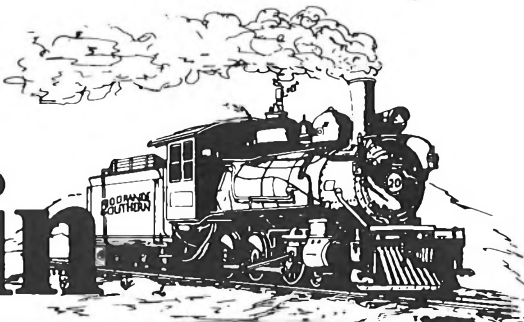


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 14, 1993 -- 7:30 p.m.

ELECTIONS

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

Jim Trowbridge..... Editor
Joseph E. Priselac..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... Treasurer

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

COPY DEADLINE ALL copy for publication in the January, 1994 Rail Report is due no later than December 14, 1993!!

MEMBERSHIP INQUIRIES

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

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

December, 1993..... No. 411
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.

DECEMBER 14 PROGRAM

After the business portion of the meeting, including the election of officers and board members for 1994, we will enjoy a fine program, presented by Neal Miller.

Neal will treat us to two short 16mm films, the first of which has been "lost" in his library for the past 30 years; thus, probably never seen by most of those who are regularly attending the monthly meetings. It depicts action on the Union Pacific!! The

second film will be one which Neal calls "Smoky," and, the reason for this will be apparent when we see this film that covers one of the Club's 844, Denver-Laramie, excursions.

Finally, what December meeting would be complete without the traditional refreshments and socializing!? Please make arrangements to join us this December 14th.

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.

OCTOBER MEETING—ANNUAL BANQUET

135 Club members and friends gathered at the Denver Athletic Center for an outstanding evening of food, fellowship, and entertainment.

This was the Club's first chance to see the result of its investment in changing the Otto Perry footage into video. Brian Gould did a fine job of selecting representative footage for this program and Roger Callender provided the running commentary. Our thanks to both, but Brian in particular for the work that has been put into viewing and data-basing the footage (all 45,000 feet of it!)

The food was excellent as usual and service outstanding. A cash bar provided additional service before dinner.

As is the Club's tradition at this event, a number of door prizes were handed out and a list follows:

F. M. Bain / 1888 Lackawanna Iron & Coal Company Rail Book Ends

Shirley Kramer / North American Steam Locomotives--The Mtns.

Glenn Kindle / Lunch for 2 & Tour: Den. Athletic Center

Jim Earhart / The Circus Moves by Rails

Danielle Roe / Wheels Rolling--West

Don Wilson / Last of the Giants Pentrex video--UP Big Boys

June Wroton / Lunch for 2 & Tour: Den. Athletic Club

Alice Haverstock / 3967 Returns Mark I Video of Club's UP Steam Trip: 5/93.

Bob Wilcoxon / Leanin' Tree Train Christmas Cards

Art Crawford / Pen Set/ 1888 Lackawanna Iron & Coal Co. Rail

Jim Ranniger / Official Guide of Railroads, July, 1949

M. Coel / Georgetown and the Loop

Oscar Martin / Leanin' Tree Christmas Cards--Trains

Bill Gould / Cross Stitch, framed: D&RGW at Hermosa Tank

Our thanks to everyone who helped to make this year's Annual Banquet such a success.

NOVEMBER MEETING

Our thanks to Keith Kirby and Tom Lawry for previewing the Club's 1994 scheduled trip to Chicago via a look back at the Club's 1983 trip and some material taken this past summer by Keith, Tom & Cathy Lawry and Carl Carlson.

You knew it had been ten years since the Club last visited Chicago to celebrate the 50th Anniversary of the Pioneer Zephyr when everyone looked so young, especially then President of the RMRRC, Darrell Arndt. After the meeting, Darrell met myself and Frank Stapleton at the Bonnie Brae Tavern and was mentioning that by coincidence, he had just submitted his his 1983 film for developing that very day!

