

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

April 8, 1986 -- 7:45 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.

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## 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.

April, 1986..... No. 318  
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.

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## APRIL 8 PROGRAM

"Ghosts in the Wind" The cries of early-day prospectors rang throughout the Colorado Rockies..."Gold! I found it!"

Traces of that call still echo faintly in the hidden valleys and rugged crests. Photographer/Author, Dwayne Easterling, has spent many years following the lore and legend of Colorado's ghost towns. You are invited to join him and fellow members at the April meeting for a look at this rich heritage. The program will be given via the use of dual projectors and a complete soundtrack. It is rumored that Dwayne has been known to scare up a ghost or two... so, don't miss this presentation.

## FEBRUARY PROGRAM

Due to the late meeting in February, we were unable to review the program, put on by Jim Ozment, Construction Engineer, for the Denver & Rio Grande Western Railroad Company.

Many remember Jim's "Thistle" program from last year and were eagerly awaiting his

return this year for another fine presentation. This year's subject dealt with the Utah Division of the Grande, especially centering around the many, many miles of surveyed and graded, but never used road-bed in Utah. We were treated to aerial and ground views of these grades, as well as shots of the abandoned Price River Tunnel on the long-abandoned line between Woodside and Mounds, Utah (1883-1889).

The program was fascinating and we wish to thank Jim for his time and effort on our behalf and hope to see him again, real soon!

In addition to Jim, our own "almost famous" photographer, Darrell Arndt, provided a fine photographic "preview" to the Club's Ski Train excursion on March 23rd. This trip will be held after this month's newsletter is "put to bed." Look forward to hearing about it in the May issue of the Rail Report. Our thanks to Darrell for providing this entertainment.

## **MARCH PROGRAM**

Potpourri Night!!! As usual, those attending this year's potpourri night were treated to a fine evening's entertainment! There were twenty individual programs and two non-related subjects, including a slanderous attack on your editor by the infamous program chairman and vice president, Edwin (or was that Erwin) Chaim and, on a more serious note, a tribute in photographs to Mary Carlson and Gini Lehrer.

We are proud to list to following members and briefly describe their programs:

Chip Sherman/ Chip began his presentation with shots of the Cadillac & Lake City operations on the old Rock Island line from Limon to Falcon and ended with shots of the Rio Grande's private cars on the Moffat line.

Carl Carlson delighted steam fans with his slides of the SP's No. 4449 in Daylight colors on the special run to New Orleans in 1985.

Jeff Lemke provided an unusual look at the equipment at the Colorado Railroad Museum-- at night!

Dave Salter continued our program with a delightful look at the shays in operation on the Graham County Railroad in North Carolina, including some shots of re-railing cars on the line.

Tom Lawry provided shots of the Club's 1985 European Trip as well as fine photographs of the equipment on the new Orient Express Train. In addition, Tom allowed us to witness a two-day excursion behind the Norfolk & Western's No. 611 in Tennessee.

At this point, Erwin Chaim attacked your editor before changing reels. Appropriate legal action is being considered.

Ed Haley took us back in time to look at the Annual Dinner Trip (Banquet) of the Club in September, 1969, when the Club made its way to Evans, Colorado, behind UP's 8444 via the Dent Branch.

Bill Kepner had his own potpourri which included shots on the following: the AT&SF, SP and UP (as well as the Daylight 4449) in California, the Great Western in Colorado, the D&RGW Ski Train, the East Broad Top Narrow Gauge in Pennsylvania as well as the Norfolk & Western's No. 611 and back to Colorado to view the Ft. Collins' trolley.

Dick Ross followed Erwin's lead and presented a "tongue-in-cheek" look at your editor's "San Juan Express" excursion on the Cumbres & Toltec Scenic Railroad in September of 1985. Along with some obviously questionable shots, Dick showed the special freight/passenger train at many of the photo-runby spots.

Dave Corey was with Dick Ross on the San Juan Express, but unlike Dick, stuck with showing just photo-runby shots of the special train.

Bob Andrews specialized in Santa Fe trains, especially passenger consists, in and around such places as Canyon City, Pueblo, Monument, La Junta and Larkspur. One of the most interesting shots included two-23-car trains which carried the Airforce cadets to a football game back east, probably an interservice game.

Dave Schumacher presented his "Good, Bad and Ugly" potpourri of engines, rolling stock and trains in Switzerland, Italy, France, Norway and Finland.

John L. Boemer sent slides on the East German Federal Railway. These included both special excursions and regular trains being powered by steam! Bob Fryml narrated for us.

John Dillavou took us back to 1965 on the Yampa Valley Mail as well Alamosa in 1960. A special series of slides showed the remains of Piedmont, Wyoming, now a ghost town, but originally part of the main line of the UP in 1869. Remains viewed included parts of the roundhouse and turntable.

Chuck Conway's program centered on Southern Pacific operations in New Mexico.

