

Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 11, 1984 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church,
2900 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
Darrell Arndt..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

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

COPY DEADLINE -- All copy for publication
is due no later than the 18th of the month
prior to month of publication.

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 St., Lakewood,
Colorado 80226.

September, 1984..... No. 300
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.

SEPTEMBER 11 PROGRAM

The Rocky Mountain Railroad Club sponsored
a tour to the Chicago area, June 8-17, 1984.
On the agenda were trips to Galesburg by
private railroad car, the Museum of Science
and Industry for the 50th Anniversary of the
Pioneer Zephyr, a six-hour chartered trip
on restored 1922 Cincinnati-built transit
cars, the Amtrak coach yard, a trip to the
historic town of Pullman, a visit to the
La Porte County Steam Historical Society, a
trip to Mukwonago, Wisconsin, for a visit
to the East Troy Trolley Museum, and one
day at the very exciting Illinois Railroad
Museum.

Erwin Chaim would like to show you the views
of Chicago from off and on the various
trains the tour took via a "multi-media"
program at the September meeting. As the
olde saying goes in German...Y'all come!



AUGUST PROGRAM

A very large (especially for a summer meeting) group turned out for Bob Griswold and Jack Thode's joint effort, affording everyone a fantastic program on the building of the Moffat Tunnel via a very fine selection of glass slides.

Bob started things out with a short verbal history of the tunnel and gave us an idea of what we were about to see. Jack was very adept at handling the slides and so the program proceeded very smoothly.

The views presented to the audience were outstanding, many having been never seen prior to this evening by the vast majority of those in attendance. We all certainly came away better informed as to the vast amount of work and engineering that went into the construction of the Moffat Tunnel.

The evening was greatly enjoyed by all and we wish to thank Bob and Jack for their efforts in making this a most memorable and enjoyable evening.

NEWSLETTER MAILERS

Every month, a gang of local Club members get together to mail out the newsletter. Their efforts go unnoticed, but without their constant help, this publication would not arrive at your doorstep so very consistently every month, year after year. Many fine folks have contributed over the years, but currently, the group is headed up by Jack and Erma Morison, Mary and Carl Carlson, Barbara and John Dillavou, Rich Dias, Tom Caldwell, Audrey and Merle Dorsett with additional help from Darlene Edgerton and Charlie and Dorothy Max from time-to-time along with others who pitch-in when help is needed.

So often, we take for granted all the work and time that goes into making sure that Club activities, events and functions come off smoothly. So it is that this editor wishes to thank the folks who help him to produce and send out the Rail Report every month.

NEW MEMBERS

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

Grover "Bud" Black	Yoder, WY
David J. Conrad	Wausau, WI
Ray Freelove	Northglenn, CO
Thomas Freelove	Denver, CO
Alan Greene	Aurora, CO
Dale R. Harris	Golden, CO
Paul R. Hedges	Wheeling, WV
Jim Hill	Denver, CO
Donald E. Hole	Cheyenne, WY
Mark R. Hunter	Lakewood, CO
Bill Hantsbarger	Nathrop, CO
Spencer Jonland	Thornton, CO
Stephen J. Kappel	Madison, NJ
William Kepner	Portola Valley, CA
Paul R. Kohl	Littleton, CO
Bill Maltby	Olympia, WA
Walter F. Mercier, Jr.	Northridge, CA
Dick Miller	Yucca Valley, CA
Kathleen O'Hanlon	Aurora, CO
Bob Packer	Lakewood, CO
Allen Parrott	Denver, CO
Curtiss Root	Torrington, WY
George F. Sevier	Lakewood, CO
William A. Valentine	Parker, CO
Mark Vendl	Brookfield, IL
Philip Wise	Lafayette, CO
Tom Wright	Littleton, CO

The Club regretfully announces the passing away of the following member:

Richard H. Jahns Stanford, CA
(#63)

FROM THE NOMINATING COMMITTEE

Each year, a nominating committee is formed, consisting of the hold-over board members. This year, the committee is composed of Tom Caldwell, John Dillavou, and Jack Morison.

