

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

August 12, 1986 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,  
2950 South University at Bates. Off-street  
parking at rear (east) of meeting hall.  
Please use the building's south entrance.

Jim Trowbridge..... Editor  
Les Grenz..... Associate Editor  
Keith Kirby..... President  
Erwin Chaim..... Vice President  
Bill Gordon..... Secretary  
Elbert E. Bidwell..... Treasurer

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

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

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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.

August, 1986..... No. 323  
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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## MEMBERSHIP INQUIRIES AND HELP

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

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## AUGUST 12 PROGRAM

Well, you probably won't believe this, but, due to conditions beyond Erwin's control, the August program had to be changed at the last minute. Now for the part you won't believe.....Erwin was sooooo desperate that he actually has your editor doing the program!

The program that I will be giving was made up for the Sixth National Narrow Gauge Convention and has been presented across the country as well as here in the Colorado area to promote the Denver convention.

It features model layouts, prototype steam railroading in Colorado and scenes of railroading-associated towns, equipment and structures in Colorado and New Mexico.

I believe you will find this program fun, entertaining, and informative. The pro-

gram may inspire you to get out and see or more closely inspect many places and things that we take for granted in this part of the country!

# Bulletin

FIRST: Since your editor will be involved in running the 6th National Narrow Gauge Convention from September 17-21, as well as the C&TS trip on the 15th, the October newsletter will be prepared early in September, probably prior to the September meeting. Please keep this in mind should you wish to contribute any news items or other data for that issue. This also will apply to any Club function notices.

SECOND: It is possible that some of you might have noticed that that the "issue no." on this newsletter does not follow in sequence to the July issue. This is due to Ed Haley catching an error in numbering while filing past newsletters. The November issue (1985) was incorrectly numbered 313, instead of 314. In an effort to bring the issue numbers into correct sequence, this issue is being correctly numbered 323. (Our thanks to the ever-vigilant E. J. Haley)

## JULY PROGRAM

Club members and guests attending the July program were treated to a most interesting program surrounding the Como Roundhouse--its history and restoration. Bill Kazel, current owner, and his son Greg have collected all the known photographs as well as few unpublished views of the roundhouse from the time of its original building through abandonment. Along with recent restoration slides, they took us on a tour of the roundhouse's history. They described the many problems encountered in restoring the building and gave an idea of what they have in store for the future. We wish to thank Bill and Greg for their time and effort to present this program.

## NEW MEMBERS

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

Mark & Natsuyo Gray	Aurora, CO
Tim Todd	Aurora, CO

## 1986 EVENTS CALENDAR

Aug. 9-10	Alpine Tunnel Field Trip
Aug. 29-	
Sept. 1	Amtrak/Omaha Excursion
Sept. 6	Cadillac & Lake City Ry. Trip
Oct. 11	Annual Banquet
Dec. 9	Elections

## PRESERVATION FUND AND BOOK DRAWING

Members continue to support book drawing and Preservation Fund. July found the following people receiving some nifty prizes:

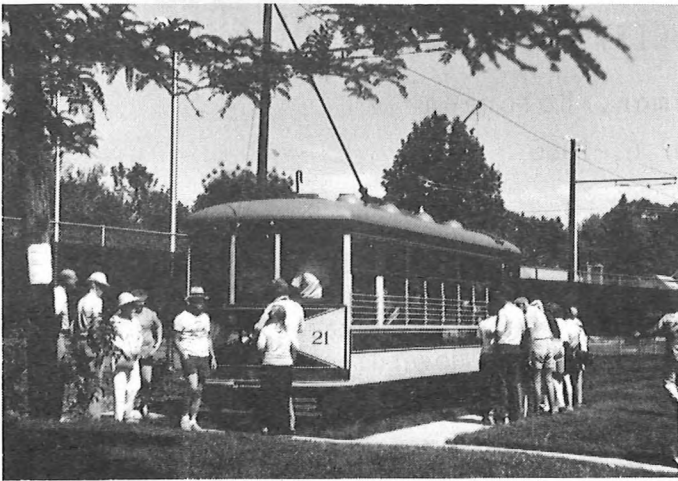
John Dillavou / Dixon Paper Company	callendar with painting of Tennessee Pass Depot
F. M. Bain / UP Book of Rules	
Jim Haggard / Saloons of the American West,	Sundance Publications
Sid White / Trails Among the Columbine,	Sundance Publications
Tom Moss / Railroads of Northern Colorado,	Kenneth Jessen
Pat Quade / The Official Railway Guide,	May, 1984

## NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody Street, Lakewood, Colorado 80226.

## FT. COLLINS MUNI RAILWAY EXCURSION & FAMILY PICNIC

The Club's chartering of the Ft. Collins Birney in June garnered fine support by our members as full loads were seen on every trip. Excellent weather not only complemented the warm reception given by Ft. Collins Municipal Railway Society members and made picture-taking great, but also added to the enjoyment of picnicking in the park, while watching the Birney arrive and depart.