T. Young took us on an excursion of the Mount Washington Cog Railway in New Hampshire and the Rockport Railroad in Maine which served a limestone quarry.

Erwin Chaim began his presentation with a slide of thistle (the plant), but did not try to pronounce the name as he has a problem with that word. The balance of Erwin's slides dealt with candid shots of Club members enjoying their favorite pastime-- railroading. Included were Darrel Arndt and the famous "Silver Wagoneer", Ed Gerlits riding on top of a 3/4"-scale(?) live steame engine, The Alan Greene's on the Chicago Trip, The Frank Braisted's also on the Chicago Trip, The Trowbridge family on an early Glenwood Springs excursion, Darrell Arndt & Jim Ranniger trying to pass each other in a hurry aboard Amtrak's Southwest Limited during the Club's trip to the Grand Canyon, Jack Morison leading the Cripple Creek trip, Ranniger's Road-bed Commisary and Kurt Penny directing photo lines on 3985 trip. [It's too bad that some of these people were not in attendance to defend themselves. Editor]

Rich Dais covered the special excursion provided by the 20th Century Railroad Club during the Club's Chicago trip in 1984. He particularly covered the famous Hiawatha Observation Car.

Keith Kirby gave an Omaha Trip preview

with slides of the UP's operations and museum--just part of the total package.

Ronald Welch of Gallup, New Mexico, sent up his slides which Erwin narrated (poor Ron! Editor) Nevertheless, we enjoyed the shots of Santa Fe/Southern Pacific diesels with the new merger paint schemes as well as other candid shots of operations in that part of the country.

Darrell Arndt proved to the world that he has developed film to at least 1970 as he presented a truly fine look at the experimental Turbo Trains in the Boston area in the 1970's.

The evening's program was concluded by Jim Ranniger who presented a tribute to two very well thought of ladies, Mary Carlson and Gini Lehrer.

You can see by this listing that we enjoyed a tremendous variety of subjects and it is nice to hear from members who might not ordinarily be in a position to present a full monthly program.

We wish to thank all who participated.

## NEW MEMBERS

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

William C. Drummond	Haverhill, MA
Jeff Gillaspay	Garden City, KS
Clark E. Johnson	Denver, CO
Stephen Rasmussen	Arvada, CO
Tony Thorndike	Stoke-On-Trent, England
Joe C. Wallace	Colorado Springs, CO

## HANDICAP ELEVATOR IN MEETING HALL

Bill Gordon reminded us to mention that a new elevator/lift has been installed in the meeting hall and is available to Club members who have such a need. Perhaps this will allow more Club members to attend the monthly meetings. The Club made a donation towards this installation.

## PRESERVATION FUND BOOK DRAWING

Our book drawing has been well accepted according to board member and drawing chairman, Tom Lawry. Recently, Tom and your editor visited Dell McCoy, owner of Sundance Publications, Limited. Dell was especially kind in extending a healthy discount on Sundance books to help promote the preservation fund. We would like to thank Dell and Sundance Publications.

To give you an idea of what the drawing prizes are like and who has been fortunate enough to receive these prizes, as well as support this activity, we list the following people and prizes for both February and March, respectively:

Rainbow Route / Tom Moss  
Trails Along the Columbine / Dick Ross  
1986 Rky. Mtn. RR Calendar / Jim Earhart  
D&RGW Greenlight: RGZ Issue / Hugh Woods  
(3) Railroad Maps / Keith Kirby

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Otto Perry's Railroad Pilgrimage / Vestal Brown  
Trails Along the Columbine / Dave Salter  
1986 Rky. Mtn. RR Calendar / Wayne Steele  
D&RGW Rule & Hazardous Material Book /  
Virgil Light  
D&RGW Greenlight: RGZ Issue / Ollie Larsen

As mentioned last month, it will take some time to establish a reasonable cash level in the Preservation Fund and so we are asking each member to send \$1.00 (or more) to make some funds available immediately for spring allocations. Have you considered sending your \$1.00? Why not do it today!

Yes, I would like to participate in getting the preservation fund established immediately!

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Enclosed is my donation of \$ \_\_\_\_\_

(Make checks payable to the Rocky Mountain Railroad Club)

## MEMBERSHIP CARDS

1986 Membership cards were sent with the March newsletter. If you have not renewed your membership, you should have received a final notice in your newsletter. Unless your renewal is forthcoming, you will be dropped from the rolls after April, 1986.

