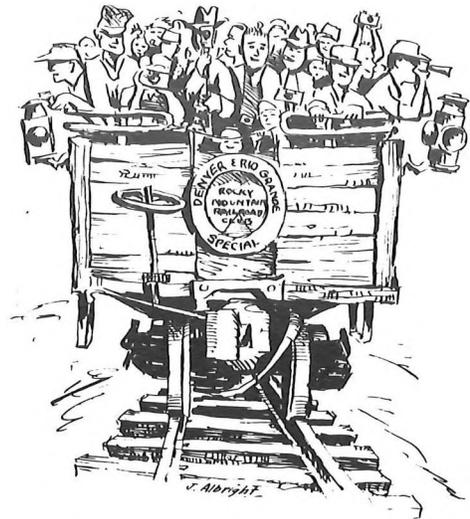
ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Please send _____ tickets @ \$5.00 each.

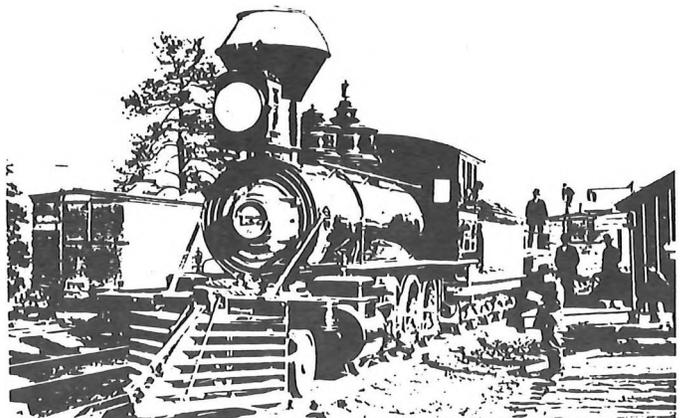
My check or MO is enclosed for \$ _____



1994 SCHEDULE OF EVENTS

August 9	Regular Monthly Meeting
August 13	Anschutz's Private Cars/ Amtrak's California Zephyr Excursion
August 20	Sherman Hill Field Trip
September 13	Regular Monthly Meeting
September 17	Inaugural Excursion of the RTD Light Rail
Fall*	Denver Union Station Tour
October 8	Manitou & Pike's Peak Tour
October 15	ANNUAL BANQUET
November 8	Regular Monthly Meeting
December 13	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!



PROJECT "25" RAFFLE

Caboose Hobbies of Denver has graciously donated a Bachmann G-Scale Streetcar (\$100 suggested retail value) to the Club with a raffle in mind to provide additional funds to the Club's Interurban #25 Project. The Club has budgeted close to \$60,000 of its funds to this project, but costs continue to rise and every additional contribution is welcomed.

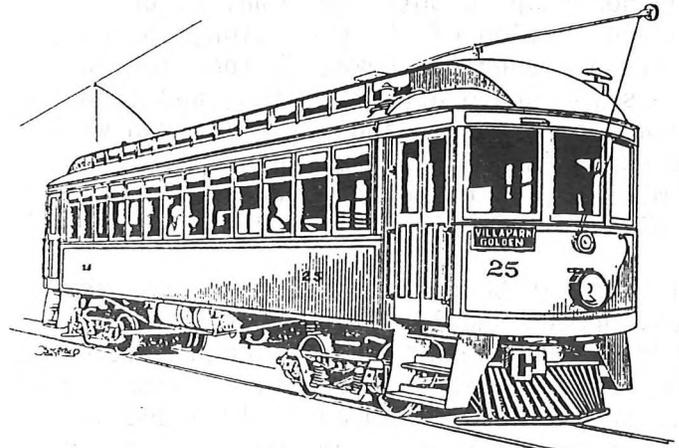
The Bachmann trolley (Walther's #160-93938) is the "open streetcar" version and is painted and lettered for the "United Traction Company." This car is a beauty and can be used as a conversation piece, desk or mantle decoration as well as an operating railroad vehicle.