*As the Birney paused at the loading area, Club members could be seen "coming and going" during the Club's private charter excursion. (Darrell Arndt Photograph)*

Although the restoration of the Birney is complete, Society volunteers have been putting in many hours of work as the August 31st deadline draws near for completion of the project, as required by the City Council. Having observed the excellent restoration effort of the Society, under sometimes extremely difficult conditions and their commitment to persevere toward their goal in spite of numerous financial and political obstacles, the Rocky Mountain Railroad Club's Preservation Committee and Board of Directors deemed this project worthy of a financial contribution that was over-and-above the donation of all the proceeds from the Club's charter of the car. Thus, an additional donation of \$1,000 dollars was presented to the Society with best wishes for the successful completion of the project.



*Club members Mat Anderson (far left) and Bryan Bechtold (motorman volunteer, far right) watch as president, Keith Kirby presents a \$1,000.00 check to Carol Turner of the Ft. Collins Municipal Railway Society. This check is the first distribution from the Preservation Fund and consisted of monies placed in the fund by the Board of Directors. It was felt that the Ft. Collins Trolley Restoration Project was a fine beginning for our Preservation Fund. Additional distributions are being made from funds donated by Club members. These donations will be announced next month in the newsletter. (Darrell Arndt Photograph)*

As of the writing of this article, some six weeks remained before the August 31st deadline and  $2\frac{1}{2}$  blocks of track-laying still needed to be completed, including three street crossings. There is cautious optimism that the remaining work can be completed in time. (Darrell Arndt)

# ROCKY MOUNTAIN



## RAILROAD CLUB

is pleased to announce



A SPECIAL EXCURSION OVER  
THE CADILLAC & LAKE CITY RAILWAY  
between Falcon and Limon, Colorado  
Saturday, September 6, 1986



The Rocky Mountain Railroad Club has made arrangements for a special train to operate over the rails of the Cadillac & Lake City Railway. This 122 mile round trip will take us over most of the ex-Rock Island's Colorado Springs branch which was once served by the famous ROCKY MOUNTAIN ROCKET. This line escaped abandonment after the Rock Island bankruptcy due to the action of area governments along the line who acquired and leased it to the Cadillac & Lake City Ry. to provide service.

Our special train will consist of a heavyweight combine, the ex-CZ/RGZ coach SILVER PINE and an ex-New York Central streamlined lounge-observation car. Departure from Falcon, which is located on US 24 about 15 miles east of Colorado Springs, will be at 9:00 A.M. Our leisurely journey will take us east to Limon where we will cross the UP Denver-Kansas City main. At one time the Rock Island continued east to Omaha/Chicago and Kansas City/St. Louis. A portion of the trackage that remains east of Limon into Kansas is now operated by Kyle Railways. During our excursion a number of photo run-bys are scheduled. Return to Falcon will be around supper time.

Fare for this all day trip is \$26.00 per person and includes a box lunch and beverage. To assist in our handling of your ticket order, please include a self-addressed, stamped envelope. With your tickets a map and directions to Falcon will be enclosed. Feel free to direct questions regarding our C&LC excursion to Darrell Arndt at 572-7868 or Steve McCormick at 421-1190.