## 1986 EVENTS CALENDAR

April 26 Burlington-Northern Shops Tour  
(Possible change in this event as of this writing. Current information will be made available in the Rail Report)  
May 17 Colorado RR Museum Work Day  
May 24 Alternate Work Day at Museum  
May 20-  
June 2 Expo '86, Vancouver B.C. Tour  
June 15 Ft. Collins Muni Ry & Family Picnic  
July 12 Wyoming-UP Field Trip  
Aug. 29-  
Sept. 1 Amtrak/Omaha Excursion  
Oct. 9 Annual Banquet

## TOURIST RAILROADS IN COLORADO—PART II

First, please make a note of correction to the telephone number given for the Manitou & Pike's Peak Ry. The number was transposed and should read: (303) 685-5401. Thanks to Martin Frick, Vice President & General Manager and Club member for pointing out the error. Your editor did not stop with this oversight! My apologies to Ed Gerlits and the High Country Railroad!!! I'll be lucky if Ed doesn't push me off into the Animas River from the Silverton's high line next September. Please make note of the following additional tourist lines in Colorado:

### HIGH COUNTRY RAILROAD

1540 Routt Street  
Lakewood, Colorado 80215  
(Located at Heritage Square, Golden)

### CRIPPLE CREEK & VICTOR N. G. RR

Box 459  
Cripple Creek, Colorado 80813  
(303) 689-2640

## AMTRAK FUTURE IN DOUBT

Once again, the Federal Government is about to end all passenger trains in the U.S. A recent article in the Denver Post revealed the thoughts of Graham Claytor, President of Amtrak. The following is quoted from that article:

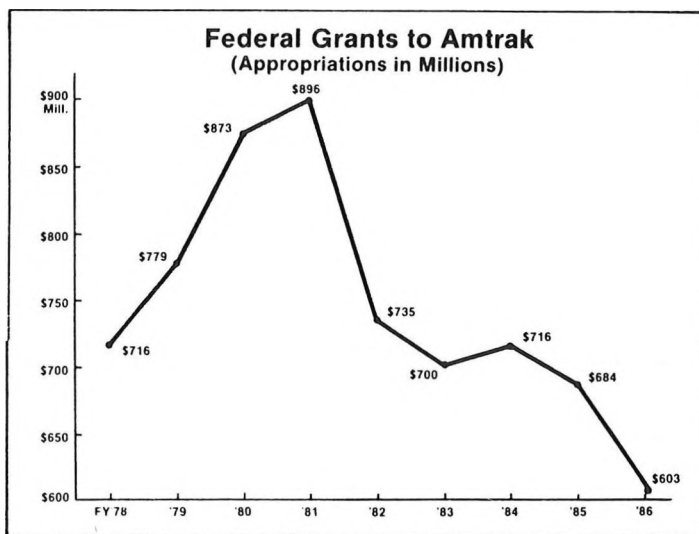
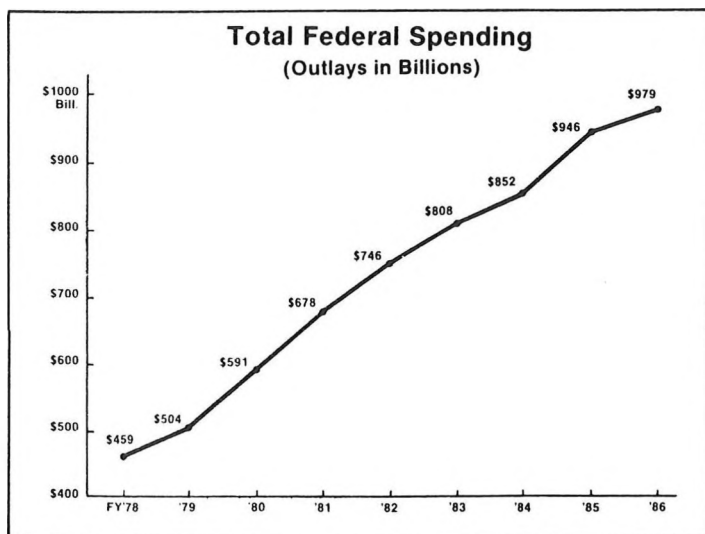
Ending federal subsidies to Amtrak likely would kill the passenger railroad line because states and local agencies are less able than ever to assume the financial burden, Amtrak's preesident said. While Reagan administration officials say the line might survive without new federal dollars, Amtrak President Graham Claytor told a House Appropriations transportation subcommittee that--like last year--the proposal to end those subsidies has Amtrak fighting for its survival. "I don't foresee any significant possibility that any significant part of the Amtrak system will be maintained by state or local entities

and commuter agencies," Claytor said. "My position is that none of the stockholders are in a position to step in. The only result of discontinuance of federal funding is that Amtrak will be liquidated."

The National Association of Railroad Passengers, 236 Massachusetts Avenue N. E., #603, Washington, D.C., is fighting to keep the Amtrak system going. In a flyer made available at the last Club meeting, they stated the need for Amtrak in saying "train travel will become even more important as our growing transportation needs collide with dwindling supplies of land, airspace, and petroleum--which trains use most efficiently."

