

# ROCKY MOUNTAIN

## ROCKY MOUNTAIN RAIL REPORT

MARCH 1966

No. 79

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY:

THE ROCKY MOUNTAIN RAILROAD CLUB  
P. O. Box 2391  
DENVER, COLORADO 80201

EDITOR ..... TED S. MCKEE

## RAILROAD CLUB

MEETING NOTICE: DATE ..... WEDNESDAY, MARCH 9, 1966  
TIME ..... 8:00 P.M.  
PLACE ..... WESTERN FEDERAL SAVINGS BUILDING (BASEMENT MEETING ROOM),  
718 - 17TH STREET, DENVER

PROGRAM NOTES: "RAILROADING IN THE ALPS," A DETAILED, PHOTOGRAPHIC REPORT OF CURRENT RAIL OPERATIONS AND ADVANCEMENT IN SWITZERLAND BY BOB LEMASSENA. BOB HAS CORRESPONDED REGULARLY WITH TWO OF OUR SWISS MEMBERS -- PETER BERGER AND WILLIS KAESLIN -- BOTH ENGINEERS (ONE ELECTRICAL, THE OTHER MECHANICAL) WITH THE SWISS RAILROADS TO GATHER INFORMATION FOR THIS PROGRAM. HE HAS ALSO OBTAINED DATA FROM THE SWISS GOVERNMENT AND OTHER EUROPEAN SOURCES TO BRING US AN INTERESTING AND COLORFUL ACCOUNT OF RAILROADING IN THE COLORADO OF EUROPE.

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LUCIUS BEEBE, AUTHOR, RAIL DEVOTEE, ICONOCLAST, LUCIUS BEEBE, AUTHOR WITH CHARLES CLEGG OF LAVISH AND  
RMRC MEMBER AND FRIEND PASSES TO HIS VALHALLA OPULENT RAIL HISTORY BOOKS, OFTEN WROTE, IN SPEAKING  
OF THE PASSING OF STEAM FROM THE AMERICAN SCENE, OF  
VALHALLA -- A VAST, HEAVENLY HALL RESERVED FOR WARRIORS WHO DIE IN BATTLE. AND NOW, LUCIUS BEEBE, AS  
GREAT A WARRIOR IN HIS OWN RIGHT AS ANY WHO EVER WON THE RIGHT TO FEAST WITH ODIN AT THAT FAR OFF BAN-  
QUET PLACE, HAS PASSED TO WHATEVER VALHALLA AWAITS HIM AND THE MEN OF EQUAL BENT WHO FEEL COMPELLED TO  
WAGE WAR ON "OVERCIVILIZATION." HE WAS FELLED BY AN APPARENT HEART ATTACK AT HIS HOME IN SAN MATEO,  
CALIFORNIA -- CERTAINLY AND FATEFULLY A MARK OF THE ERA AGAINST WHICH HE FOUGHT.

A DENVER JOURNALIST SUMMED BEEBE'S LIFE UP THIS WAY: "HE WAS AN INDIVIDUAL -- ICONOCLAST, BON VIVANT, ALWAYS SWIMMING AGAINST THE STREAM. HE NEVER SURRENDERED TO THE IDEA THAT NEWSPAPERMEN SHOULD SUCCEED TO THE IRRESISTABLE PRESSURE CALLED PROGRESS NOR EVER BE MELDED INTO THE PUTTY LUMP OF COMMONNESS GAUGED BEST BY COMPUTERIZATION." THOSE WORDS COME AS CLOSE AS ANY WE HAVE EVER READ TO DESCRIBING LUCIUS BEEBE.