One of the purposes of going back to Chicago this coming summer is in observance of the Zephyr's 60th Anniversary.

Once, again, thanks to Tom and Keith. (And, Darrell, I couldn't help myself!)

ELECTIONS



Your nominating committee has been busy in preparing a slate of officers and directors to be voted on at the December meeting. The following information has been submitted to aid those who will be voting at the election meeting:

Officers:

President--Roger Callender.....Roger has been serving as vice president and program chairman for the past two years and served on the board previous to this.

Vice President--Sherm Connors.....Sherm will be going off the board this year, having served for the past two years. He has been quite involved in Club activities.

Secretary--Bill Gordon.....Bill has served in this position for some twenty years or so. What more can we say!?

Treasurer--Larry Lombard.....Larry took over at the death of Bert Bidwell and has done a truly fine job in probably the most demanding position in the Club, if not the most important.

Board of Directors: (Three to be elected)

Bill Gould.....A 15 year member of the RMRRC who has served as equipment chairman for 10 years and presently is video chairman. Bill has also served as a director on two previous occasions.

Doug Gorton.....Doug has been a member of the Club for three years. His railroad interests include modeling with the Union Pacific being his favorite road. Excursions drew his interest in the Club with the recent Copper Canyon trip being a real pull.

Keith Goodrich.....A native of Fort Collins who is interested in the C&S and D&SL. Keith works most weekends at the Colorado RR Museum on the track crew. He has agreed to co-chair the equipment and preservation committee.

Art Ives.....A native of Connecticut, now living in Boulder, Art is a fan of eastern railroads (naturally!) Art was aboard the Copper Canyon Trip most recently which he thoroughly enjoyed. Art is a newer member of about 1½ years.

Chip Sherman.....Chip has been a member since 1982. An U.S. Air Force veteran who lists the NYC as a favorite road. Actually worked the Sioux tower on the Great Northern for a time.

Bob Wilcoxon.....Bob and his wife have been regulars at the Club's meetings and have made themselves available to help out, especially at the Club's show booths at Rail Fair and other shows. Bob has been on most Club excursions and leans toward the Union Pacific as his favorite due to his father's employment on that line for 35 years. Bob has been a member since 1987.



1993 SCHEDULE OF EVENTS AND 1994 TENTATIVE EVENTS

1993:

December 14 Regular Monthly Meeting
and ELECTIONS

1994:

January 11 Regular Monthly Meeting

February 8 Regular Monthly Meeting

March 8 Regular Monthly Meeting

April 12 Regular Monthly Meeting

May 6-14* Golden Spike 125th
Anniversary Celebration

May 10 Regular Monthly Meeting

June 14 Regular Monthly Meeting

July 12 Regular Monthly Meeting

July 21-31 Chicago Excursion--10th
Anniversary Return Trip

August 9 Regular Monthly Meeting

September 13 Regular Monthly Meeting

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!
*These particular dates are tentative at this time. Additional events and trips are forthcoming and specific dates and events will be listed in future newsletters.

ANNUAL DUES RENEWAL

Everyone received a dues notice along with the November newsletter. Your cooperation in returning your dues payment as soon as possible will be greatly appreciated. This will greatly aid both Tom Lawry, Membership Chairman and Larry Lombard, Treasurer. In addition, we will be able to get membership cards out early if a substantial number of dues get in early!!

You will note that we have requested your full 9-digit zip code. [You can easily obtain this number on any "junk mail" you may receive as it is required by the Postal Service to get their lowest mailing rates] You know that this zip code will be required in the future and it may now get your newsletter to you faster. Your cooperation in this matter is especially appreciated.

If you have misplaced the renewal notice form, another copy may be obtained at the Club's regular monthly meeting, or, you may use the following form:

1994 DUES RENEWAL

NAME _____
Please Print or Type

ADDRESS _____
Zip _____
9-Digit

TELEPHONE () _____

NAME *(Spouse)* _____

NAME *(Child)* _____

NAME *(Child)* _____

1994 Primary Membership \$ 20.00

1994 Associate Membership*
@ \$10.00 each [_____] _____
Number

Total..... \$ _____

*Associate members receive their own membership card and assigned number that transfers to a regular membership should they desire it later. Only one newsletter is sent to each family unit.