The tables and statement included in this newsletter (obtained from the NARP) give a good idea of what is happening in Washington. Should you wish to make your

- Already, Amtrak carries more people each year than all but 4 U.S. airlines and Greyhound.
- Airports, airways, and highways are increasingly choked with congestion; intercity bus service is disappearing. Greyhound and Trailways may virtually abandon scheduled route services.
- Killing Amtrak would mean throwing away over \$4 billion invested in new or upgraded locomotives, cars, stations, and other facilities.
- Killing Amtrak would not cut the federal deficit: this year, Amtrak funding is less than 7/100ths of 1% of the total federal budget—less than the Pentagon spends in 18 hours!
- Amtrak is part of the SOLUTION to the deficit problem: Since 1981, total federal spending rose 44% while Amtrak funding dropped 32%! The percentage of Amtrak costs paid with tax dollars has fallen steadily since 1981. Amtrak's 1987 funding request is its lowest since 1977.



opinions known, write to your senators and representatives as follows:

The Honorable \_\_\_\_\_  
U. S. Senate  
Washington, D. C. 20510 (or)

The Honorable \_\_\_\_\_  
U. S. House of Representatives  
Washington, D. C. 20515



## NEW RAILROAD BOOKS OF INTEREST

Sundance Publications has produced two new books which Club members had a hand in providing photographs or other expertise.

The first book is entitled "Silver Images of Colorado" and is apparently only the first of a number of volumes to be printed on the subject. Material was provided by Richard A. Ronzio. The 256-page book is illustrated with 260 photographs reproduced in sepia-tone to more closely approximate the old-time style of pre-1900 photographs. The price is \$39.00.

The other volume is entitled "Railroads in Mexico, Volume I". Containing 315 black & white and 30 full color photographs, this 224-page book is an illustrative history and sells for \$39.00. Captions were written by Robert A. LeMassena and many of the color photographs are by Dick Kindig and Ed Haley.

Brochures on these and other Sundance books may be obtained by request to: Sundance Publications, Limited, 250 Broadway, Denver, Colorado 80203.

## LOST AND FOUND

At the February meeting, someone in attendance left a pair of prescription tri-focal sunglasses in the meeting room. We made this known at the March meeting, but no one claimed the glasses. If you have lost such a pair, please call Erwin Chaim.

## GLENWOOD SPRINGS EXCURSION

It was another wonderful trip to Glenwood Springs via Amtrak over the D&RGW mainline. Even though the Club sponsored a similar trip last October, thirty-three Club members boarded Amtrak's California Zephyr on Saturday, February 22nd to enjoy the great scenery and relaxful travel aboard the Superliner cars of the Amfleet.

While Denver basked in sunny 70° weather, the mountains were receiving good snows and this makes for an especially beautiful ride to Glenwood, where the weather is almost always nice for the RMRRC.

This excursion was special in that Club members experienced staying at the newly remodeled Hotel Denver, just across the street from the Glenwood Springs Depot. The new style is art-deco and it is reported that accommodations were very nice. Food is also excellent as the Club's Saturday night dinner was served there and everyone enjoyed an exceptional prime rib entree.

After dinner, our group was treated to a program on the history of transportation in the Glenwood Springs area by Anna Johnson of the Glenwood Springs Historical Society and author of "The Elusive Dream." A prize drawing was also held and the top prize was a copy of Portrait of a Silver Lady. Sunday breakfast was also served in the Hotel Denver and many spent the time before returning to Denver in the Hot Springs Pool. The return to Denver was a pleasure with the lights of the front range always a special treat!

Arrangements for this trip were made by Ardie Schoeninger and Cyndi Trombly and the Club wishes to express its thanks for a job well done. Ardie and Cyndi wish to express their appreciation to Bruce Kolisek, a Club member from Glenwood Springs, for arranging the Saturday night program.

Ardie reports that Amtrak's service and equipment was excellent, including the diner.







One of the many trestles and cribbed areas on Don Meeker's Colorado & Southern line. Your editor and Don work together on each other's layouts and one of my first experiences in modeling in On3 was to build the trestle-work. This was quite an eye-opener for someone who models in HOn3 (half the size)! Just inserting all those nut-bolt-washer castings was interesting. (Don Meeker Photo)