YET HE DID NOT FIGHT MERELY FOR THE SAKE OF A BATTLE. HE FOUGHT TO PRESERVE THE PRESENT ... FOUGHT TO PREVENT THE THINGS HE LOVED FROM BECOMING THE PAST. HE WAS BORN AND RAISED IN THE EAST. HE ATTENDED BOTH YALE AND HARVARD, BECAME A MEMBER OF MANHATTAN SOCIETY WHERE HE TRAVELED WITH MEN SUCH AS F. P. ADAMS, ALEXANDER WOOLCOTT, DAMON RUNYON AND ROBERT BENCHLEY. FOR MANY YEARS HE WROTE A COLUMN FOR THE NEW YORK HERALD TRIBUNE, AND HE WAS NAMED ONE OF CAFE SOCIETY'S 10 BEST DRESSED MEN. BUT BROADWAY CHANGED ... AND BEEBE DID NOT WANT TO CHANGE WITH IT. HE ABANDONED IT TO ITS FATE SOMETIME BEFORE WORLD WAR II AND MOVED TO THE WEST WHERE HE FOUND AND CLUNG TO THE LAST VESTIGES OF LIFE AS HE SAW IT. HE PURCHASED THE VIRGINIA CITY, NEVADA, "ENTERPRISE," AND BEGAN HIS JOURNALISTIC ATTACKS ON PROGRESS FOR PROGRESS' SAKE.

EARLY IN THIS PERIOD THE STEAM ENGINE BECAME HIS SYMBOL OF BOTH THE WEST AND THE GOOD LIFE. WITH CHARLES CLEGG HE WROTE AND PUBLISHED "NARROW GAUGE IN THE ROCKIES" AND "RIO GRANDE," ILLUSTRATED HISTORIES OF COLORADO RAILROADING, AND BUT TWO OF 35 VOLUMES PRODUCED BY THE TEAM. IN 1957 HE CARRIED HIS FIGHT RIGHT INTO THE PANELED LOFTINESS OF RIO GRANDE HEADQUARTERS, PRESENTING THEN-PRESIDENT AL PERLMAN HIS VIEWS ON THE PROPOSED SILVERTON ABANDONMENT. BEEBE AND RAILFANS EVERYWHERE TRIUMPHED.

HE BECAME A REGULAR DENVER VISITOR ... IN HIS PRIVATE RAILROAD CAR ... LATER JOINED THE ROCKY MOUNTAIN RAILROAD CLUB. HE TRAVELED ANNUALLY TO CENTRAL CITY TO REVIEW THE OPERA AND THE FESTIVAL -- AND EACH YEAR HE PLEADED THAT THE MOUNTAIN TOWN "BE GIVEN BACK TO THE PLAIN FOLKS." ALL AROUND HIM WAS DECLINE AND HE NEVER CEASED TO FIGHT IT. IN CORRESPONDENCE EARLIER THIS YEAR HE EXPRESSED THIS VIEW: "MY FEELING FOR COLORADO AND ESPECIALLY THE BIG SKY AND SPACES IS CONSIDERABLE. DENVER IS DECLINING, LIKE EVERYTHING ELSE, INTO A DREARINESS OF SUB-MEDIOCRITY. TOO MUCH OF EVERYTHING, MOSTLY PEOPLE."

WE MOURN LUCIUS BEEBE. AND WE CAN THINK OF NO MORE APPROPRIATE EPITAPH THAN TO QUOTE FROM HIS INTRO-

DUCTION TO THE BOOK, "NARROW GAUGE IN THE ROCKIES":

"MOSTLY THE IRON PONIES ARE NOW STABLED FOREVER AMIDST FIELDS OF ASPHODEL AND BEYOND THE MARGIN OF ACHERON. THEIR RECOLLECTION IS A GENTLE ONE, CHERISHED IN THE HEARTS OF MANY MEN. LONELY ARE THE MEADOWS OF MIDDLE PARK AND WHITE THE SNOWS UNDER THE NIGHT WINDS AT TELLURIDE, FOR THE PAST IS THERE. AND THE GREAT BLAZE OF MEMORY FOR A GOLDEN TIME."

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FAN TRIP OPPORTUNITIES DIMINISH AS

CB&Q HAS ANNOUNCED THE RETIREMENT OF THE LAST OF ITS STEAM POWER ~

BURLINGTON RETIRES LAST TWO STEAMERS

AND WE ARE FACED WITH THE TASK OF WRITING TWO OBITUARIES IN THE SAME ISSUE OF "RAIL REPORT." THE ANNOUNCEMENT BY BURLINGTON PRES-

IDENT LOUIS MENK CAME AS A SURPRISE TO RAILFANS ACROSS THE COUNTRY BECAUSE THEY HAD BEEN PROMISED ONE OF THE ENGINES BY THE LINE'S FORMER PRESIDENT MURPHY WHEN HE RETIRED LAST YEAR. SUCH IS NOT TO BE THE CASE, HOWEVER, AND WE CANNOT HELP BUT THINK HOW APPROPRIATE THAT THIS NEWS AND THE REPORT OF LUGIUS BEEBE'S DEATH SHOULD APPEAR IN THE SAME ISSUE.