Raffle chances are \$1.00 each. You may enter as many times as you wish, using the entry coupons provided, or, photo copies

of similar sized sheets of paper with all information filled in on each coupon.

The drawing will be held at the September 13, 1994 meeting of the RMRR Club.

Entries should be sent, along with remittance to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Trolley Raffle, P. O. Box 2391, Denver, Colorado 80201.



Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present to win. Drawing at Sept. meeting.

Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

NAME _____

ADDRESS _____

Zip _____

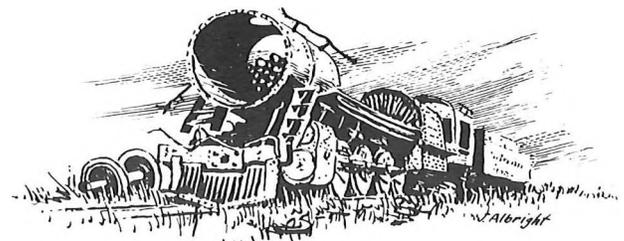
Please Print or Type. Winners need not be present to win. Drawing at Sept. meeting.

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: C&TS Vouchers for two adult, Thru Trips (train one way, van other way). [Two vouchers are available for a total of four adults] Vouchers are transferable and dates are open for the 1994 season. [\$45 regular Thru trip fare] \$75.00/Voucher. Tom Kelcec and John Briggs, 35 Conklin Avenue, Morristown, NJ 07960. Phone: (201) 984-8432.

WANTED: A copy of the Official Guide to Railways from the late 1950's or early 1960's. Also, looking for a Rock Island timetable, 1968-1970; CB&Q timetable for 1964-1967 and Grand Trunk (CN) timetable for 1967. David Goss, (303) 693-9933.





THE COMBUSTION CORNER — CURRENT RAILROAD HAPPENINGS

by Chip Sherman

WYCO RUNS LAST FREIGHT FROM WALDEN, CO, WITH F-UNITS. WYCO operated their last freight to Walden, CO, July 6, 1994. F-7A's 1510 and 1512 ran with GP-7 #1589 to retrieve the five loads and fifteen empties from the last customer, the Louisiana-Pacific lumber mill at Walden, CO. The mill was the last major shipper on this ex-Union Pacific line, and has closed as of July 1, 1994. The F-units were wyeed so they lead the train back to Laramie. Some 18 railfans recorded the event, as WYCO usually loaned Union Pacific SD-40's for freight work.

Wyoming-Colorado's two F-7A's, #1510 and 1512, were painted into a Rock Island scheme, red, black and silver, in May, 1994. The two units were in the Union Pacific's Laramie, WY, yard, May 30, 1994, when Union Pacific's 3985 and passenger train returned eastbound from the 125th Transcontinental Railroad celebration.

WYCO built a half mile spur off their line near Interstate 80 at Laramie, WY, into the Wyoming Territorial Prison tourist attraction. This was done to meet a state requirement to have paved parking and to enhance both attraction's tourist appeal. The WYCO passenger train now runs Tuesdays, Thursdays, Saturdays and Sundays, departing Laramie at 10:00 a.m. during the summer. Call (307) 742-9162 for fares and information. (Lou Di Mattia, David Phillips, Steve Rasmussen, and J.P.)

UNION PACIFIC ENTERTAINS UNITED PARCEL SERVICE (UPS) ON DENVER-TO-PORTLAND TRIP. Union Pacific (UP) officials operated Centennial 6936 and eight passenger cars from Denver on July 12th for UPS invited guests. The train arrived from Cheyenne, WY, via the Denver Pacific line into Denver Sunday evening. It was parked at Denver Union Station on the recently reactivated track #2, starting around 7:30 p.m., until its departure, July 12th, at 8:05 a.m.