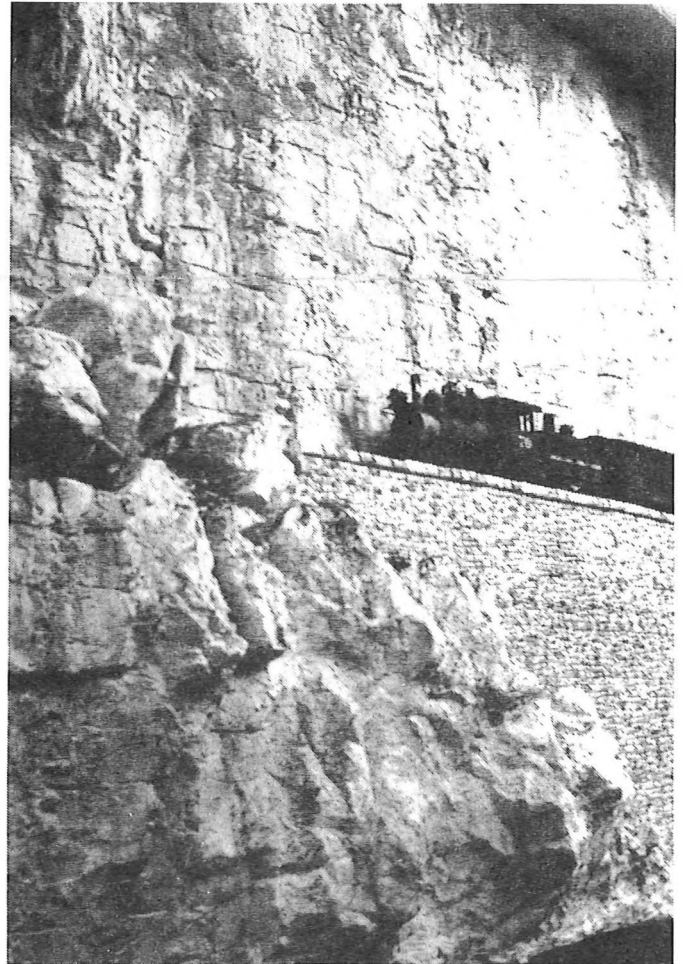
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## HISTORY PRESERVED THROUGH MODELING

Wow!!! What did you think of that photograph on page 7? Don Meeker won first place in the photo contest at the Fifth National Narrow Gauge Convention in Columbus, Ohio, last September. Many people who have seen that photo thought that the train was real and asked what railroad it was and when it existed. Well, it isn't real and it does exist right now! You have seen two previous model railroads which were patterned after a specific prototype--Bill Gould's Rio Grande Southern and Jim Trowbridge's Colorado Midland. Once again, we see a Club member modeling to preserve history--the Denver, South Park & Pacific and the Colorado & Southern. Don is recreating many scenes along the old "South Park" line. Included is the Palisades, just west of Alpine. Don models in  $\frac{1}{4}$ -inch or On3. His Palisades are about three and one half-feet wide and about four and one half-feet high (above and below the track level). This scene greets you immediately as you step off the basement stairs and proceed into the layout room. The view takes you back--much as the real Palisades do! Other scenes to be modeled include the engine facilities at Alpine, the Alpine Tunnel, and many more DSP&P areas. Don's layout will be on display at the upcoming 6th National Narrow Gauge Convention in September of this year.

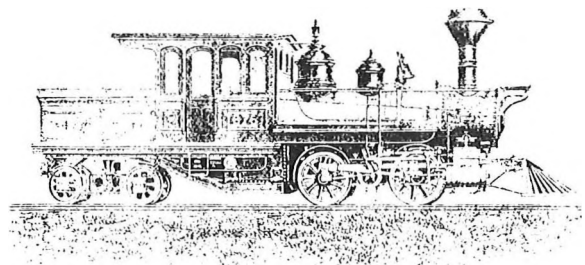
Engines and rolling stock are lettered for the South Park, Colorado & Southern, the Rocky Mountain Lines (Don's personal railroad name) and the Goldpin Tram (a take-off of the Gilpin Tram).

Why not get out one of your railroad books on the South Park and compare the model Palisades with old shots of the Palisades on the DSP&P!