THE TWO STEAMERS, NO. 4960, BUILT IN 1923, AND NO. 5632, OUTSHOPPED IN 1940, MADE IRREGULAR AND WIDELY SPACED APPEARANCES IN THE DENVER AREA, THE RAILROAD PREFERING TO KEEP THEM EAST OF THE MISSOURI ON WHAT THEY CONSIDER THE "MAINLINE." THE 4960 MADE ITS FINAL DENVER APPEARANCE NEARLY THREE YEARS AGO WHEN IT POWERED THE CLUB'S 25TH ANNIVERSARY RUN TO COLORADO SPRINGS AND THE ANTLERS HOTEL (IT, TOO, NOW JUST A MEMORY) ON MAY 11, 1963. THAT, IF YOU'LL REMEMBER, IS THE TRIP ON WHICH WE RAN LOW ON WATER SOUTHBOUND AND HAD TO CALL ON THE U.S. AIR FORCE ACADEMY'S FIRE DEPARTMENT FOR ASSISTANCE!

THAT SAME YEAR SAW THE 5632 IN THE WEST FOR THE LAST TIME AS IT MADE RUNS NORTH AND SOUTH OF DENVER IN LATE AUGUST AND EARLY SEPTEMBER WITH FAN SPECIALS SPONSORED BY THE NRHS IN CONNECTION WITH ITS NATIONAL CONVENTION.

4960 TURNED HERO (OR HEROINE, WHICHEVER THE CASE MAY BE) DURING LAST YEAR'S MIDWESTERN SPRING FLOODS. THE RAMPAGING MISSISSIPPI INUNDATED BURLINGTON MAINLINE TRACKS AND THE VETERAN STEAMER WAS CALLED UPON TO GET BOTH FREIGHT AND PASSENGER TRAFFIC THROUGH THE STRICKEN AREA BECAUSE WATER ON THE TRACKS WOULD HAVE SHORTED OUT DIESEL'S AXLE-MOUNTED MOTORS. WITHOUT THE SERVICES OF THE PUFFING 2-8-2, THE Q WOULD HAVE HAD TO MAKE A LONG AND COSTLY DETOUR UNTIL FLOOD WATERS RECEDED. IN HAPPIER TIMES THE 4960 WAS AGAIN STEAMED UP LAST JULY TO JOIN IN THE SCHLITZ BREWING CO.'S JULY 4TH CELEBRATION BY HAULING A CIRCUS TRAIN BELONGING TO THE CIRCUS WORLD MUSEUM FROM BARABDO, WIS., TO MILWAUKEE. PHOTOGRAPHS OF THE EVENT SHOW HER EQUIPPED WITH TWO TENDERS: HER OWN AND A SMALLER ONE CARRYING THE C&S HERALD.

THE BURLINGTON PRESS RELEASE ANNOUNCING THE ENGINES' RETIREMENT QUOTED PRESIDENT MENK AS FOLLOWS: "THE MEN WHO ONCE RESTORED STEAM LOCOMOTIVES HAVE RETIRED, AND THEIR SKILLS ARE NO LONGER AVAILABLE. REPAIR PARTS ARE DIFFICULT TO OBTAIN AND OFTEN REQUIRE SPECIAL MACHINING AND OPERATION. TRYING TO OPERATE STEAM LOCOMOTIVES ON AN ALL DIESEL RAILROAD WHERE RADIO AND ELECTRONICS ARE COMMONPLACE HAS PROVED TOO DIFFICULT."