ANNUAL BOOK RAFFLE

Prizes to be awarded this year are as follows: 1st Prize--*Mixed Train Daily*, Collector's Edition (E. P. Dutton & Co) by Lucius Beebe with photos by Charles M. Clegg, Jr., signed by both Beebe & Clegg; 2nd Prize--*Custom Pen Set*, Desk-style pen mounted on a collector's slice of Lackawana Iron & Coal Company, 40# rail, dated "Scranton--9/1888."; and, 3rd Prize: *Georgetown and the Loop*, (RMMRC) by Griswold, Kindig & Trombly.

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!* Additional coupons may be created by members by photocopying the ones provided.

The Annual Book Raffle, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Send your coupons to: Rocky Mountain Railroad Club, Annual Book Raffle, P. O. Box 2391, Denver, Colorado 80201.

ROCKY MOUNTAIN RAILROAD CLUB 1994 Book Drawing - April 12, 1994	
NAME _____	_____
ADDRESS _____	_____
Zip _____	
<i>Please Print or Type. Winners need not be present</i>	
ROCKY MOUNTAIN RAILROAD CLUB 1994 Book Drawing - April 12, 1994	
NAME _____	_____
ADDRESS _____	_____
Zip _____	
<i>Please Print or Type. Winners need not be present</i>	



It was 25 years ago, December 6, 1968, that the last Denver & Rio Grande Western narrow gauge train ran west of Chama, New Mexico. Here we see K-28, number 473, pulling K-36, number 481 dead, along with company material (in the box cars) and coaches (in the rear of the consist) that had been used on an eastbound National Park special. The location is east of Gato. (Text and photograph by Tom Klinger)

FROM THE EDITOR

WOW!! I have never had so much information and photos submitted or required in one newsletter without extending the Rail Report to additional pages. I must admit that I was tempted to go to at least 14 pages, if not 16; however, due to circumstances that may be apparent later, President Joe Priselac out-of-town and no time to poll the board and still get the newsletter ready for an early mailing due to elections, I am forced to leave out some information until next month and create a Part 1 of 2 on Doug Geiger's article reviewing the Mexico/Copper Canyon Trip. Doug went to a lot of trouble to put this report together and did such a fine job that I felt compelled to print it all; although it will have to be in two parts.

My apologies to everyone who got cut short this month. We'll make it up later.

(Jim Trowbridge)

UPDATE FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

We need to correct an error in last month's Rail Report. We had quoted the Iron Horse News (CO RR Museum) concerning ridership on the D&SNGRR this year as being down 20%. We are happy to report (from Club member Neil Reich of the D&SNGRR via Ed Gerlits) that the railroad was only down 4%!!

In other news, the D&SNG will provide some winter service on their "Holiday Train." This train will begin running at Thanksgiving and continue through New Years. You can obtain information by calling the D&SNG at (303) 247-2733. This train will run out of Durango to Cascade Wye and return.



Twenty-three cars of a Burlington Northern freight train were left clumped into two piles on Thursday, September 30, 1993, after the train derailed about a mile southeast of Berthoud, Colorado. Another car of the 5,100-foot-long train slipped into the Little Thompson River. No one was hurt and no hazardous materials were involved. The derailed cars were loaded with cement, lumber and Quick Lime, an alkali product used in making cement. Club member, Sherm Connors was in the area the next day (October 1, 1993) and took this photograph of the mess. Sherm also relates that among the materials spilled were two carloads of hops and two carloads of barley--"If it had rained, we could have had beer!" (Text from Sherm and the Boulder Camera of 9/30/93 and photograph by Sherm Connors)

NEWS FROM THE COLORADO RAILROAD MUSEUM

The Colorado Railroad Museum's capital campaign to build a library to house Colorado's largest collection of rail history books and materials and a building to restore antique rail locomotives and cars has received its first major contribution in the form of a \$25,000 grant from the Kenneth Kendal King Foundation of Denver.