The train had:

UP Car Name	Type
207	Power car
COLUMBIA RIVER	11 bedroom sleeper
POCATELLO	Business car, originally coach 5447, built by Pullman in 1950. Rebuilt into business car #100 in 1956. Renamed Pocatello in 1989.
PORTOLA	Eight stateroom sleeper, ex-Sun Skies, ex-Western Valley, built by American Car & Foundry in 1950 as 12-4 sleeper.
GREEN RIVER	11 bedroom sleeper originally built by ACF in 1950 and named Western Hills. Renamed Green River in 1991.
CITY OF PORTLAND	Dome diner built by ACF in 1955 with number 8008. Sold to Auto-Train in 1972, becoming 807. Kansas City So. purchased the car in 1981. UP purchased the car in 1990 and rebuilt it in 1991.
HARRIMAN	Dome lounge built by ACF in 1955 as a dome lounge/observation #9004. Renamed Harriman in 1990.
IDAHO	Track inspection car with theatre-type seats facing rear of train. Large glass on end to allow for track viewing. Rebuilt from a 12-4 sleeper to a track inspection car in 1980. Rear end rebuilt in 1992.

After departing Denver, the train made a quick trip up to Speer, WY, where the operating crew was changed. The special was then moved over to track One for the run over Sherman Hill and onto the Pacific Northwest. (Jon Bockelman, Mark Bau, The Colorado Zephyr)

COLORADO & EASTERN NW-5 #986 MOVED TO BN. The ex-Great Northern, ex-BN 986, which has been stored on the Colorado & Eastern in recent years, was moved to BN's Denver 23rd Street Shops in mid-July. (C.W.)

UNDER SEIGE II MOVIE TO BE MADE IN COLORADO. Warner Brothers will be filming Under Seige

II this summer and into autumn on the Southern Pacific. The plot will involve a rail-related theme which requires two locomotives and a nine-car passenger train. Filming is to take place on the Arvada-to-Moffat Tunnel line, at Minturn, and at Parshall, CO.

Two ex-Alaska Railroad GP-7's, #1804 and #1810, arrived in Denver via the SP in late June, 1994. The units were moved south to the old General Iron Works plant in Englewood. There, they are being painted a burgundy and cream paint scheme, with the upper half of the body in the cream color.

Watch for this train to be filming in August and September, 1994. After filming, the equipment will be returned to Englewood for storage until the film "is in the can!" (Doctor Five Chime and David Phillips)

RAILROAD DAYS — CASTLE ROCK HISTORICAL SOCIETY

On August 20, 1994, Castle Rock will be alive with railroad and historic exhibits, model railroads, a special Fred Harvey restaurant, music, and horse-drawn carriage rides. This fund raiser for The Castle Rock Historical Society is to raise money to buy the old D&RGW stone depot and turn it into a museum. Most of the activities on this day will be held downtown between 9:00 a.m. and 4:00 p.m. in front of the Douglas County Administration Building.

The Santa Fe Railroad will have their exhibition Car on display with railroad memorabilia, original maps and historic interpretations of the old west. The mock Fred Harvey Restaurant, complete with "Harvey Girls," will serve special railroad foods for lunch on the patio of the Old Stone Church restaurant in downtown Castle Rock. An HO-scale model railroad exhibit is planned for the historic First National Bank building (now the Masonic Lodge). Operation Life Saver will have a shocking exhibit that shows what happens when you don't stop, look, and listen.

Entertainers "Bing and Suzie" (Bing Solomon and Suzie Rudolph) will sing cowboy, country-western and railroad songs, while shops and vendors sell railroad tee-shirts

and engineer's caps. Wool spinning will be demonstrated by Jan Herman. Historic walking tours are planned for downtown.

The Society will present Bill Murray, present owner of the D&RGW Depot, a special plaque for the depot. The Depot is on the National Register of Historic Places. It's all in fun to raise money to buy the old stone D&RGW Caster Rock Depot and turn it into a museum.

For additional information, contact: Star Oberlin, (303) 688-9053 or (303) 688-6271.

PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the July 12, 1994 meeting are as follows:

Vance Hester / Chicago & Illinois Midland

Rich Kent / Passenger Train Journal, 1978
Complete Set

John Dolan / The Twilight of Steam Locomotives

Sherm Conners / All Color World of Trains

Jim Bratton / California's Railroad Era--
1850-1911

Jim Jones / Minuteman Steam

Ardie Schoeninger / Railroad Maps--Southern
United States

Bill Haefele / Bart--Off and Running

Al Jonez / Amtrak Timetables

Denny Haefele / Miscellaneous Timetables

Ronnie Bill / Large, Miscellaneous Postcards

Jim Hurt / Car No. 25 Poster

Our thanks for the continuing support for the monthly drawings. Just recently, a check for \$2,000 was donated to the Rocky Mountain Historical Foundation to be used to speed up the restoration of D&IM #25.

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



NEWS FROM THE GEORGETOWN LOOP RR

The 1994 season marks the 10th anniversary of the reconstructed Devil's Gate High Bridge. The bridge, 300 feet long and 95 feet above Clear Creek, is the focal point of the famous "loop". The railroad tracks cross themselves to form a spiral to gain elevation for the steam-powered train. The bridge was originally built in 1884, and later torn down in 1939 when the railroad ceased to operate. The reconstruction took place over a two year period and was dedicated on August 1, 1984 by Governor Lamm (100 years after the first bridge was built.).

Visitors to the area can enjoy the train ride over the "loop" from now until October 2nd. The round trip ride takes one-hour and ten minutes to complete. Scheduled trains depart every hour-and-twenty-minutes from either the Silver Plume Depot (Exit 226 off I-70) or the Devil's Gate Terminal (Exit 228 off I-70). Both departure points are conveniently located less than one hour west of Denver on I-70. The regular fare for an adult is \$10.95, child (ages 4-15) is \$6.50.

Extend your trip with an optional one-hour and twenty-minute walking tour of the Colorado Historical Society's Lebanon Silver Mine. The guided tour takes visitors into an original silver mine where the guide explains all the workings of the mine. Additional fee charged.

To receive more information about the Georgetown Loop Railroad and Lebanon Mine Tour, call the Georgetown Loop Railroad at (303) 569-2403 or Metro line (303) 670-1686.

LAKESIDE AMUSEMENT PARK RAILROAD

After of the July issue of the Rail Report was sent out, the Denver Post carried a very nice, full color story about the Lakeside Amusement Park Railroad (July 9th issue). We thought that some of the information about the locomotives was quite interesting and our readers would enjoy hearing about them:

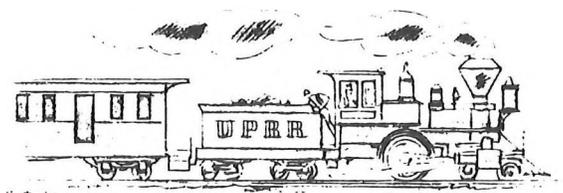
Steam engines #18 and 17 are two of seven miniature steam locomotives built by the Cagney Brothers Miniature Railroad Company in 1903. The company hoped the miniatures would replace mules as the main haulers of freight between nearby towns.

"Freight can be hauled cheaper by one of our locomotives 15 miles than by 30 mules for 3 miles....One Class E locomotive will haul 25 tons, 100 miles in 5 hours. (Roughly 50,000 pounds at 25 miles per hour)," Cagney Bros. bragged when the engines made their debut in St. Louis at the 1904-05 World's Fair. However, the miniatures failed to catch on, and the original seven were the only ones produced.