HE CLOSED BY ADDING THAT THE BURLINGTON HAS PLACED A DOZEN STEAMERS ON PERMANENT DISPLAY AT CITIES ALONG ITS LINE (DENVER, FOR SOME REASON, SEEMS TO HAVE BEEN OMITTED) SO THE "IRON HORSE WILL NOT SOON BE FORGOTTEN."

WE MUST TAKE EXCEPTION TO MR. MENK AND HIS POLICIES. SHOULD ANYONE WANT TO FIND OUT WHAT AN "IRON HORSE" LOOKS LIKE ALL HE NEED DO IS GO TO THE APPROPRIATE VOLUME OF ENCYCLOPAEDIA BRITANNICA, OR ANY ONE OF DOZENS OF EQUALLY COMMON SOURCES (INCLUDING THE LATE, LATE SHOW). WHAT WE AS RAILFANS WANT PRESERVED IS NOT THE SIGHT OF A DEAD LOCOMOTIVE (ALTHOUGH WE MUST ADMIT THAT THIS IS BETTER THAN NOTHING) BUT THE SIGHT AND SOUND OF A STEAMER IN ACTION -- THE NOSTALGIA OF A RIO GRANDE "JOURNEY TO YESTERYEAR," OR THE THRILL OF A 90 MPH-PLUS SPEED RUN ON THE UP, OR THE HAPPINESS OF AN OLD FASHIONED PICNIC EXCURSION WITH SINGING RAILS' NO. 51. OF THE ECONOMICS INVOLVED WE MUST GIVE MR. MENK HIS POINT -- BUT ADD IN THE NEXT BREATH "WHERE THERE'S A WILL ..." ETC., AND POINT WITH GLEE TO THE UNION PACIFIC WHICH EVEN NOW IS SPENDING THOUSANDS ON THE 8444, AND TO THE RIO GRANDE WHICH CARRIES 22 STEAM LOCOMOTIVES ON ITS JANUARY 1, 1966, EQUIPMENT ROSTER. AND WE CAN ALL NAME OTHERS.

MR. MENK MADE HIS POINT NICELY -- BUT HE MISSED THE POINT.

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DUES, DUES, DUES, DUES

A FINAL REMINDER THAT 1966 CLUB DUES ARE PAYABLE ANY TIME. THESE REMAIN THE SAME AS THEY HAVE BEEN FOR ANUMBER OF YEARS: \$3.00 FOR COLORADO RESIDENTS, JUST \$2.00

DUE, DUE, DUE, DUE

FOR OUT-OF-STATE MEMBERS. AND WE SHOULD COMMENT HERE ON THE CLUB'S MEMBERSHIP CARDS. THE YEAR OF MEMBERSHIP AND THE CARD NUMBER ARE PRINTED EACH YEAR BY AN OLD AND SPECIAL PROCESS, INVOLVING A GREAT DEAL OF HAND LABOR, WHICH PRODUCES THE RAISED LETTERING. CHARLES RYLAND, CLUB MEMBER AND PROPRIETOR OF THE SMOKING STACK PRESS IN GOLDEN, COLO., IS IN CHARGE OF THIS YEARLY OPERATION, ASSISTED THIS YEAR BY W. J. GORDON, ED HALEY AND DICK KINDIG. MEMBERS' NAMES ARE TYPEWRITTEN USING A SPECIAL TYPE

FONT AND THEN HAND SIGNED. BE THE FIRST IN YOUR NEIGHBORHOOD TO HAVE ONE OF THESE ATTRACTIVE CARDS -- SEND YOUR DUES IN TODAY!

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"COLORADO MIDLAND" THREE-QUARTERS SOLD; SOME 4500 COPIES OF "COLORADO MIDLAND," THE CLUB'S FOURTH MAJOR RAIL HISTORY, HAVE BEEN SOLD TO DATE. THIS LEAVES JUST 1500 COPIES STILL AVAILABLE BY MAIL FROM CLUB COPIES REMAINING -- EACH NUMBERED AND AUTOGRAPHED BY AUTHOR MORRIS CAFKY. THIS MAY SOUND LIKE A GREAT QUANTITY, BUT WE MUST REMIND YOU THAT THESE FIRST 4500 COPIES HAVE BEEN SOLD IN JUST 12 MONTHS (THE FASTEST SALES PACE TO BE ATTAINED BY ANY CLUB VOLUME). WE WON'T GUESS HOW MUCH LONGER THE BOOK WILL BE AVAILABLE -- BUT WE WILL SUGGEST THAT ANYONE WISHING A COPY ORDER IT BEFORE TOO LONG.