The grant, which the King Foundation hopes will challenge other foundations and institutions to support the Railroad Museum's efforts, was announced by Stevens P. Kinney, III, President and Director of the Foundation.

Museum President Ronald C. Hill expressed deep appreciation to the King Foundation

for the challenge grant and invited others to join in the campaign.

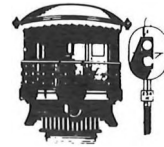
The Museum, at 17155 West 44th Avenue in Golden, has attained an international reputation as the leading authority on Colorado narrow gauge railroads and related rail systems in the Rocky Mountain region of the United States. Historians and authors regularly publish rail and general western histories through the Museum. Over the years, it has published over 30 books detailing the colorful narrow gauge and other systems that criss-crossed the West.

Since its founding in 1958, the Museum's collections have outgrown the present building, and space is urgently needed to house its large reference library. In addition, the restoration building is a top

priority of the capital campaign and will provide an enclosed area for the Museum's volunteers and staff to restore and maintain its collection of over 50 historic locomotives and cars.

The Museum is owned and operated by the Colorado Railroad Historical Foundation, a not-for-profit educational organization. It is supported entirely by memberships,

admissions, donations and income from its store and catalogue sales. A 1993 Denver Business Journal survey ranked it among the top 20 in admissions of historic and cultural attractions in the Denver area. (Colorado RR Museum News Release, 11/4/93)



The Ghost Train of old Ely, Nevada, is alive and well! A remnant of the old Nevada Northern Railroad, part of the Kennecott Copper mining operation, has survived for the rail enthusiast. A special two-day event, sponsored by Trains Unlimited Tours, was held in late October of this year. An assortment of passenger, freight, ore, and mixed trains were assembled for approximately 25 photo runbys, including doubleheaders. The locomotives were classic-- a 1910 Baldwin 4-6-0 (Number 40) and a 1909 Also/Schenectady 2-8-0 (Number 93). A very successful night photo session with both locomotives was also held. Next year, the event will be held on October 1-2, 1994.

The photo presented here could have dated back many decades as we see 4-6-0 #40 on the main-line with a classic consist of wooden passenger cars pulling pass the depot and waiting #93 and its ore train. Until a "time machine" is invented, these special recreations of past railroading action comes as close as we can come to seeing what things were like when railroads were the backbone of our country. (First paragraph text and photograph by Frank H. Stapleton, Jr.)

THE COMPANY STORE

ORDER FORM

Georgetown & the Loop:	\$39.95	\$	_____
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[Multiply quantity times each figure where applicable]			
3967 Returns	: \$20.00		_____
Shipping	5.00		_____
Sales Tax, CO Res:	1.46		_____
A Mile High & 3'6"Wide:	\$8.95		_____
Shipping:	Incl		-0-
Sales Tax, CO Res:	.50		_____
Total		\$	_____

Make checks or MO's payable to:

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THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

DIESEL DOINGS: Amtrak's new Genesis Series One locomotives began running on the California Zephyr in late October, 1993. The units are running in the trailing position while crews are trained in their operation.

The 812 was set out at Denver from the east bound train #6 on October 28 for crew and maintenance familiarization. The General Electric 4000-horsepower units builders' plate list it as Dash 8 40BP, serial number 47280. 812 was needed on power short train #6, October 30 and went into Chicago, IL. 812 returned west and came off train #5, November 1 and was left on baggage

track at Denver Union Station the first weeks in November. The 800's are expected to become more common on the California Zephyr in December, 1993 and be placed on the point. (Amtrak, Kenton Forrest, Don Zimmerman)

Amtrak's Southwest Chief, trains 3/4, currently see Amtrak's newest power almost daily. The 500-series and 800-series units are typically the power than F40PH's. Go check out this variety as they storm over Raton Pass between Colorado and New Mexico.