Tom, John and Jack would greatly appreciate your suggestions as to possible candidates for officers or for board of Directors. Drop them a line or voice your opinions at the next meeting.

If you, yourself, have a desire to serve in any capacity, please make this known also.

ANNUAL BANQUET

On October 13, 1984 (Saturday), the Club will have its ANNUAL BANQUET at the Hilton Airport Inn, I-70 at Peoria Street. A cash bar will be available beginning at 6:00 pm, and dinner will be served, beginning at 7:00 pm.

The menu will consist of a garden fresh salad with choice of 1000 Island or Italian dressings, followed by the main entree of Roast Sirloin Demi Glace with Green Beans Saute, Stuffed Baked Potato, Rolls & Butter, and Beverage. This delightful meal will be finished off with Cheese Cake, covered with fresh strawberries.

Following dinner, we will take a short break to allow the Hilton's staff to clear our tables, following which, we will have our traditional door prize distribution.

The highlight of the evening will be the showing of selected films from the Irv 16mm August Collection, recently obtained by the Club from fellow member, Irv August. Irv is an excellent photographer, as many members can attest to. It is hoped that Irv will be available to personally narrate these fine films.

So, plan to be in attendance at the October Banquet. A coupon is printed in this newsletter for your convenience in ordering your tickets. Please make arrangements early. We must have your reservations in by Monday, October 8, 1984 so our commitment can be concluded with the Hilton.

You will note that no flyer is being sent out on the Banquet this year. This is due to the rising costs to put on a banquet each year. For your information, we are making known the actual costs involved in the banquet so you may better understand the problem the Club faces.

The Hilton charges the following:

Dinner.....	\$12.50
Gratuity.....(17%)..	2.13
Tax.....	<u>.98</u>

Hotel bill..... \$15.61
Club Expenses:

Tickets.....	.72*
12' Screen.....	.32
Postage.....	.20
Club Expenses.....	<u>\$ 1.24</u>

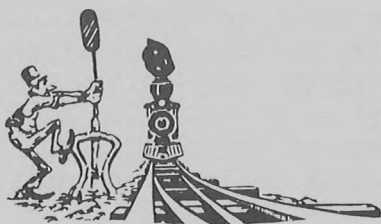
*Prices based on 125 attending banquet.

Total Hotel & Club Expenses..... \$16.85

If a flyer were also sent, printing and postage would amount to \$1.20 in additional costs.

As we have elected to do in past years, we are absorbing all costs above \$16.00.

To make the work easier for Mat Anderson, please send a self-addressed envelope with your ticket order. This gesture is so very much appreciated by the volunteers who send out tickets for the Club's activities. We thank you for your cooperation in this matter.



THE FIRES ARE DROPPED

It is with regret that we are compelled to cancel the Club's Great Western Railway excursion that was scheduled for September 9th. Due to a number of problems encountered by the railroad, all operations with the locomotive have been suspended.

Not long after the Club's excursion plans were announced in the Rocky Mountain Rail Report, the Great Western Railway was confronted by concerned owners of property adjacent to the GW right-of-way about the risk of fire from the coal burning locomotive...and the No. 51 made its last run.

As that problem was being resolved, other questions were brought up concerning insurance; and, the Public Utilities Commission began reviewing the operation. The railroad, with the support of the Loveland Chamber of Commerce, immediately began with every effort to satisfy these additional requirements, and, because of the possibility of resumed operations, the Club postponed cancellation of the special excursion as long as feasible. However, by the August meeting, there was still no assurance that the trip could be run, so the decision was made to cancel.