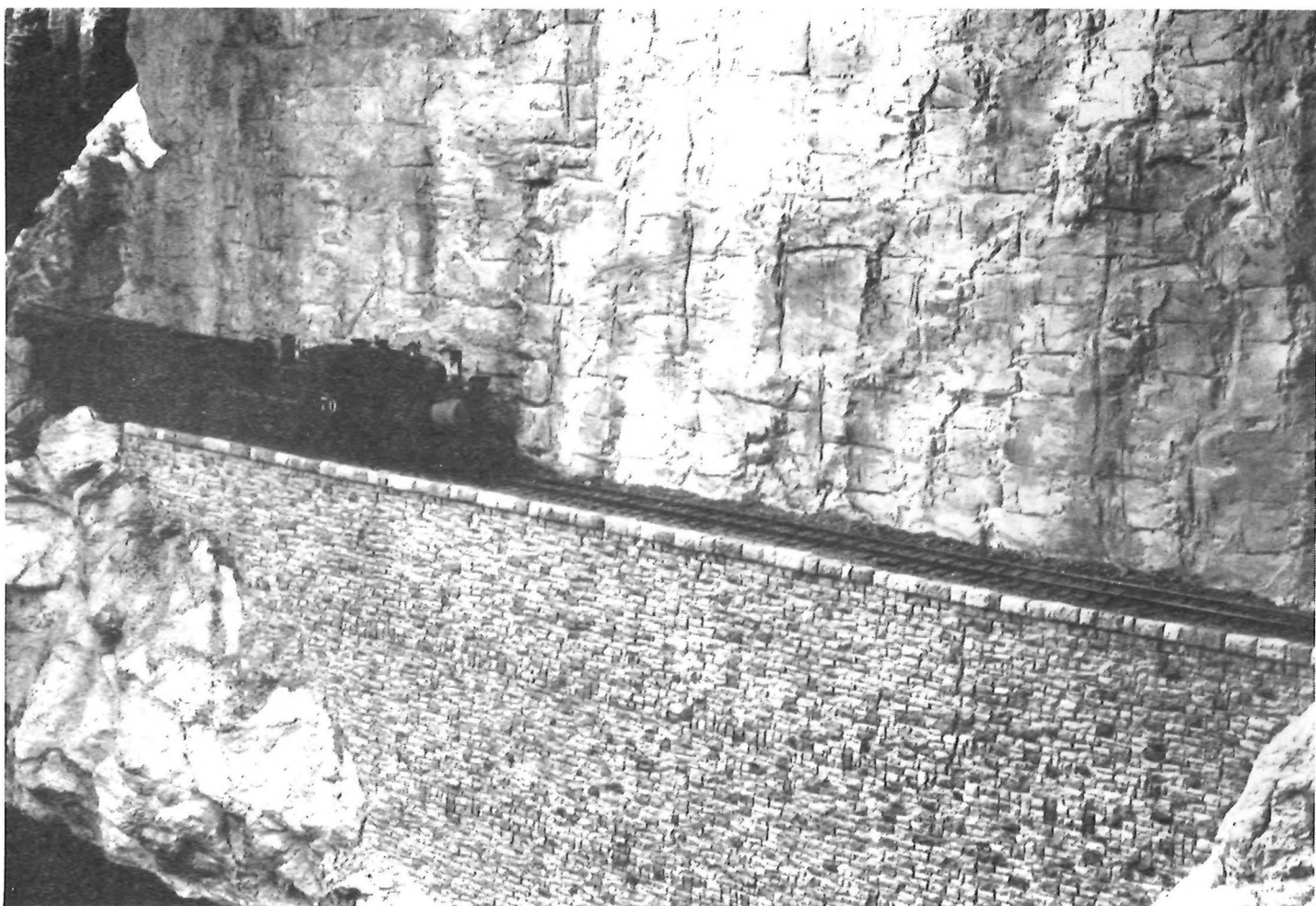


*This vertical shot gives the reader a better grasp of the immense size of the Palisades. (Don Meeker Photo)*

## MASON - BOGIE







*A closer look at the rock-work on Don's Palisades. Unfortunately, this black & white photo does not do the rock-work justice. Don cast dozens of smaller cut stone-castings, inserted them together to form the overall wall, painted hundreds of individual stones and over-painted with washes to create the natural look we see here. Your editor got to recreate the rockwork above the roadbed, using well over a hundred individual rock castings, blending them together with plaster and hand carving. (Don Meeker Photo)*