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Ticket order form - Please type or print

Name \_\_\_\_\_ Street \_\_\_\_\_

Apt. \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone # \_\_\_\_\_ Number in party @ 26.00 per person = \_\_\_\_\_

Send self-addressed, stamped envelope to: Rocky Mountain Railroad Club  
c/o Warren M. Anderson  
1117 South Clayton Street  
Denver, Colorado 80210

## WORK-WEEKEND ON THE CUMBRES & TOLTEC SCENIC RAILROAD

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

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

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

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

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

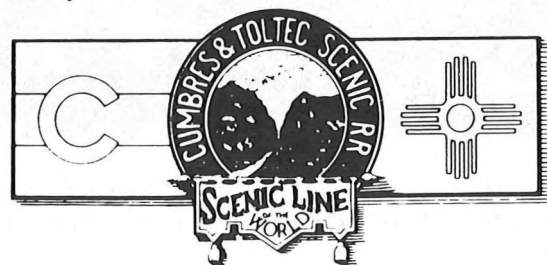
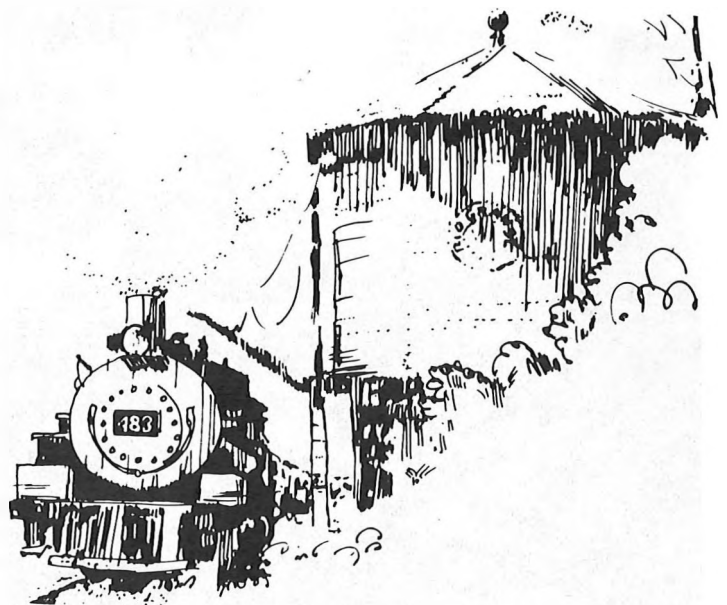
All of this weekend's work is being sponsored under the supervision of the Historical Society of New Mexico, a New Mexico non-profit corporation, qualified

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

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

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

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



## VANCOUVER EXPO '86 REPORT

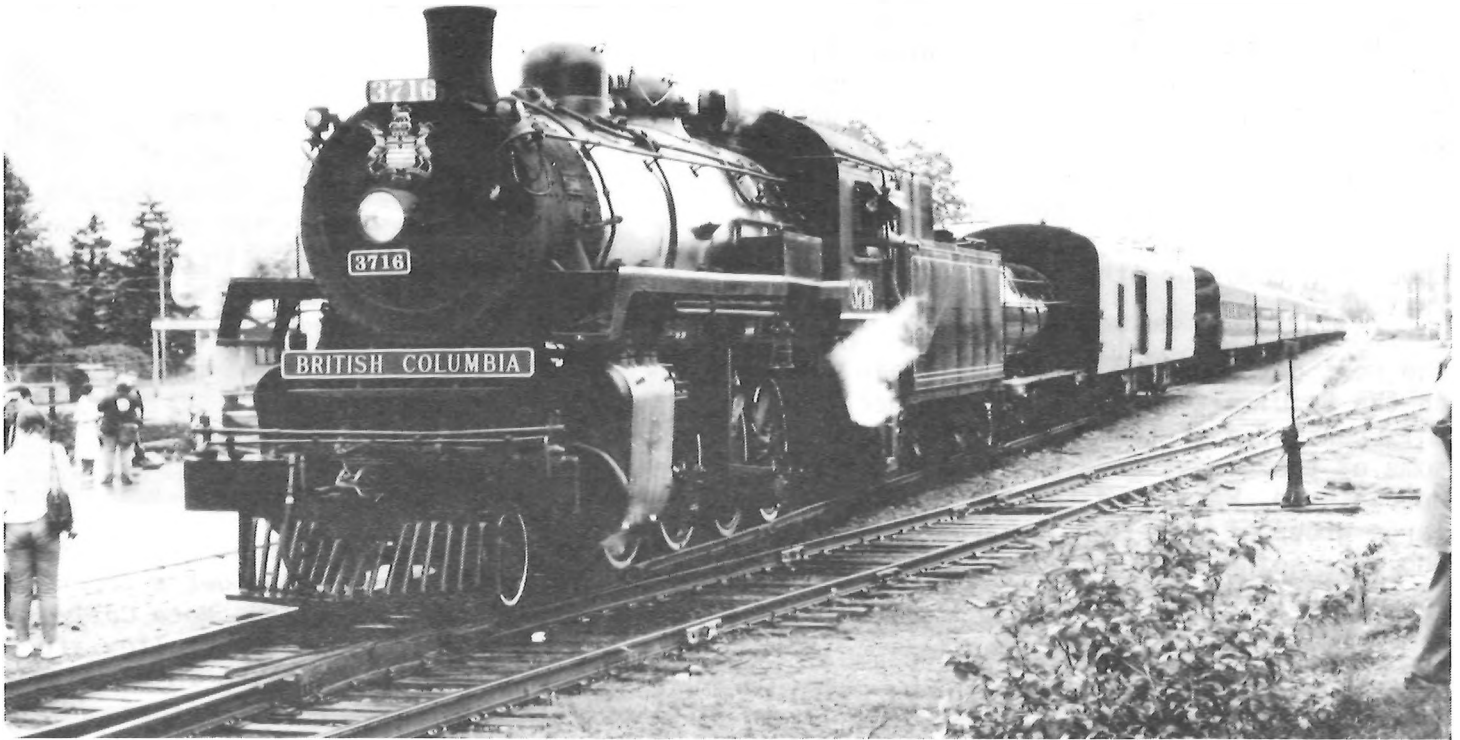
This May, 36 people took the Rocky Mountain Railroad Club's tour of Expo '86 and other highlights in British Columbia and Washington State. Many states were represented in our group and many travelled to Denver to ride Amtrak's "Pioneer" with the group to Seattle. Arriving in Seattle, we were met by Steve Dean, our outstanding escort. After a short night's rest in Seattle, we proceeded early next morning to Vancouver by way of Sedro Woolley Washington and a pleasant drive on some back country roads.