All payments have been returned and we very

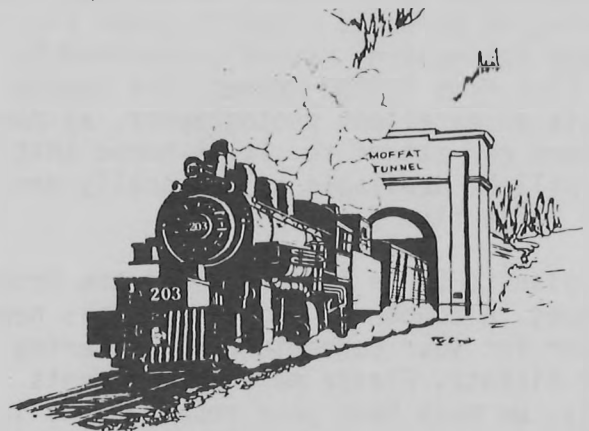
"I received my Rail Report in today's mail. It sounds like those of you that made the trip 'back East' really enjoyed yourselves. As an employee of the Santa Fe, I was glad to hear that that portion of the trip was nice and smooth.

But....on the top of page 7 is a glaring error that just has to be corrected!!! In my lifetime existence in the Chicagoland area, I have never heard White Castle's wonderful offerings called 'Gut Bombs.' Sir, they are known as SLIDERS!!!

I enjoy receiving the newsletter every month, you guys do a terrific job. I know you're interested in keeping 'things' accurate, so I just had to drop you a note and inform you of the local jargon!"

Well, Keith, shame, shame...and welcome to the "30 lashes with a wet noodle Club."

Thanks Warren for setting us straight. Now, let's hope we don't hear from White Castle!



ARTWORK NEEDED FOR NEWSLETTER

While your editor has received some logos and artwork from members, we still could use more to give a better variety of art in the newsletter. It would be especially nice to have a complete file of Colorado railroad logos as well as items from the Rocky Mountain Region.

General railroad artwork is also useful. Perhaps you see railroad artwork in your local newspapers or magazines. If you think of it, cut these out after you're through with the publication and drop it in the mail to my attention at the address on the front of the newsletter. Your help in this matter would be appreciated by all who read the newsletter.



MANITOU & PIKE'S PEAK COG EXCURSION

The Rocky Mountain Railroad Club will sponsor an excursion on the Manitou and Pike's Peak Railway "Cogwheel Route" on Saturday, October 6, 1984. The special train will leave the Manitou Springs depot at 10:40 a.m., and will arrive at the summit at approximately noon. A lunch at the Pike's Peak Summit House is included in the ticket price. The train will depart from the summit at approximately 1:20 p.m. Photo run-bys will be made and an interesting brochure on the Manitou & Pike's Peak Railway will be provided to all passengers.

A special feature of this year's trip will be the use of the railway's newest train. On May 24, 1984, the Diesel-Hydraulic Twin-Unit Cogwheel Railcar No. 24 was officially put in service by the Manitou and Pike's Peak Railway Company. This train was built by the Swiss Locomotive and Machine Works in Winterthur, Switzerland, and is the first new train put into service on the COG Route since 1976. The twin-unit, articulated train has an overall length of 125 feet and a seating capacity of 216 passengers. It can climb the nine-mile line from Manitou Springs at 6,571 feet above sea level to the summit of Pike's Peak at 14,110 feet, and over grades of up to 25 percent, at a speed of 7-10 miles per hour.

The car bodies are of self-supporting, lightweight steel construction. The train is powered by four identical systems, each consisting of:

- o One CUMMINS diesel engine with a continuous rating of 300 horsepower, mounted underfloor.
- o One TWIN DISC hydrodynamic torque converter transmission, transmitting the power through universal shafts to the axle gear box, mounted in the adjacent truck. This gear box drives the cogwheel which engages with the rack rail, mounted between the rails.