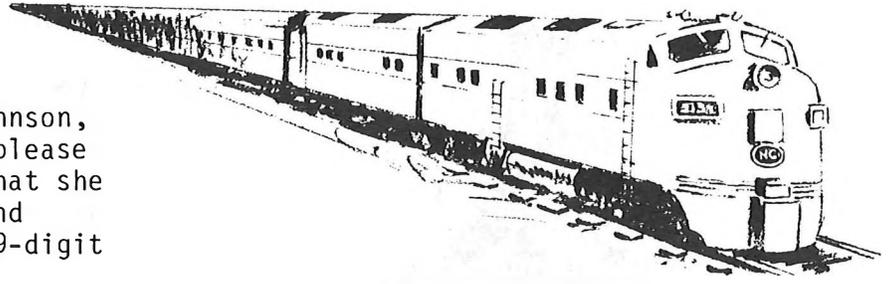
Apparently, of the seven built, only Lakeside's are still running, helping to haul up to 1,000 passengers an hour on a 12-minute, 1¼-mile ride around Lake Rhoda.

Both engines have been updated as new, improved parts replace original ones that break or wear out. Engine 18 was modified in the 1950's to look like a steam engine from the late 1880's, but No. 17 remains as built in 1904. No 17 gets out only for special events, but is ready to go at any time.

Of the five other engines, the whereabouts of three are known: St. Louis, San Francisco and somewhere on the East Coast. Where the final two are, or if they even still exist, is unknown. The local steam engines came straight to the amusement park from the World's Fair. They were first fired up here in 1908.



**9-DIGIT ZIP CODE NEEDED —
PLEASE RESPOND!!**



Our Membership Chairperson, Linda Johnson, has requested that all Club members please send her their 9-digit zip code so that she may complete our mailing addresses and check to see if we have the correct 9-digit number for those we already have.

This information is easy to obtain...merely take it off pieces of "junk mail" if you do not know your number!

Why cooperate with this request? There are two good reasons:

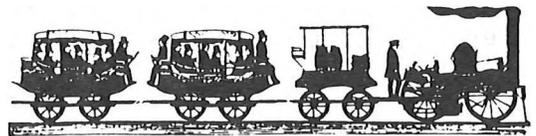
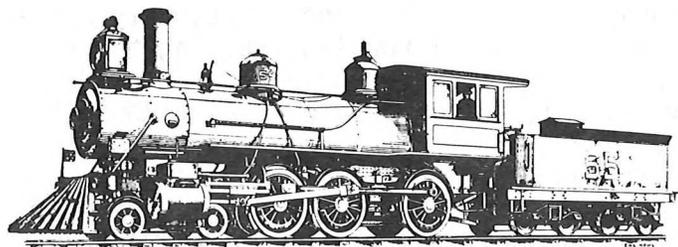
- 1) It will currently help to get your copy of the newsletter to you faster, and,
- 2) We know that it will be required in the not too distant future for mass mailings, in spite of our first class permit and payment.

Linda thanks you in advance for your cooperation in this matter. Won't you please send in this information today?!

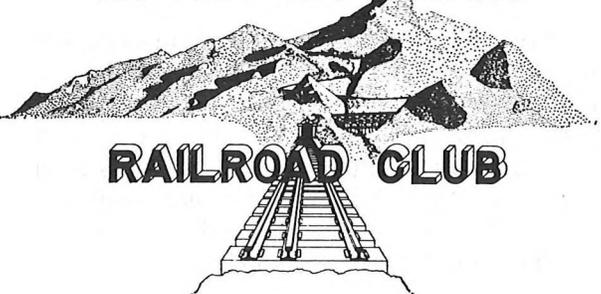
**INTERMOUNTAIN CHAPTER NRHS
ANNOUNCES EXCURSION**

The Intermountain Chapter of the NRHS has announced a 60th Anniversary Streamliner Excursion over the Union Pacific Railroad between Denver and Cheyenne Wells, CO, on the UP's Denver to Kansas City line, originally the Kansas Pacific Railroad. Not since 1971 has the general public been able to ride over this line. As a special treat, the train will be pulled by historic UP diesels #951, #949 and #963B.

Prices range from \$119 to \$169 for train fares with additional fares for deluxe meals. Flyers and information may be obtained through the PASSENGER DEPARTMENT, Intermountain Chapter NRHS, P. O. Box 480181, Denver, CO 80248-0181.



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