We visited the beautiful grounds of Queen Elizabeth park and ate in the Quarry House Restaurant, which provided a wonderful lunch with spectacular views of the city. After a driving tour of Vancouver, including Stanley Park, we boarded our ferry to our motel on Bowen Island.

Our stay on Bowen Island resulted from an overbooking of our Hotel in downtown Vancouver which caused us to be displaced. However, after two nights on this peaceful island, a delicious salmon buffet on the first night and delightful ferry rides, including one right to the gate of Expo, everyone agreed that this is one time that being displaced from a hotel was definitely to our advantage.



*The Great Western No. 51 was one of the highlights of the opening parade which kicked-off Steam Expo. You'll have to admit that this photograph, taken by Cathy Lawry, certainly is dramatic!*



*Tom Lawry caught 2-8-0, No. 3716 at Squamish, B.C. on the Club Member's trip over the route of the Royal Hudson. The Royal Hudson was on duty at Steam Expo at this time, but this engine filled in very well, indeed!*

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Next morning began the big day, "Steam Expo." After our private ferry ride to the Marine gate at Expo, we hastened to view the parade of steam which kicked off Steam Expo. The parade was set for 12:35 p.m. on May 23rd, which is the date and time commemorating the arrival of the first trans-continental passenger train in Vancouver in 1887. The locomotive that hauled that train is restored and was on exhibit at Expo. The parade was led by the Royal Hudson in all its splendor and included a total of 17 engines. Unquestionably, one of the highlights of the parade of steam was our own Great Western 2-8-0, No. 51, which was brightly painted and looked terrific. After the parade, the engines returned to the CN yards just east of

Expo where viewing and photography was possible. In fact, this area was so popular that one member's wife was overheard on our last day saying that she hoped her husband would run out of film soon so she could go see Expo before we had to leave.

After two exhausting days at Expo, we next boarded the M/V Britannia for a cruise to Squamish in very overcast weather. There we boarded the steam train normally pulled by the Royal Hudson, but temporarily replaced by 2-8-0 No. 3716, while the Royal Hudson presides over Steam Expo. Our trip back to Vancouver took us through spectacular scenery along the shores of Howe Sound.

After one more day at Expo, it was time to say farewell to Vancouver and board a ferry at Twassen, bound for picturesque Victoria, B.C. After checking into our hotel and some free time for browsing in Victoria, we took a delightful bus trip through some of the pretty areas in Victoria on our way to a unique evening visit to the Buchard Gardens. While evening is not conducive to good photography, it made for a very uncrowded visit and gave a different perspective of the gardens. These internationally famous gardens were started in 1904 by the wife of a cement factory owner who wanted to beautify an old lime quarry in her back yard. The gardens now cover 35 acres and are still in the family. It was rather nice not to have to share it with about ten thousand other people as on my last visit.