The braking system is designed according to the safety standards and rules of the Swiss Federal Transport Authority. Three independent brake systems are provided:

- o A dynamic brake with VOITH (Germany) retarders, used as a so-called service brake to control the speed during the downhill run.
- o Two independent mechanical high-efficiency band brake systems, acting both on the cogwheels. Each of these two mechanical brake systems is capable of stopping the fully-loaded train on the steepest grade within a short distance. Automatic safety controls, such as deadman, overspeed, loss of power, etc., are coupled with the mechanical brakes.

The new train was built and pre-tested in Winterthur, Switzerland, and shipped by rail to Bremerhaven (Germany), from there by boat to Houston, Texas, and again by rail to Colorado Springs. Upon delivery, the new railcar underwent extensive testing on the line of the Manitou and Pike's Peak Railway before being used in regular service.

With this new unit, the M&PP Ry Co. now operates a most modern fleet of Diesel Cogwheel Railcars; three twin-unit trains and four diesel-electric, self-propelled single units, delivered earlier by the Swiss Locomotive Works.

Technical Data:

Total Power: 1,200 H.P., 4 CUMMINS diesel engines of 300 H.P. each.

Seating Capacity: 216 passengers.

Weight, empty: 66 tons.
loaded: 80 tons.

Maximum Speed: 10 miles per hour uphill.
8.5 miles per hour downhill.

Prices for this trip, including lunch and the brochure, are \$18.00 for adults and \$12.00 for children ages 5 through 11. There will be no charge for children under

5 unless they occupy a seat, in which case the children's rate will apply.

The Pike's Peak trip is an always-popular excursion. Seating is limited so Club members and guests are urged to order their tickets as early as possible. Ticket orders may be made using the following order form:

ORDER FORM

Manitou & Pike's Peak COG Excursion

NAME _____

ADDRESS _____

TELEPHONE _____

(Please print all information)

I wish to have _____ tickets as follows:

_____ tickets at \$18.00 (Adult)... \$ _____

_____ tickets at \$12.00 (Child)... \$ _____

Total..... \$ _____

I enclose a self-addressed envelope to help send out my tickets faster.

Send your Check or MO to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Mat Anderson
1117 South Clayton St.
Denver, Colorado 80210

GEORGETOWN LOOP OFFICIALLY OPENED

With a great deal of fanfare, the Georgetown Loop's High Bridge was dedicated on August 1st, Colorado Day. The event was well attended and proved to be more exciting than expected. After ceremonies, a large number of guests boarded the six cars for a ride over the bridge up to the mine complex for lunch. On the way up to the bridge, Murphy's Law came into play, ie. "If anything can go wrong--it will!" In the eighteen years that Linsay Ashby has been running passenger trains at Central City and Georgetown, he has never had a derailment with passengers aboard. That fine record came to an abrupt end on August 1st, with the whole world looking on! The fourth car back (a stockcar) came off the tracks, requiring about ninety minutes to rerail.

This minor problem was quickly forgotten as the festivities continued and everyone was thrilled at the sights and sounds of the day.

At this writing, we are still one week away from the Club's trip over the loop, but we are all looking forward to a fine time. A full report will be forthcoming in the October issue of the newsletter.

Lee Brown was in attendance for the official opening of the High Bridge and took slides of the event. He submitted them to the newsletter and we have had prints made so you could enjoy seeing this milestone in historic restoration. We would like to thank Lee for the use of his photos.



Prior to the first "official" train over the Devil's Gate Viaduct, an opening ceremony was held where a number of dignitaries gave speeches. Here we see Colorado Governor Dick Lamm addressing the crowd.



Here the large crowd of "invited" guests board the six-car train for the ride over the bridge and up to the mine complex for lunch.



After some trouble getting the over-loaded consist going, the train heads up the new trackage towards the high bridge.



The train continued for almost 300 yards before coming to a new turnout. The derailed truck continued through the diverging track, breaking the coupling and airhose, stopping the train about 200 feet from the high bridge. This shot shows a closeup of the crew and "helpers" trying to rerail the car.