Amtrak F40PH's 234, 282, and 249 were the power on the Association of American Railway Car Owners Private Car Convention, Oct. 19 (westbound) and 27th, 1993 (eastbound), journey to and from Sacramento, CA. The westbound train had 22 cars leaving Pueblo, CO. Private cars Golden Mission, Sonoma Valley, and Peterson Canyon were added at Pueblo. The train was given high priority by Southern Pacific dispatchers over the Denver & Rio Grande Western's Royal Gorge and Tennessee Pass line. At Grand Junction, a fourth F40PH, 275 was added for the journey over Soldier's Summit. (Darrell Arndt, C. W. Edinger, Colorado Zephyr)

Freshly shopped California Northern SD-18 200, ex DM&I, went west via BN and SP through Denver November 6-9, 1993. The unit was rebuilt at Ziegler Rail Service, Betchel, MN. Its new green, white with yellow stripe paint scheme is similar to that used on the Arizona & California. The trucks are painted silver. The 200 was at BN's 23rd Street Diesel Shop for several days before going to its new home in California. It will be used on the former SP Northwest Pacific line. (Bruce Black, C.W.)

Massachusetts Central GP-7u 2069 lost its New York Central inspired lightning stripe scheme to become Panhandle Northern 2069. The unit was repainted at Great Western's Loveland, CO, shop. It went south via the BN through Colorado, November 6-7, 1993. The Panhandle Northern operates on the ex-ATSF line between Panhandle and Borger, TX. Also seen at BN's 23rd Street Diesel Shop, Denver, CO, on 11/7/93, were PNR GP-7u 2067 and 4282, ex-C&NW 4284, lettered PNR and still in worn C&NW paint scheme. (C.W. Edinger, Louis DiMattia, Norm Hoag)



Rocky Mountain Railroad Club members and friends enjoy the scenery at the horseshoe curve, bridge and waterfall at Temoris. They seem to have plenty of room to move about!

(Bud Leher Photograph)

MEXICO/COPPER CANYON TRIP REPORT

PART 1

by Doug Geiger

For 1993, the big trip sponsored by the Rocky Mountain Railroad Club was a journey through Mexico's Copper Canyon by rail. How can one even hope to describe seven days of beautiful scenery, great folks, interesting food and customs, and of course, all the trains? The flood of memories could fill a book. The engineering alone of the Copper Canyon railroad must be seen to be believed. For the folks on the trip, they will remember the Club's Mexican trip for a good long time. We log-

ged over 1000 miles of railroad travel, from sea level to almost 8000 feet elevation, through deserts, tropics and mountains. Although all the Mexican railroads are now nationalized, we viewed representatives from many of the former independent railroads. For those of you who we left behind, this narrative humbly attempts to illuminate to you what we saw and how we saw it.

There were 40 people from the Club making the trip. Most of the group arrived in Tucson by air, several journeyed there by auto. Out travels began in Tucson, with a bus ride to the Mexican border. Along the way, we visited the beautiful San Xavier del Bac church. Still in use, the mission gave us all a sense of the southwest flavor



A stop was made at Divisadero where an eastbound train was also stopped for a pretty nifty meet. Natives seem to be boarding as well as making goods available to passengers at this meeting place. This scene would suggest an air of casualness that we lack in this country.
(Bud Lehrer Photograph)

that was to come. A stop in the artist town of Tubac and lunch were next. Upon arrival in the Mexican border town of Nogales, we were met by our host, Bill Wallace of Bananafish Tours, Inc. Later in the day, we would join another guide: Corrine Gallagher of the San Diego Railroad Museum. We were also introduced to the three private passenger cars that would be our home for part of the next seven days. One car was a full bedroom from the Southern Pacific's Lark, another was a lounge from the C&O, and the newest car, a 10-6 sleeper from the Southern Crescent. The initial shock of each car's physical condition (they seemed to be held together with duct tape and fuses) soon wore off as we began to realize that Mexico is indeed a third world country and it must be appreciated