The next day, another wonderful train ride on the Esquimalt and Nanaimo Dayliner train. This consisted of two Budd Cars operated by some of the nicest crew that I have ever encountered. We shared the train with a large group of very well behaved children who were going to the same place we were. The train let us off at a road crossing where our trusty bus and Steve waited, and we proceeded to the British Columbia Forest Museum, home of the last operating steam engines on Vancouver Island. Many fine displays of railroad equipment as well as operating steam train made this visit much too short. Lunch in Chamainus with spectacular murals painted on the sides of the buildings and an impromptu stop at Ladysmith to view a club's new equipment and the day was all too soon over.

The next day, after time to shop in Victoria, we boarded the S/S Princess Marguerite in the late afternoon for a scenic trip to Seattle. This was a delightful trip in cruise ship atmosphere and included a very good buffet supper.

The next day included a sight-seeing trip of Seattle, including an interesting visit to the Chittenden locks to see the locks and fish ladders. Alas, it was the wrong time of year for the salmon, although we did watch some pleasure boats lock through.

The afternoon was spent in downtown Seattle along the waterfront which included the Seattle Trolley. Dinner was at Andy's diner which was made up of several old railroad passenger cars, which were decorated superbly. This was enjoyed so much by the group that we convinced Steve to take us to Andy's other restaurant which also was composed of old passenger cars.



*Steam wasn't the only mode of transportation Club members tried. Here we get a front-end shot of the Seattle Trolley. Note Carl Carlson running to board the trolley. It appears that Carl was filling in for the "Lone Rail Fan." (Tom Lawry Photograph)*

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Our next day found us driving to the town of Elbe, where we boarded the Mt. Rainier Scenic Railroad for a 1½-hour trip through the woods with beautiful views of Mount Rainier. After lunch, we visited Mount Rainier National Park and drove up to the Paradise Visitors Center. Mount Rainier, at 14,110' elevation, is a very impressive sight and at the visitors center, the scenery is particularly spectacular. We just had time for a quick visit to Snoqualmie before returning to Seattle.

Our last day was mostly free and was highlighted by our farewell dinner in the Space Needle. This wonderful revolving restaurant, sitting 500 feet above the ground, was enhanced that evening by clear skies and a view that was unsurpassed.

Continental breakfast next morning at 4:00 a.m. got those of us ready who were taking the train home. For some reason,



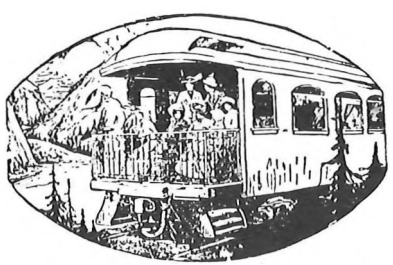
the rest of the group didn't come out to bid us farewell. This was another extremely successful Rocky Mountain Railroad Club trip. Special thanks to those who organized the trip, Al Miller of Alpine Travel and Keith Kirby and to Steve, our guide, who went beyond the call of duty many times and made our trip very special. Also a special thanks to the 36 special people in our tour group. Our members are why our Club trips are so enjoyable. (Tom Lawry)



Another fine railroad trip found Club members enjoying the scenery and steam engine on the Mt. Rainier Railroad in Washington. (Tom Lawry Photograph)

**PRIVATE CAR "CARITAS" EXCURSION**

As of July 21st, a few seats remained on the Club's private excursion aboard the Caritas. Complete details can be found in the flyer made available at the last Club meeting or basic details in the July newsletter. Questions can be directed to Darrell Arndt at 572-7868 or Tom Lawry at 750-2697.



**ANNUAL BANQUET**

Alan Greene will be making arrangements for this year's Annual Banquet which will be held on Saturday, October 11, 1986. The Club will have its Annual Banquet at the Sheraton Graystone Castle, located on I-25 and 120th Avenue. We will enjoy a nice dinner, followed by the traditional distribution of door prizes.

The entertainment for the evening will be an EXTREMELY hilarious British comedy/movie "Titfield Thunderbolt". This movie concerns a rivalry between the railroad and a bus company. It is one movie you will not want to miss!