"To the rescue" This frontend loader was finally brought in to help lift the car back onto the rails using chain.

Just past the previous photo location, the fourth car in the train (the stockcar) came off the rails. It is believed that too many people leaned toward the side to view the high bridge and thus rocked the car, allowing the flanges to raise up and pop off the track. It may also be due to the untamped ballast being too high along the flangeway. In any event, Murphy's Law was in effect and the car derailed.



The high bridge was decorated with hundreds of bright-colored balloons which would be released as the train passed by.



Rather than holding up lunch for everyone, the front three gondolas were taken across the bridge, releasing the balloons.



The day was beautiful and inspite of the derailment, everyone had a great time. The train was backed down after debording the crowd at the mine and picked up the now rerailed car and the balance of guests.

NARROW GAUGE TRIPS AVAILABLE

The Club is not having any excursions on the narrow gauge railroads this year, save out August 25th event on the Georgetown Loop. Therefore, we thought we would let you know about special trains on both the Durango & Silverton Narrow Gauge Railroad and the Cumbres & Toltec Scenic Railroad.

First, on Monday, September 17, 1984, the 4th National Narrow Gauge Convention will host a special excursion on the Cumbres & Toltec Scenic Railroad. The trip will depart from the Chama Depot at 8:00 a.m. and proceed to Big Horn and back. This will be a mixed train with road engine and a mid-train helper, eight selected freight cars and passenger cars to seat 300-350. The special will provide up to eleven photo runbys and lunch stop at Osier (meal is extra). Arrival back in Chama will be at approximately 7:00 p.m. The cost is \$45.00 per person--no cancellations. Tickets can be obtained by sending check or money order to: 4th National Narrow Gauge Convention, 502 South Cody Street, Lakewood, Colorado 80226. Questions can be directed to Jim Trowbridge at 988-2267.

The second trip available is Ed Gerlit's Animas Canon Express. This excursion will be on the Durango & Silverton Narrow Gauge Railroad on Saturday, September 29, 1984. The trip includes lunch served buffet-style aboard the train. Two photo runbys are also included on the way to Silverton. The fare is also \$45.00 and no cancellations after September 1, 1984. Tickets can be obtained from Ed Gerlits, 1540 Routt St., Lakewood, Colorado 80215. Questions can be directed to Ed at 232-9262.



4th NATIONAL NARROW GAUGE CONVENTION

September 19-23, 1984 is the date. The event is the 4th National Narrow Gauge Convention. Between 900 and 1000 avid fans and modelers of the narrow gauge railroads will be in Denver to view modeling clinics and programs aimed at the narrow gauge lines, once so important in the development of this country.

The Rocky Mountain Railroad Club will be well represented with a booth in the manufacturers' room as well as many Club members putting on clinics and programs. Just a few of our members involved include Dick Kindig, Ed Haley, Darrell Arndt, Bob LeMassena, Lee Brown, Les Grenz, Jim Schwingle, Don Winter, Don Meeker, Jim Trowbridge, Terry Metcalfe, Art Wallace, Helen Tatum, John Maxwell, Mel McFarland, Bob & Ginger Fagan, Erwin Chaim, Steve Shoe, Bob Richardson and Charlie Getz and Bob Brown. I may have missed a few people and apologize, but this list shows how active Club members are in other railroad activities.



If you would like to also participate by attending the convention, you can obtain a registration at the door or preregister by sending a check or MO for \$60.00 for full registration or \$25.00 for a one-day pass to: Registrar, 4th Nat'l Narrow Gauge Convention, 502 S. Cody Street, Lakewood, Colorado 80226.

Convention events include programs, clinics, layout tours, prototype steamups, and manufacturers' room. There is also a model and photo contest.

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.