"COLORADO MIDLAND," ALL 475 PAGES OF IT, IS AVAILABLE FOR JUST \$14.00, POSTPAID, FROM THE ROCKY MOUNTAIN RAILROAD CLUB, 2561 S. COOK ST., DENVER, COLORADO 80210. (COLORADO RESIDENTS ADD 3% TAX, DENVER RESIDENTS ADD 5%)

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FULLMAN MEMORIAL FUND GROWS AS CONTRIBUTIONS FROM INDIVIDUALS AND GROUPS CONTINUE THE FULLMAN MEMORIAL FUND, ESTABLISHED LAST YEAR BY THE CLUB'S BOARD OF DIRECTORS TO HONOR THE MEMORY OF BERT FULLMAN, LONG-TIME CLUB MEMBER AND FORMER DENVER AND SALT LAKE ENGINEER, CONTINUES TO GROW AS CONTRIBUTIONS ARRIVE REGULARLY FROM INDIVIDUALS AND GROUPS. MOST RECENT GROUP CONTRIBUTION WAS ANNOUNCED LAST MONTH BY THE GHOST TOWN CLUB OF COLORADO. BERT BELONGED TO THIS POPULAR GROUP FOR MANY YEARS -- AND WE SINCERELY APPRECIATE THE ACTION OF THEIR BOARD OF DIRECTORS IN MAKING A CONTRIBUTION TO THE FUND.

PLANS CALL FOR THE MONEY TO BE USED TO PURCHASE RAIL AND HISTORY VOLUMES AND PRESENT THEM TO THE DENVER PUBLIC LIBRARY FOR ITS RENOWNED WESTERN HISTORY COLLECTION. A SPECIAL BOOK PLATE IN EACH VOLUME WILL IDENTIFY IT AS BELONGING TO THE FULLMAN MEMORIAL COLLECTION.

IN ADDITION, CLUB MEMBER AND ARTIST HOWARD FOGG HAS AGREED TO DO A D&SL OIL WHICH, WITH AN APPROPRIATE PLAQUE, WILL ALSO BE PRESENTED TO THE LIBRARY IN BERT'S HONOR. THE LIBRARY'S COLLECTION OF PICTURES AND MAPS IS ALSO EXTENSIVE AND MEMBERS WISHING TO MAKE CONTRIBUTIONS MAY DONATE SUCH ITEMS RATHER THAN FUNDS. CONTRIBUTIONS SHOULD BE SENT TO THE CLUB AT OUR REGULAR DENVER POST OFFICE ADDRESS.

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DENVER CORNERSTONE OPENING REVEALS 1882 NEWSPAPERS WITH UP AND D&RG ANNOUNCEMENTS ANOTHER LONG-TIME DENVER LANDMARK HAS FALLEN VICTIM TO THE HAMMER BLOWS OF "PROGRESS." THE 80-YEAR-OLD FIRST UNITED PRESBYTERIAN CHURCH AT THE CORNER OF 14TH AVENUE AND LINCOLN STREET IS NO MORE. CITIZENS OF THAT LONG-AGO DAY, HOWEVER, LEFT REMINDERS OF NOW-FORGOTTEN TIMES AND EVENTS IN THE BUILDING'S CORNERSTONE WHICH WAS OPENED WHEN THE CHURCH WAS DEMOLISHED. AMONG OTHER PAPERS WAS THE JANUARY 1, 1882 ISSUE (VOLUME 1, NUMBER 1) OF "THE EARNEST PRESBYTERIAN" CONTAINING SEVERAL ANNOUNCEMENTS OF INTEREST TO PRESENT-DAY RAILFANS. ONE CONCERNS DENVER AND RIO GRANDE CONSTRUCTION PROGRESS, THE OTHER DETAILS THE ADVANTAGES OF THE UNION PACIFIC'S "NEW" JULESBURG CUT-OFF. OUR THANKS TO MEMBER BOB ANDREWS FOR PASSING THESE ON TO US. LET'S LOOK AT THE UNION PACIFIC THIS MONTH, AND SAVE THE D&RG FOR NEXT ISSUE.