There will be an order form in the September newsletter and tickets will also be sold at the September meeting.

Anyone interested in donating door prizes, please call Alan Greene at 693-7922.

**RE M I N D E R**

**CLUB MERCHANDISE AVAILABLE**

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

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

Items may be ordered from:  
 ROCKY MOUNTAIN RAILROAD CLUB  
 c/o Erwin Chaim  
 560 Emerson Street  
 Denver, Colorado 80218



## GREAT WESTERN SUGAR SELLS RAILROAD

A Denver developer has purchased the Great Western Railway from the Great Western Sugar Company. The purchase was announced by Pat Broe, a part owner of the Tabor Center on 16th Street.

The price for the railroad was about \$2-million, as reported by railroad industry sources. Included in the sale is a small West Coast operation.

Broe stated that John P. Asher, currently general manager, will become president of the railway. The railroad will not change its 85-year-old name. The line has fifteen employees and 58.8 miles of roadbed.

The railroad connects Loveland and Longmont, with service to several smaller communities. Great Western also operates along a 55.4 mile freight corridor from Alturas, California to Lakewview, Oregon, but doesn't own the line.

The Great Western was founded in 1901 to haul agricultural products, but the railroad has carried an increasingly heavy load of industrial products as Colorado's sugar beet industry has collapsed in recent years. Total tonnage is about 3-million a year, the company has stated.

## 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: Large collection of railroad books and fiction. Complete pulp era (1929-1954) collection of Railroad Magazines. Please send a large, SASE for list. Craig Cobine, 25 W. 160 Jane, Naperville, Illinois 60540.

## RAIL FAIR '86

As usual, those who attended Railfair this year had a great time. The Club's booth was well attended and new members were obtained. The Club was fortunate to have two members who particularly spent a great deal of time manning the tables-- Bob Griswold and Erwin Chaim. We wish to also thank other members who dropped by to spend an hour or two.

Railfair was well attended this year and even with arrangements to consolidate displays in the upper showroom, basement rooms had to be opened up to accommodate the many participants.

We look forward to participating next year!



## COG ROUTE UPDATE

It was noted, with interest, that a minor derailment occurred on the COG Route recently. The following description was taken from the July issue of the Colorado Midland Rails, newsletter of the Colorado Midland Chapter of the NRHS. It again points out the impressive safety history of the COG railway and its equipment. Considering the operating conditions of this railroad, I continue to be amazed by this fine group of railroaders. The story goes this way...

On Monday, June 9th, a Manitou & Pike's Peak Cog Railway car suffered a minor derailment near Windy Point, three miles from the summit of Pike's Peak. One wheel set left the track and the car stopped almost immediately. There were no injuries and no danger to anyone on board the car. Passengers were taken back down the hill in another car, while employees were able to rerail the car using a jack, in about

two hours. Martin Frick, M&PP general manager, told the Colorado Springs Gazette-Telegraph that this was the first derailment in the 23 years he has been with the railroad.

This story brings a smile to RMRRC members' faces, remembering our many wonderful excursions on this line and the humor delivered by conductors about the many fine safety devices on the line, including the two big springs at the bottom of the hill!

In another vein, the Colorado Midland Rails also noted the M&PP is being affected by the Santa Fe-Southern Pacific merger. It seems that the M&PP uses the same radio frequency as the SP's Road #1 frequency. The M&PP signals broadcast from Pike's Peak can be heard for many miles--some of the Colorado Midland Chapter members have picked them up south of Walsenberg and almost to the Kansas border. However, since the SP doesn't get any closer than Dalhart, Texas, this has been no problem. Apparently the Santa Fe is considering using the SP frequency (161.550) after the merger, and has approached the M&PP about changing their frequency. As a regular listener to the M&PP channel, the CMR editor states that he can well understand the Santa Fe/SP's concern. If the regular COG road chatter about passenger counts and lost purses doesn't confuse the ATSF Dispatcher, the requests for a snowplow in June would certainly upset his routine!



The Manitou & Pike's Peak Cog Railway was the recipient of a rather nice newspaper piece by the Denver Post and its staff writer, Jay Grelen and photographer, Jeff Morehead. The piece went this way....

Manitou Springs--Just when the scared kid is starting to relax, the conductor on the Pike's Peak Cog Railway has to start with the jokes.