WANTED: Railroad hat badges with or without hats, especially from Colorado Railroads. High prices paid or will trade. Tom Savin, Box 754, Davis, California 95617

WANTED: Need the following information for the Texas Sesquicentennial: any information on Mjr. D. W. Washburn, who was construction engineer on the Colo. Sou., FtW. & DC, T&P Ry. Offer the following: Sinclair, Death in the Claimshack, Sage book, \$7.50; Ingersoll, Crest of the Continent, \$16.00, also Koch, Shay Locomotive; Kratville, Motive Power of the UP. A. F. Von Blon, 1111 Colcord Ave., Waco, Texas 76707.

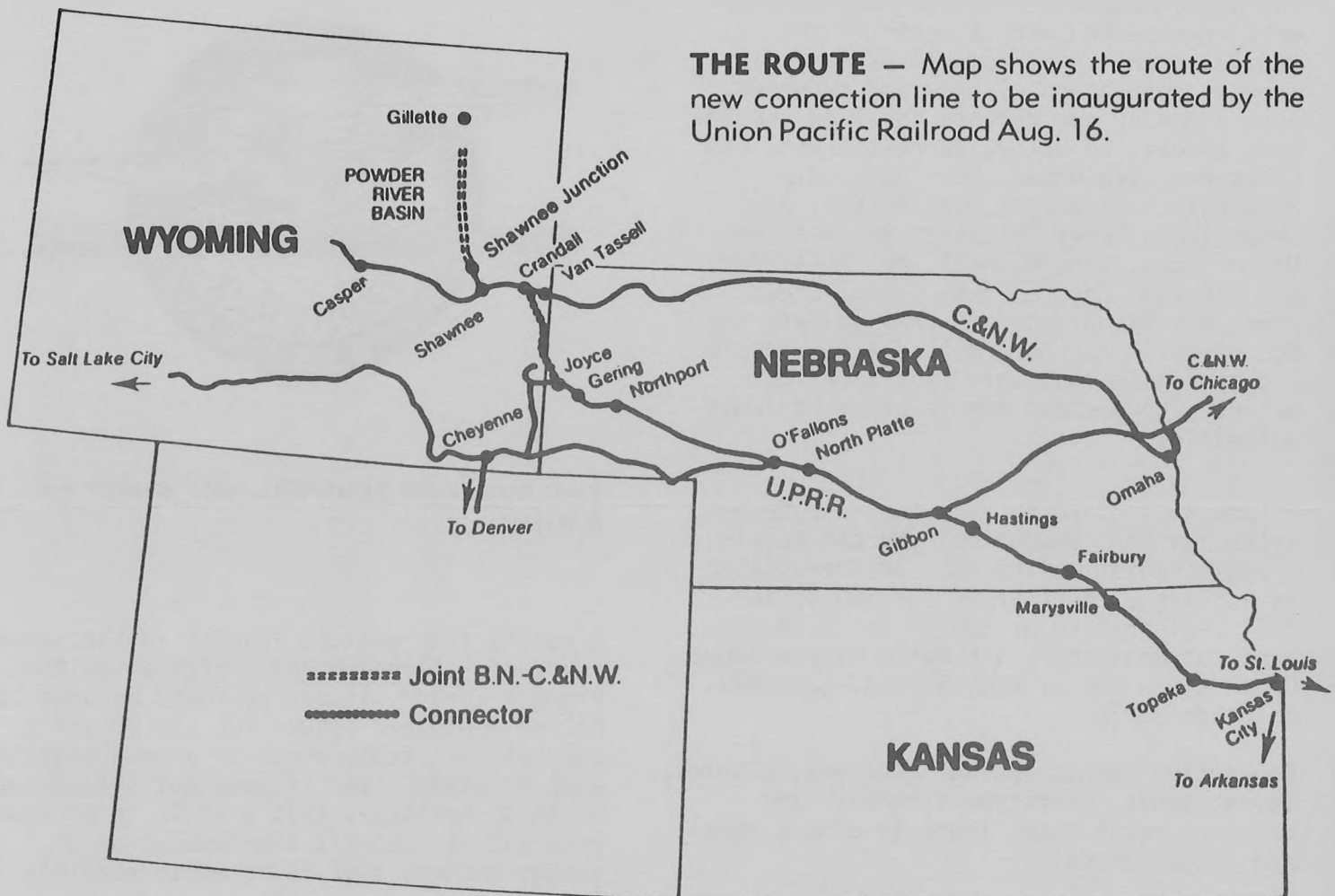
THE PIONEER ZEPHYR—THE FIRST OF A KIND

A really fine article appears in the current issue of Railroad Model Craftsman on the Pioneer Zephyr. It can be found on page 110 of the September issue. You can obtain a copy at most hobby shops or a good magazine shop or stand. Even if your not into diesels or their heritage, this article is of such interest as respects the revolution of design change, that it is worth reading.

NEW BOOK BY CLUB MEMBER

Robert A. LeMassena has updated and re-published his work Colorado's Mountain Railroads. Originally published in five small volumes, the work has been updated, expanded and enhanced with color. It is hardbound, over 380 pages and 8½x11 format. It has just rolled off the presses at Sundance Publications and is promised by the bindery here in Denver by August 29th. The price is \$49.00, postage paid with cash, check or MO. Copies can be obtained from Sundance Publications, Limited, 250 Broadway, Denver, Colorado 80203 or call 303-777-2880, Master Card & VISA accepted. Numbered and autographed copies may still be available from Sundance, so ask. Bob has authored two other books by Sundance: Rio Grande to the Pacific and Articulated Locomotives of North America. These are still in print and available from Sundance.

THE ROUTE — Map shows the route of the new connection line to be inaugurated by the Union Pacific Railroad Aug. 16.



UNION PACIFIC OPENS CONNECTOR LINE

A 107-mile rail line that is the largest single rail construction project to be undertaken in the U.S. within the last 47 years will open August 16.