UNDER THE HEADLINE "OMAHA AND DENVER SHORT LINE ... ITS CONVENIENCE TO COLORADO BUSINESS MEN," THE UNION PACIFIC MAKES THIS ANNOUNCEMENT:

"THE UNION PACIFIC COMPANY WILL RUN A FAST OMAHA EXPRESS THROUGH BETWEEN DENVER AND OMAHA DAILY, OVER THE RECENTLY CONSTRUCTED JULESBURG CUT-OFF.

SCHEDULE

LEAVE DENVER (BREAKFAST) .....	8:00 A.M.
ARRIVE STERLING (DINNER) .....	1:20 P.M.
ARRIVE NORTH PLATTE (SUPPER) .....	7:30 P.M.
ARRIVE OMAHA .....	7:30 A.M.
ARRIVE COUNCIL BLUFFS (BREAKFAST) .....	8:00 A.M.
ARRIVE CHICAGO .....	6:20 A.M.

TIME: DENVER TO OMAHA, 23½ HOURS; DENVER TO CHICAGO, 46 HOURS.

"THIS NEW ROUTE IS 186 MILES SHORTER THAN ANY RIVAL, SIX HOURS THE QUICKEST TO OMAHA, SEVEN TO 15 HOURS THE QUICKEST TO CHICAGO, ST. LOUIS AND ALL POINTS EAST, AND IT RUNS THE FINEST TRAINS EVER BUILT -- CONSTRUCTED BY THE PULLMAN COMPANY EXPRESSLY FOR THIS LINE. THEY EMBODY EVERY FEATURE OF SAFETY, CONVENIENCE AND LUXURY YET ATTAINED IN RAILWAY EQUIPMENT. IT IS THE ONLY THROUGH LINE POSSESSING A WATER GRADE ACROSS THE PLAINS (AVERAGING LESS THAN 10 FEET TO THE MILE). IT IS THE MOST PICTURESQUE ROUTE, HAS THE BEST DINING STATIONS, THE HEAVIEST STEEL RAILS, BEST IRON BRIDGES AND MOST CAREFUL BALLASTING.

"PASSENGERS FROM LEADVILLE, GUNNISON, SAN JUAL AND ALL POINTS IN SOUTHERN COLORADO MAKE CLOSE CONNECTION IN THE UNION DEPOT, DENVER, AND ARRIVE IN CHICAGO AND ALL EASTERN CITIES SO AS TO HAVE A FULL DAY FOR BUSINESS ON THE DAY OF ARRIVAL, PRACTICALLY SAVING FROM 12 TO 24 HOURS AND AVOIDING ALL NIGHT CHANGES."

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1966 RIO GRANDE NG EQUIPMENT ROSTER SHOWS EACH YEAR THE D&RG PUBLISHES AN EQUIPMENT ROSTER SHOWING BOTH STANDARD AND NARROW GAUGE ENGINES AND CARS OWNED AND ON HAND AS OF JANUARY 1. THIS HAS ALWAYS MADE INTERESTING READING FOR US AND THE THOUGHT OCCURRED THAT SOME OF OUR MEMBERS MIGHT LIKE TO HAVE AN OFFICIAL LIST. THOSE WHO KNOW THE LINE WILL QUICKLY OBSERVE THAT SOME OF THE EQUIPMENT LISTED, PARTICULARLY ENGINES, IS NOT SERVICEABLE. BUT THEY STILL QUALIFY FOR THE ROSTER AS "EQUIPMENT OWNED"--SO HERE'S HOW THE NARROW GAUGE LOOKED AS OF JANUARY 1, 1966:

ENGINES .... 464 (CLASS K-27), BUILT 1903; 473, 476, 478 (CLASS K-28), BUILT 1923; 480-489 (CLASS K-36), BUILT 1925; 490-499 (CLASS K-37), BUILT 1928-30. TOTAL: 22.

