

CHANCES ARE the only people who witnessed Don Smith's program last month and didn't feel like rushing right out to buy tickets on the next Swissair flight were those who weren't there. A skillful blending of the sights and sounds encountered and recorded on the trip resulted in an absolutely travelogue on one of the most beautiful countries in the world. How refreshing it is to know there is still a place where cities and countrysides are generally free from discarded trash, beer cans, junk yards, etc, etc. and all the other usual trademarks of "civilization"; and where the transportation system operates its' trains by the second hand and not a calendar. Thank you Don for a great evening.

CATS's ROTARY SNOWPLOW RUN January 12th of this year is shown in the scenes on the first page. It was the first rotary action on that line since March 1962. On occasion the plow was almost completely hidden behind clouds of steam, smoke and blowing snow as the smaller view shows. Our thanks to Jerry Day of Denver for furnishing these interesting photos.

UP 8444 MAY DO SOME SIGHTSEEING over the "We can handle it" road prior to its arrival in Washington State this spring. It has been reported that the engine will first be moved to Omaha from Cheyenne then to Denver, back up to Cheyenne and then through other western cities on its way to the northwest. For the most part the steamer will be under its own power pulling freights between locations where it can take water and be serviced. The idea of the operation is to help publicize the engine and the railroad. If more information becomes available later, we will pass it along here.

SCENIC RAILWAYS, INC. operators of the Cumbres and Toltec Scenic Railway and owners of the non-operating Tahoe, Trout Creek and Pacific at South Lake, Tahoe, California has made an offer of stock in their company to the general public. 200,000 shares have been offered at \$5.00 a share, minimum purchase being 100 shares. A circular describing the company's operations and the conditions of the stock offering may be obtained from the C&TS at Chama, NM.

In other C&TS news: Although patronage on the C&TS has increased substantially each season (8,700 in 1971, 19,424 in 1972 and 27,073 last summer), the threat of gas shortages prevented the line from operating in the black las summer as had been anticipated. To sustain a continued maintenance and physical plant improvement program, as well as easing the effect of last years loss, the State Legislatures of Colorado and New Mexico have each appropriated \$100,000 to keep the line in shape. The funds are to be spent over a three year period.

UNION PACIFIC JULESBURG DEPOT has been donated by the line for a new museum according to the State Historical Society of Colorado. The building, which railroad had planned to tear down, will be moved this spring and restored by the Fort Sedwick Historical Society to illustrate the history of the region and the role its' people played in developing the west.

Another eastern Colorado town is also acting to preserve part of its western heritage. The town of Strasburg and the Comanche Crossing Historical Society is preparing to construct a museum in the town park near the site of the completion of the first true transcontinental rail linkage. Funds raised by the townspeople along with a grant from the American Revolutionary Bicentennial Administration will be used to finance the building and its' farm and transportation displays.

BURLINGTON NORTHERN is considering a plan to move their regional headquarters from Omaha, Nebraska to Denver within the year. The move would be in keeping with a current company policy of combining all BN and C&S rail operations in the Denver area. This effort of consolidating the two lines in Denver is in anticipation of increased rail activity between the companies in the region due to the energy crisis.

KNOTT'S BERRY FARM in California has obtained a number of pieces of retired Colorado narrow gauge equipment as most of us know. Bruce A. Plasse of Whittier, California sent a recent status report on this equipment and its condition. He writes "K-27 ex-D&RGW #464, as of mid-February, is torn apart and lying all over Knott's Berry Farm's metal climate-controlled enginehouse. A crew of four spends five days a week rebuilding the 1903 locomotive. Everything except the firebox has been torn out of the boiler, and the shop foreman says the 464 will be re-tubed and run as a saturated,

not superheated, engine! (He says it's more economical!!) Most of the old paint has been scraped off and primer applied, so the old gal is currently all battleship gray. They've made a new pilot out of some of the old boiler tubes, but the original wood cab will stay "for the time being". Most of the piping and valves will be new. The boiler's been completely re-lagged. Knott's apparently isn't in much of a hurry to get the engine running, although it's received top priority on the work agenda and budget. According to the foreman, "Oh, we'll steam 'er up in a couple of months; there's no rush." #464's tender has received a new tank bottom, a job done while the tender was lying on its side in a muddy field.

Knott's has a chronic space problem, and two sharp curves were carefully re-engineered to allow #464 to get around the mile-long loop. The engine, like her two 2-8-0 sisters, will burn oil. Coal, besides being hard to come by in Southern California, tends to upset the L.A. County Air Pollution Control District.

2-8-0 #40, "Green River" (ex-D&RGW #340), was completely out-shopped last year, getting new boiler tubes, much new hardware, and a new all-metal cab. Knott's stripped off layers of old paint and gave the 40-spot a nice new coat, not quite as garish as her old decor she'd been sporting for 21 years.