If the brakes fail, the conductor says into the microphone as the boy's face tenses, don't worry, because there are two big springs that will stop the train at the bottom of the mountain--"Colorado Springs and Manitou Springs." If the "springs" don't stop the train, "We should be having lunch in Topeka, Kan., about 1 o'clock," the conductor concludes.

Smiles split faces up and down the aisle, save that one, mournful face in the middle of the train.

By now the train has begun its one-hour, 10-minute descent under the guidance of veteran engineer, Ronald Logan, who is beginning his fourth summer on the train.

With Logan and his colleagues at the throttle and the brake, the boy need not be afraid, according to those who operate the nearly century-old railway. This corps of engineers says they are heirs to an unblemished slate of safety they expect to keep clean.

"They've been doing it 96 years, and nothing's happened," said engineer Bruce Mattmueller. "I don't expect it to happen to me."

They aren't overconfident, they say; they are only expressing realistic confidence in their training and in the safety of the cog railway, which traverses 6 percent to 25 percent grades on its path to the 14,110-foot summit.

The railway made its first run June 30, 1891. The man responsible for construction of the railway was Zalmon Simmons, famous for his mattresses. Three trains now make a total of eight daily trips, with as many as 1,500 passengers.

The job is one they all say they like, despite the occasional monotony. The most important requirement for an engineer or conductor is an affection for people--and their questions.

Questions like: "How did you get all those rocks up here?" Or: "Who waters the forest?" And: "What's the steering wheel for?" That question, however, isn't as silly as it

sounds, they say, because what appears to be a steering wheel actually is the train's throttle.

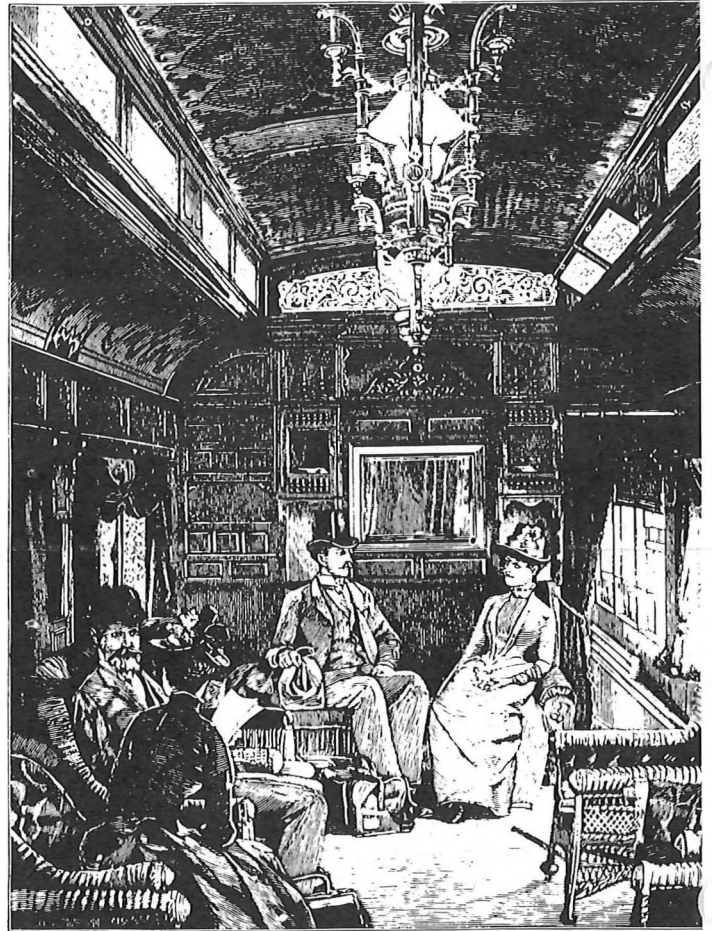
The engineers and conductors, who travel to the summit twice a day from May through October, see lots of people like the scared little boy, who was comforted only slightly by his mother's assurance that the train descends just as slowly as it climbs the peak.

Steve Stanton, who was an engineer for 11 years and now is the railway's shop manager, said they supply bags for those passengers whose stomachs can't keep pace with their spirit of adventure.

But they have seen bags put to other uses than "whooping their cookies," as one Pike's Peak veteran puts it.

"One lady put one over her head. She was just afraid" to watch, Stanton recalled.

Then they still have more questions: "Which way is longer--up or down?"



Pullman Parlor Car.

**ROCKY MOUNTAIN**



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