PASSENGER CARS .... 126 (BAGGAGE), BUILT 1883; 212 (COACH AND BAGGAGE), BUILT 1878; 312, 323, 327 (COACH), BUILT 1887; COACHES 284 (BUILT 1880), 306 (BUILT 1881), 319 AND 320 (BUILT 1882), 330-337 (STEEL, BUILT 1963, 1964), 350 (THE ALAMOSA), BUILT 1880; OPEN COACHES 400, 401 AND 402 (BUILT 1963 AND 1965). TOTAL: 21.

FREIGHT CARS .... 150-169 (REFRIGERATOR); 3000-3749 (BOX); 5500-5849 (STOCK); 1000-1499, 1500-1899, 9200-9573, 700-899, 9600-9619 (ALL GONDOLAS); 6200-6219, 6300-6314, 6400-6407, 6500-6544, 6526, 6527, 6600-6694, 6700-6774 (ALL FLATS OF VARIOUS TYPES); PLUS 10 CABOOSES, 04343 (BUILT 1897), 04982 (BUILT 1901), AND 0500-0589 (BUILT 1880). CONSTRUCTION DATES FOR FREIGHT CARS RANGE FROM 1898 FOR THE 9200-9573 GONDOLAS, TO 1955 FOR THE 6600 AND 6700 SERIES FLAT CARS. TOTAL: 1166.

NON-REVENUE .... BUSINESS CAR B-7 (THE WILLIAM JACKSON PALMER); 7 MAIL AND BAGGAGE, 3 COACH OUTFIT, 1 TOURIST OUTFIT, 8 WATER CARS, 1 EXCURSION OUTFIT CAR, 20 BOX OUTFIT CARS, 7 BALLAST CARS, 8 FLAT OUTFIT CARS, 1 COAL OUTFIT CAR, 1 PILE DRIVER, 8 FLANGERS, 2 ROTARY SNOW PLOWS, 1 CONSTRUCTION DERRICK AND 1 JORDAN SPREADER. TOTAL: 70.

TOTAL ALL CARS: 1257.

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SHOP 'N SWAP JUST TWO ITEMS THIS MONTH -- AND A REMINDER THAT YOU MAY LIST YOUR NEEDS OR OFFER ITEMS SIMPLY BY SENDING THE INFORMATION TO THE EDITOR. DEADLINE FOR THE APRIL ISSUE IS MARCH 21.

MOODY'S RAILROAD MANUALS -- FOR SALE  
ISSUES OF 1943, 1945 AND 1947 -- OVER 1500 PAGES EACH. FINE CONDITION (EXCEPT CORNER OF 1943 BACK COVER SLIGHTLY DAMAGED). \$8.00 EACH POSTPAID FROM CARL F. MATHEWS, 609 N. INSTITUTE, COLORADO SPRINGS, COLORADO 80903.

LIVE STEAMER (MINIATURE) -- WANTED  
WANT TO BUY LIVE STEAM ENGINE, 3 1/2" GAUGE OR LARGER, BUT SMALL TYPE ENGINE. CONTACT KENNETH SCHEER, 7331 NEWTON STREET, WESTMINSTER, COLORADO 80030.

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THOUGHT FOR MARCH MARCH MARKS, HOPEFULLY, THE FIRST APPEARANCE OF SPRING. A. B. GUTHRIE HAD THIS TO SAY ON THE SUBJECT IN "THESE THOUSAND HILLS":

"THE WARM WIND KEPT BLOWING LIKE A LOW CHANT FROM THE LAND OR LIKE THE FLURRY OF FAR WINGS ... LAPPING UP THE SNOW ... UNTIL THE WHOLE BODY OF EARCH LAY BROWN AND BREATHING EXCEPT FOR THE TOPKNOTS OF BUTTES AND, AWAY AND AWAY, THE HIGH FLOAT OF MOUNTAINS ... CHINOOK, PROMISE OF SPRING."

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TED S. MCKEE, PRESIDENT  
ED SCHNEIDER, VICE PRESIDENT

RICHARD H. KINDIG, SECRETARY  
ANE O. CLINT, TREASURER