The first 110-car coal train will be sent across the Wyoming-Nebraska border following noontime ceremonies at the state line that will be attended by officials representing the railroads, utilities, lending institutions, contractors, mines and area communities.

This train will be the first to carry coal to Arkansas Power & Light Co under a 20-year contract. This contract calls for delivery of approximately 220 million tons of coal to power plants at Newark and White Bluff, Ark. A second contract, with Wisconsin Public Service Corp., calls for delivery of at least 800,000 tons of coal annually to Weston Spur, Wisconsin.

Both UP and Chicago & Northwestern Transportation Company are actively seeking other contracts with power companies in the Midwest, South and Southwest and have projected that the line will carry approximately 25 million tons annually by the beginning of the next decade.

The project was originally expected to cost \$460 million and to be ready to haul coal at the end of two construction seasons. As it turned out, the line was finished three months ahead of schedule and it is coming in at approximately 20 percent less than the original cost estimate.

Construction began on June 27, 1983 with grading and other preparations for track building. As winter came, a work force sometimes in excess of 500 employees laid a mile or more of rail on some days while grading and bridge construction continued in other areas of the project. Crews stopped only during the severest Wyoming and Nebraska Panhandle cold and blizzard conditions.

To build the line, crews required more than 400,000 ties, 3 million spikes, 1.3 million linear feet of 136-lb. continuous-welded rail and nearly a million tons of rock ballast for holding the ties in place.

The new line also includes 29 bridges and more than 300 culverts for irrigation, drainage, roads and cattle access.

Eventually, an automated switching and signaling system controlled by a centralized dispatching center will be installed along the 107-mile route. It is called Centralized Traffic Control (CTC) and increases capacity on a single-track line by about 80 percent.

At first, approximately two loaded and two empty trains daily will use the new route, increasing to about seven or eight loaded trains by the end of the decade. Each train carries 11,000 tons of coal.