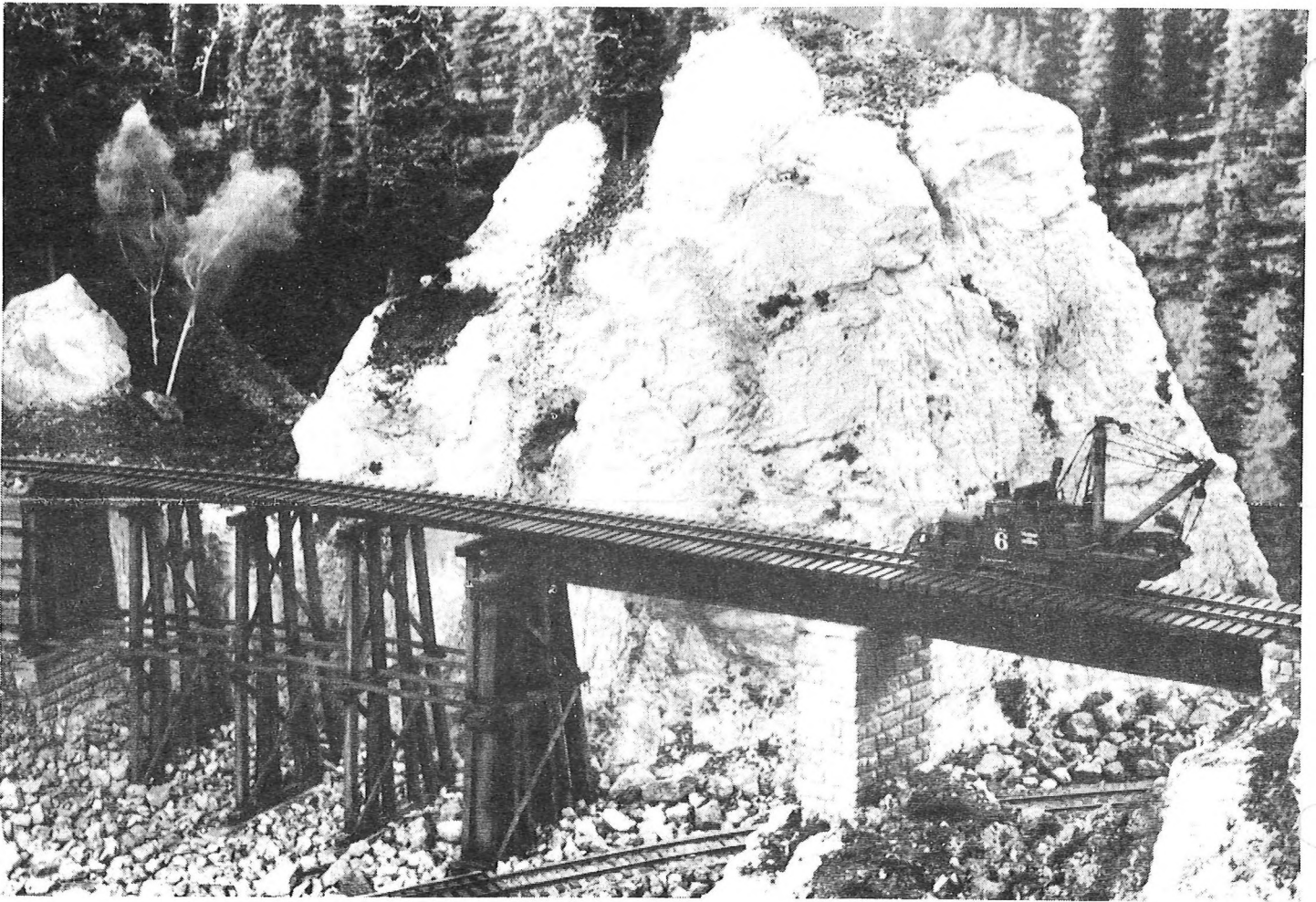
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Judging from a number of comments from Club members, many of you have particularly enjoyed these "Preserving History Through Modeling" articles. If other Club members are doing this sort of work, why not share it with us. All we need are some good black & white photographs of your work and a written explanation of what you are trying to accomplish. Captions are also necessary as your editor cannot do you justice unless he has seen the layout. Material should be sent to: The Rocky Mountain Rail Report, Jim Trowbridge, editor, 502 South Cody Street, Lakewood, Colorado 80226.

If you should like to participate in the newsletter in this fashion, please take note of the quality and format that has been used in this and previous issues.

This is not limited to model railroading. Perhaps you have another form of preserving our railroad heritage that you would like share with fellow Club members. Let us hear from you!





*Another shot of the trestle-work, not far from the Palisades, showing the trestle, stone abutments and steel deck bridge. In addition, note the Colorado & Southern work Goose! Don models a later period in C&S history (early 40's to early 50's) and uses modeler's license to make the DSP&P live on longer than it did as well as areas on the mainline that were abandoned much earlier, the Alpine Tunnel area in particular.*

## 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: One ACT-R106, Regency, 10-channel scanner, with cigarette lighter plug and ten railroad crystals; 3 each Burlington-Northern, 1 each A.T.&S.F., 1 each A.T.&S.F./D&RGW, 1 each D&RGW, 1 each SP, 1 each Milwaukee Road and 1 each UP. These are all mainline channels. All for \$130.00. Bob Keene, 310 Laramie St., Gillette, Wyoming 82716.

WANTED: Pictorial Supplement to the Denver, South Park & Pacific in good condition. Call

or write to Jim Trowbridge, 502 S. Cody St., Lakewood, Colorado 80226. (303) 988-2267.

FOR SALE: Sternwheel Steamboat named "Whippoorwill." Bill Hurtig, 210 W. 4th, Erie, Kansas 66733. (316) 244-5102.

FOR SALE: In excellent condition, the limited edition of Colorado Midland, number 1688. \$150.00. Dust jacket worn. H. H. Moler, 3445 N. Romero, Tucson, Az 85705. (609) 888-3249.

WANTED: Copies of Two Feet Between the Rails, Volume II, by the author. Please state condition and price. Robert C. Jones, 45 Clymer Street, Burlington, VT 05401. (802) 862-4812.

## FROM THE PRESIDENT

I recently received this letter from former Trip Ccommittee Chairman, Joe Niklas. In at he stated:

"I am writing this letter to express my gratitude to each and everyone of you for your participation and support of our trip activities during the past two years. During 1984 and 1985, while I was Chairman of the Trips Comittee, we planned and executed a wide variety of enjoyable activities which resulted in considerable revenues to the Club. None of this would have been possible without your participation and support. Thank You!