for what it is. After leaving late from the station (which would be a common occurrence on the Mexican railroads), our train traveled south through orchards and farms. At each station, we noticed train order boards. Later, the discovery was made that crews received orders via telegraph! And marker lamps were lit by kerosene! Railroading like that has been gone in the States years ago. Our arrival in the tropical seaport city of Empalme was near midnight. Accommodations were at the elegant Playa Cortez in Guaymas, an ex-Southern Pacific Railroad tourist hotel. The seaside views of the Sea of Cortez from the hotel were spectacular. A beautiful hotel, surrounded by flowers, palm trees and volcanic mountains.

continued on page 12...

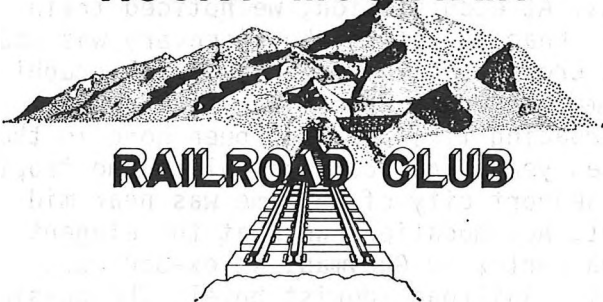
The next day saw many of the group being led through the Empalme Railroad shops of the "Ferrocarriles Nacionales de Mexico" (or FNM--the nationalized railway system of Mexico). For the train enthusiast, these shops are like no other, with so many kinds of extinct locomotives being witnessed. From the legendary Alco PAs to the kit-built GE Super 7s, and many more. For the Alco buff, it was a heaven-on-earth experience. Although overwhelming, a few details were classic: a chapel in the shops for the workers, the pride of the shop forces in keeping alive an antique steam engine, and a steam locomotive headlight used as a shop light. Although the heat and humidity were fierce, the Empalme diesel and car shops were the highlight for many folks. After some sight-seeing to San Carlos Bay and an unforgettable lunch and dinner at the hotel (where several folks got quite sick), we re-boarded our Pullmans and slept on the train, heading further south along the coast. Although it was not an Amtrak Superliner Economy Bedroom and the air-conditioning didn't work on one of the cars, the click-clack of the jointed rails had most of us asleep quickly.

At Sufragio, our three cars were attached to the second class train (named "El Pollo" or the Chicken Train), along with an open-air gondola car for outside viewing. The route this day followed the famous "Copper Canyons" of Mexico. The rails were originally of the "Chihuahua al Pacifico" (CHP) railroad, completed only in 1962! Tunnels

and bridges were so frequent along this portion that one quickly lost count. Several bridges over 300 feet high were crossed. Short trains and short sidings are the rule for this railroad: most freights were less than 15 cars. Passenger trains, both first and second class, were usually the mixed variety: with both freight and passenger cars. One passenger train we passed was hauling horses in a stock car next to the engine! Others carried flats loaded with a caterpillar tractor and free riders on the flat, and, others had tank cars in the consist. Every train had to have a caboose. Truly model railroading, prototype style. At Temoris, the railroad climbed 1100 feet in elevation by using two horseshoe turns, one in a tunnel and a sweeping curved bridge! The engineering of this railroad was simply spectacular, another highpoint for several trip participants. Caboose rides were frequent and well-enjoyed in this section. Later, the crew change at San Rafael re-lived another piece of lost railroading history: the cabooses were changed too! Finally, our train dropped us at the Mansion Tarahumara hotel, located on the edge of Mexico's Grand Canyon: the "Barranca del Cobre." At 7500 feet elevation, the air was brisk and the food was very good, with scenery resembling Colorado's own mountains. A night well-enjoyed at the Mansion which looked like a castle with many individual cottages.

to be continued...

ROCKY MOUNTAIN



RAILROAD CLUB

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DENVER, COLORADO 80201

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