(Our thanks to Club member G. W. Pool of Englewood for sending in this bit of news on the UP)



THE ZEPHYR'S BACK...AND SO IS AMTRAK

According to a recent article in the Denver Post, the Silver Lady rides again. The California Zephyr, last full-scale attempt at luxury passenger-train service by America's private railroads, is whole again, slicing across mountains and plains twice a day between San Francisco and Chicago, with a daily stop in Denver each way.

The train, affectionately dubbed the Silver Lady because of her gleaming stainless-steel cars when she was placed into service as a joint operation by the Burlington, Rio Grande and Western Pacific railroads in 1949, is now the most popular long-distance train in the government-owned Amtrak passenger system.

According to recently released figures, ridership on the Zephyr is up 21 percent over a year ago and ranks first in the nationwide system. The huge jump in ridership is being attributed to the fact that the Zephyr now crosses through the Rockies, not around them via Wyoming.

At this time of year, the Zephyr is bulging with travelers. On a recent trip from Denver to Chicago, the 16-car train carried a full house of 600 passengers much of the way and never had fewer than 400 aboard.

A negative aspect of this increased ridership is that it leads to crowded conditions and, in a few instances, strained tempers, especially in the dining car where some have a wait of up to 2½ hours to be seated so they can consume a breakfast "the crew on the Rio Grande's diner would have been ashamed to put on the table."



FROM THE C&TS

In response to your editor's editorializing about news from the D&SNG, Dan Ranger, General Manager of the Cumbres & Toltec Scenic Railroad, decided that they too needed to keep us railfans, and others, more informed about happenings on their railroad. Needless to say, your editor was delighted to receive Dan's letter just as the newsletter was being pasted-up for publication. So, here is what he had to say:

"So far our '84 season has been respectable, with ridership up from last year. If this continues, and we have good reason to think it will, we will have a very good year.

The 484 is progressing toward completion, albeit slowly due to the press of keeping

the other K-36's running. The "new" track tie tamper from the D&SNG is highly regarded by Max Pacheco, our Track Foreman (and the "Parnelli Jones" of the narrow gauge speeder-car races past Toltec Gorge. *Editor's notation.* (Your editor had the pleasure of meeting Max this past June as the 4th national NG Convention Committee toured the line via speeder to select the photo runbys for our trip September 17th. Max gave us the trip of a lifetime as we speeded from Osier to Big Horn and back to Sublette before the Antonito Train met us) We can get more done, faster and know a better job has been done than the old method of hand tamping. Max's crew has been busy at Calico Cut clearing away rock and dirt that has collected over the past few years.

The rehabilitation of Mud Tunnel has been completed with the final drain pipes in the floor of the tunnel, doing an excellent job of keeping the roadbed dry. Also, rock-catching shelves were cut to catch falling debris on the north faces at both ends as well as drainage runs cut on the hill above the tunnel.

The Railroad Club of New Mexico has been active this year with reshathing the Water Service car 04904 and Cable Car 04426 and painting same. They are also going to scrape and paint the 494 at Antonito this month."

Dan promises to keep "a better history of information flowing to us in the future." We certainly appreciate that and wish to thank him for writing to us.

If you haven't ridden the C&TS lately, or at all, why not plan to do so at your earliest opportunity. There is not a better ride anywhere! And the C&TS people are a friendly and cooperative group, making a trip on their railroad a real pleasure for the tourist and railfan alike.

Information can be obtained by writing to The Cumbres & Toltec Scenic Railroad, P.O. Box 789, Chama, New Mexico or call: (505) 756-2151. The Chama office is open all year round to answer your questions and make reservations.



CORRECTION

Another item in Dan Ranger's letter concerns an error in the Chicago Trip story. We listed the New Mexico Lumber Company's Shay as the last narrow gauge Shay built by "Baldwin". Baldwin never built Shays. Your editor believes it should have been listed as Lima Locomotive Works.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

Erwin Chaim
560 Emerson St.
Denver, CO 80218

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