

can only assume that the general lack of interest means that no one wants to ride behind a steam engine anymore.

Someone suggested that possibly higher cost was a problem. Possibly. But the fares charged on Club excursions are set only to meet expenses. We don't have to make a profit on trips, and we don't really care to. But the fact remains that our costs continue to mount. In years gone by we had only to pay the roundtrip rail fare and guarantee the railroad a certain number of passengers. No problems. Today we must lease the engine, pay switching costs, pay the crew, provide the owners with a reasonable profit so they can continue to operate the engine. And has anyone priced a \$2,000,000 liability insurance policy lately? We must carry such a policy on every trip using a non-railroad owned engine because neither their insurance nor workmen's compensation applies on such usage.

It all adds up to \$7.50 per ticket for an excursion to Lyons in 1966 compared to \$4.00 in 1962. Is it worth it? We thought so. And we thought the Moffat Tunnel trip was, too. Apparently you don't.

We have two more trips scheduled this year -- and they will operate: the annual dinner which this year will be held at the Harvest House in Boulder, with a run on the 51; the following day, Union Pacific steam in Denver for the first time in nearly 15 years when the 8444 arrives to head our special to Laramie and Cheyenne. And it will cost you 24 bucks for the two trips and a good dinner. Is it worth it? If it is, you can let us know by riding along and helping make sure we break even. If it isn't, stay home -- and it will be a long time before you have another opportunity. It's up to you now.

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WORLD PRESS PRESENTS CLUB WITH NEW PROJECTOR Lou Doughty of World Press, printers of our latest rail history volume, IN APPRECIATION FOR HANDLING OF "MIDLAND" "Colorado Midland," recently presented the Club with a new slide projector in appreciation for our handling of our account -- and in honor of our presenting him with the final payment, made earlier than with any previous Club publication.

The magnificent projector is a Sawyer Rotomatic which will handle slides in regular trays, in the new circular "rototrays," or in stacks of 40 with no trays whatsoever. Also included among the accessories is a remote control cord that permits slides to be changed automatically at some distance from the machine, a device which will be a boon to future speakers.

We very much appreciate Lou's generous gift -- and doff our smoke begrimed topper in return for the help, cooperation and counsel he provided during production of the book. Lou and his organization have done a truly magnificent job and their efforts certainly prove that printing is really an art.

Time for a commercial -- copies of "Colorado Midland," the detailed history of the first standard gauge line to breach the Colorado Rockies, and also the largest single abandonment in U.S. rail history, are still available by mail from the Club. Copies are just \$14.00, postpaid. (Colorado residents add 3% tax, Denver residents add 5%.) We have sold nearly 80% of our 6,000 copies and would suggest that copies be ordered while they are still available.

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IT'S OVER TO ORIGINAL "MIDLAND" GRADE FOR D&RGW AS Out west of Glenwood Springs is a stretch of old Colorado Midland roadbed that hasn't seen INTERSTATE HIGHWAY CONSTRUCTION FORCES TRACK MOVE a train since 1921. It was hacked through the massive rock years before using hand labor and primitive tools of the day. And now men and machines of the mid-Twentieth Century are reworking the ancient grade and preparing it once again to receive rails.

The project will take the Denver & Rio Grande mainline away from the north side of the Colorado River to the rusty red south bank for a distance of 7.27 miles. The job will be completed in about a year. General contractor on the project is Hubner and Williams of Denver. After the roadbed has been reworked, railroad crews will take over to lay track and ballast. Tracks presently in the area, including those in famed Funston Yard and on the high-truss skew bridge, a landmark spanning the Colorado River at Glenwood, will be moved to the new-old grade.

The present track alignment will become the route of Interstate Highway 70, which passes through Denver. An alternate route which would not have required relocation of the railroad was turned down by highway engineers as too costly since it would involve an extensive network of bridges and tunnels.

The far-reaching project will require the construction of two major rail bridges. One will be a 225-foot structure to carry two tracks across the Roaring Fork River where the freight-only Aspen Branch will join the new mainline; the other is a 504-foot giant, one of the longest on the entire system, which will diagonally span the muddy Colorado near Chacra at the western end of the line change.

The idea of seeing Rio Grande trains on the old Midland grade sparks the imagination since the two lines at one time were arch rivals. The Midland started building west from Colorado Springs in 1886. Construction was pushed rapidly the following year because D&RG tracks had already reached Glenwood Springs on October 5, 1867. The Midland rolled into West Glenwood just two months later, on December 9. The road later contracted with Carey Brothers Construction Company of Ogden, Utah, to extend the line 12 miles further west to the coal mining town of New Castle. This grade is the site of the present relocation.

Midland Rails were pulled off the section in 1921, and the railroad was legally dissolved and declared dead on May 21, 1922. The full history of the line is covered in the Club's recent book (see article above) in which you can read of the state's highest and coldest railroad tunnel (Busk-Ivanhoe), the steepest standard gauge grades (Ute Pass west of Colorado Springs), one of the largest timber railroad bridges in the world (Hagerman Trestle), and other fascinating facts as gathered and documented by author Morris Cafky.

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SHOP 'N SWAP . We'd like to thank Bill Foley of Denver for his recent note reporting the sale of his live steamer as the result of a mention in this column last May. Bill reports that he received a long distance phone call just a few days after his notice was published, closed the deal, and set up and successfully tested everything for the new owner in Great Bend, Kansas. We are delighted to learn that this column serves a useful purpose and we urge all members with something to sell or swap, or who need items or information, to send details to the editor. Items for September must be received by August 26. Non-commercial listings only, please.

MINING BOOKS --- WANTED

Need technical books and literature published before 1930 concerning mining technology, mine construction and ore processing, especially as used in Colorado. Also need layout of Chama, Silverton and Alamosa yards, about 1930. Frank W. Tilley, Box 6143, College Station, Texas 77840.

STEREO VIEWS -- SWAP

Have 35 stereo views of the ruins of Chicago after the great fire of 1871 ... will swap one-for-one for pictures of western mining camps taken before 1900. Frances B. Rizzari, 1716 Viewpoint Road, Denver, Colorado 80215.

UNION PACIFIC PHOTOS -- WANTED

Want three pictures of UP 2-8-2 No. 2555 as follows: when new as SPLA&SL No. 3716, when on Oregon Short Line before 1942, and when operating in Colorado. Charles Albi, 1621 York St., Denver, Colorado 80206.

PHOTOS TO TRADE

Will trade 1910 photos of the San Luis Southern and other early Colorado railroad subjects for pictures of Westcliffe and Silver Cliff areas around 1900. Bob Griswold, 2700 S. Kearney St., Denver Colorado 80222.

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THOUGHT FOR AUGUST Oliver Wendell Holmes recommended this approach to life:
"A man should share the action and passion of his times at peril of being judged not to have lived."

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Ted S. McKee, President

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