Sister 2-8-0 #41, "Red Cliff" (ex-RGS #41) is currently very forlorn on an outside track next to the enginehouse, minus cab, pilot, and tender. As soon as #464 gets running, rebuilding #41 will receive priority. A hen is currently using the main driver axle as a roost.

Knott's is cooperating in the energy crisis (or maybe just "economizing"?) by running their Galloping Goose during weekdays when the weekend crowd isn't around. Last year the Ghost Town & Calico Railway hauled over a million passengers, which, at 50¢ a head ain't too bad! Maybe there's a good use for a narrow gauge steam train to be running around a suburb of Los Angeles after all.

Despite Knott's tendency toward more realism (#40's almost-real paint job and the proposed black paint job for #464), there are still fake Indian arrows stuck into the yellow wooden coaches. And all narrow gauge cars, freight and passenger, have been given electric clearance lights (like highway truck trailers use) on the ends and amidships. Safety is essential, but who wants to see a narrow gauge Christmas tree chugging around Buena Park?"

THE STEAMTOWN FOUNDATION at Bellows Falls, Vt. has announced that a triple-header steam trip previously scheduled to run from Albany to Scranton on April 20-21, but cancelled due to lack of agreement between the D&H and Steamtown, will still be run, but over a different route. The special will now operate from Bellows Falls, Vt.-White River J t.-Wells River-to Montreal via B&M and CP behind ex-CP engines #82 and #653 and ex-NKP #759. Fare for the 249 mile trip will remain at \$59.95. For further info contact Steamtown at Box 71, Bellows Falls, Vt. 05101.

WILLING TO SHARE information available in his railroadiana collection is John J. Holzman of Denver. John states that he has numerous books, timetables, postcards, pictures, Colorado material and a little bit of everything, and that he would be happy to allow other responsible railfans access to it for research or general information. Write to him at 2535 W. 41st, Denver 80211, or call 433-7707.

TRUE CENTRALIZATION Of all mainline traffic control was an objective fulfilled by the Rio Grande when its headquarters were moved to 1515 Arapahoe St. last January 1973 reports Barry Burke of Denver. Although not yet fully completed, the \$1,600,000 projects' Control Center now handles voice and teletype communications and is responsible for movements over most of the railroads main trackage. Operations are controlled through a CTC Board supervised by four dispatchers. The dispatching functions are divided up between Denver - Bond, Bond - Minturn and Grand Junction, Grand Junction - Helper, and Helper - Ogden: the only major exception to CTC control being a double track segment between Gilluly, ten miles west of Soldier Summit to Springville near Provo. Communications is accomplished by use of microwave and line wire. Denver-Pueblo operations on the joint trackage is presently con-

trolled by the AT&SF. All branches are train order and it may be added that there are no current plans to install CTC on the Silverton branch.

TERRIFIC TURNOUT - With needed repairs completed, Engine #346 at the Colorado railroad Museum was steamed up on February 16 for testing and to do some necessary switching. The local news media picked up the story of the planned operation and gave it wide coverage the day before. By Monday the 18th, a crowd roughly estimated at between 2,000 and 2,500 people had streamed through the museum's exhibits and displays. What at first was expected to be a routine operation turned out to be the busiest weekend ever experienced by the organization.

BRASS FOUNDERS' GOSSIP is the name of the bi-monthly publication put out by the Toledo Morse Telegraph Club which keeps its members informed of the club's activities, reviews the history of telegraphy, and allows an exchange of ideas and experiences among Morse fans. The IMTC takes an aggressive approach in preserving the history, art and equipment of telegraphy for its own enjoyment and for the pleasure of others. Its members have established operating displays of both a temporary and permanent nature in a number of museums and exhibitions. Recently developed for museum application is a tape system which activates a sounder and can operate almost indefinitely, bringing back the sounds once so familiar in most every depot. Membership is open to all those with a continuing interest in perpetuating the art of telegraphy. Further information may be obtained from George Secrist, 102½ Rosalind Place, Toledo, Ohio 43610. Dues are \$3.00 a year.

THE AMERICAN FREEDOM TRAIN FOUNDATION is formulating plans for a special 25 car steam powered exhibition train that will help celebrate our nation's 200th anniversary. Fifteen of the cars will carry historical documents and artifacts portraying the nation's history. The train's 30,000 mile route is designed to bring it within 30 minutes of over 95% of the American people during its 15 month journey which begins in April 1975. At principle cities people will be able to pass through the admission free display cars to view the nation's treasures while in other towns and cities between major stops the train will slow to a walk so trackside spectators can view the exhibits through large windows.