This success story doesn't just center on me, but on an exemplary group of hard-working individuals who were responsible for the planning and administration of the trips. Credit goes to Mat Anderson, Darrell Arndt, Tom Caldwell, Carl Carlson, Bud Lehrer, Ardie Schoeninger, Pete West, Ed Gerlits--who was always ready to listen, Jim Ranninger who dished up the best food in the remotest locations, Alan Greene and Larry Lombard--who handled marketing promotions and Keith Kirby. Without their contributions, the success of the past two years would not have been possible. In addition, credit goes to those Club members who worked with the above-named individuals to make sure that every trip we ran was professional in every detail. Space prohibits us from naming all those individuals who participated in this capacity, but, this certainly doesn't minimize their contributions. Thank you for your efforts! (Last three sentences by Keith Kirby--Editor).

In 1986, demands on my time inherent in starting up a new company as well as upcoming steam events, dictate that I limit my involvement in Club activities. I've certainly enjoyed the opportunity that was given me and maybe, in the future, I can again serve the membership in some capacity."

I would like to add my thanks to Joe's. People like these are what make our Club the success it is today. Keith Kirby.

## NARROW GAUGE STEAM EXCURSIONS IN 1986

Club members, Ed Gerlits, Don Meeker, Jim Schwingle and Jim Trowbridge will again be putting on special excursions on portions of the San Juan Extention of the Denver & Rio Grande this year.

Ed Gerlits will be presenting his 4th Annual Animas Cañon Express on September 27, 1986. This special, private train will traverse the famous and very spectacular Las Animas Canyon with incredible views of the San Juan mountains. Several photo run-bys will be provided and a stop in the mining town of Silverton for visiting the shops and restaurants as well as chances to photograph the many historic buildings, mines and railroad structures and equipment.

Round trip train fare, including a buffet lunch with beverage, will be \$50.00 per person (Please, NO children under 12 on the train). Train limited to 160 persons!!!

Departure time will be announced when you receive your tickets later this spring. A flyer will be available later this spring with previous riders receiving a copy in the mail. This trip is offered on a first come, first served basis and no cancellations are allowed after September 1, 1986.

Reservations can be obtained by sending your check for \$50.00 per person to:

Ed Gerlits  
1540 Routt Street  
Lakewood, Colorado 80215

(303) 232-9262

Don Meeker, Jim Schwingle & Jim Trowbridge have made arrangements on the Cumbres & Toltec Scenic Railroad for a special, private mixed train (freight & passenger).

This excursion will be held on Monday, September 15, 1986, in conjunction with the 6th National Narrow Gauge Convention. Departure time will be at 8:00 a.m. from the Chama station and will traverse over 90 miles of breath-taking scenery between Chama and Big Horn.

A maximum of 300 passengers will be taken on this excursion and if reservations exceed 250, the train will be double-headed up Cumbres Pass.

A lunch stop will be made at Osier where a fine hot meal may be purchased or passengers may enjoy their own picnic lunch. Meets with the regular Colorado Limited and New Mexico Express will add to the enjoyment of the trip.

In addition to the excursion on Monday, special arrangements have been made with the C&TS permitting night photography in the Chama yards on Sunday night, September 14th, beginning around 8:00 p.m.

The price of this trip is \$50.00 per person, no cancellations!!! Seating is first come, first served. A trip flyer is now available. You may obtain reservations by mailing your check for \$50.00 per person to:

6th National Narrow Gauge Convention  
14541 East Harvard  
Aurora, Colorado 80014

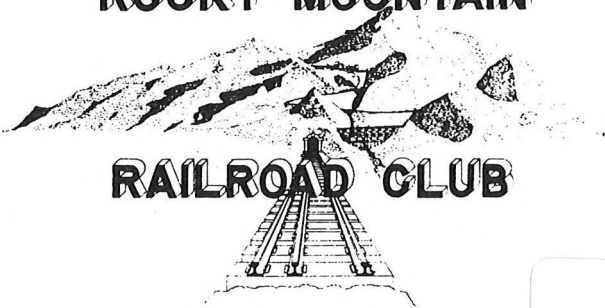
Telephone calls may be made to Jim Trowbridge at (303) 988-2267.

As with the Animas Cañon Express, this excursion will have numerous photo runbys. The 1984 trip saw 12 photo stops and last year's San Juan Express also had that number of spectacular runbys.

Both trips are full-day excursions, although the C&TS trip is considerably longer, running about twelve hours out on the line. While small children are not shunned on the C&TS trip, it does get to be a bit long and hard on children under 12 years of age. A chance to photograph a freight train on this line, more than makes the twelve-hour day worthwhile for adults.



**ROCKY MOUNTAIN**



**RAILROAD CLUB**

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