This tremendous project is to cost in the neighborhood of 20 million dollars and will require the support and contributions of the American people. For further information and to find out how you can help, write The American Freedom Train Foundation, P. O. Box 1776, Lebanon, N. J. 08833.

A NEW ABANDONMENT POLICY by the ICC recently has stated that unless substantial opposing evidence is offered within twenty days, permission should be given for abandonment of a line if it carried fewer than 34 carloads per mile during the year preceding the abandonment application. Well, abandonment procedures, train off petitions, station closing request, etc., come and go and their associated problems, conflicts, public outcries and so on have become more or less a way of life. Seldom does one find any amusement in these sometimes perplexing situations. A recent experience by a government official does however indicate that abandonment policies could warrant a little review. This story was told by an FRA administrator John Ingram and is quoted here from the Northstar News of the Northstar Chapter of the NRHS.

"One weekend last summer Mr. Ingram was heading for Rehoboth Beach, Delaware, to enjoy the Atlantic Ocean. He had to drive across the eastern shore of Maryland to get there; so, before leaving, he asked his staff to list a few of those eastern shore branch lines that Penn Central had been pleading to abandon. "I wanted to see them for myself", said Ingram, "perhaps count the boxcars on the sidings to see if there really was a shortage of business." He drove to the area, checked his maps, checked again, and simply could not find anything that looked like a railroad. On Monday morning he criticized his staff for having sent him off on a wild goose chase; but his staff resisted. So they all went back, that time with property maps and a surveyor. They found that branch line, all right. At one point, it was directly under a junk yard full of wrecked cars. At another point, the highway department had covered the tracks with at least eight inches of

pavement. And, just off the road Ingram and his associates found a six-inch-wide tree growing between the rails. The line had been completely forgotten, yet high-price men were arguing before the ICC that that stretch of track was vital, in essence, to the nations economy."

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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 items.

FOR SALE: Switzerland Trail #174 in original mailing carton, never opened - \$175.00 Switzerland Trail #1256 in original opened mailing carton. Book is mint, 1/2" long repaired tear front of jacket at bottom. Personally autographed to my mother by author - \$160.00. DEAN A. SANBORN, 1020 Osage Circle, Santa Fe, New Mexico 87501.

MRS. RUTH HUTCHINSON, 4585 Irving St., Denver, Colo. 80211 - Phone 455-4036, wants an original Denver, South Park and Pacific. Write or call the above.

FOR SALE, to the highest bidder (with all bids due by May 13, 1974:
 A collection of 64 issues of The Denver Westerners Roundup magazine, from May 1965 (Vol. 21, No. 5) thru July-August 1971 (Vol. 27, No. 4) complete. Each issue includes one feature article, plus book reviews and other miscellanea. Among the feature articles are: "How Come, Why and How I Wrote Denver South Park and Pacific," by Mac C. Poor; "Colorado Smelting and Reduction Works," by Dick Ronzio; "To Aspen - and Beyond," by Jackson Thode; and others on many varied topics of Western History.
 A collection of 19 issues of Colorado Magazine, from Spring 1965 thru Fall 1969 complete. This is the quarterly magazine of The State Historical Society of Colorado, and each issue contains a number of interesting articles about Colorado and the West.
 A collection of the monthly Mountain & Plain History Notes complete from February 1966 thru May 1970. This publication is also from the Colorado State Historical Society.

Send bids to: Henry E. Bender, Jr. 6257 Solano Drive
 San Jose, California 95119.

FOR SALE: OFFICIAL Guides, good condition; March '69, Feb. '67, Aug. '66, July '66, Oct. '66 Mar '60, Mar '65 \$15.00 postpaid.
 Oct. '59, Jan '59, Apr '58, Apr '57, May '55, June '56, Sept '52 \$20.00 postpaid.
 Oct '49, Jan '49 \$25.00 postpaid. June 1938 - \$35.00
 When responding give first and second choices.
 S. C. GRIFFITH Ashton, Ill. 61006

FOR SALE: Mystery Rides the Rails - Lathrop \$6.50. Whispering Rails - Lathrop \$6.50. Both the above books pages are brown with age, but all contents are intact. Historic Alpine Tunnel - Helmers \$10.50. Nevada County Narrow Gauge - Best \$5.50. Ships and Narrow Gauge Rails - Best \$4.50. Canadian Steam - Morgan \$5.00. The Gilpin Gold Tram - Ferrell \$7.00. Backwoods Railroads of the West - Steinheimer \$15.00
 Please enclose 30c for each book to help with the shipping and handling. HENRY J. WAGNER III, E. Centennial Drive, Centennial Lake, Marlton, New Jersey 08053.

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