

as the excursion and a number of freights that roared through town, giving some indication to those unfamiliar with the UP's transcontinental mainline, of the work and responsibility on the shoulder of the dispatchers in charge of the line. After servicing the engine, turning the equipment, and a quick loading of passengers, the special steamed south out of the Laramie valley and also out of the storm. The engine was wyeed at Sherman, and a beautiful photo runby near Carr rounded out the afternoon. A water stop was made at Greeley, and an early evening arrival in Denver was made against a backdrop of ominous clouds off to the east that spawned several tornados.

We certainly would like to thank everyone who came from far and near to patronize and make the trip possible, and also to the management and crews of the Union Pacific, whose cooperation and effecient handling of this special operation made for such an enjoyable and relaxing day.

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COOL BUT CLEAR to partly cloudy skies were on hand for the weekend of steam in Cripple Creek on June 12 and 13. In addition to the regular runs, numerous special trips with the other engines were made, out to the end of the line when possible. The powerful 26-ton Bagnal 0-4-0 + 0-4-0 articulated with its magnificent sounding whistle from a UP 8000 was operated both days and also provided interesting cab rides for the enthusiast. On Sunday afternoon a line-up of all four locomotives under steam, was made. Beside attending the railroad activity, a number of visitors to the old gold camp that stayed for both days, also partook in the outstanding dinner served at the Imperial Hotel Saturday evening, and the fine play at the Imperial Hotel's Molodrama.

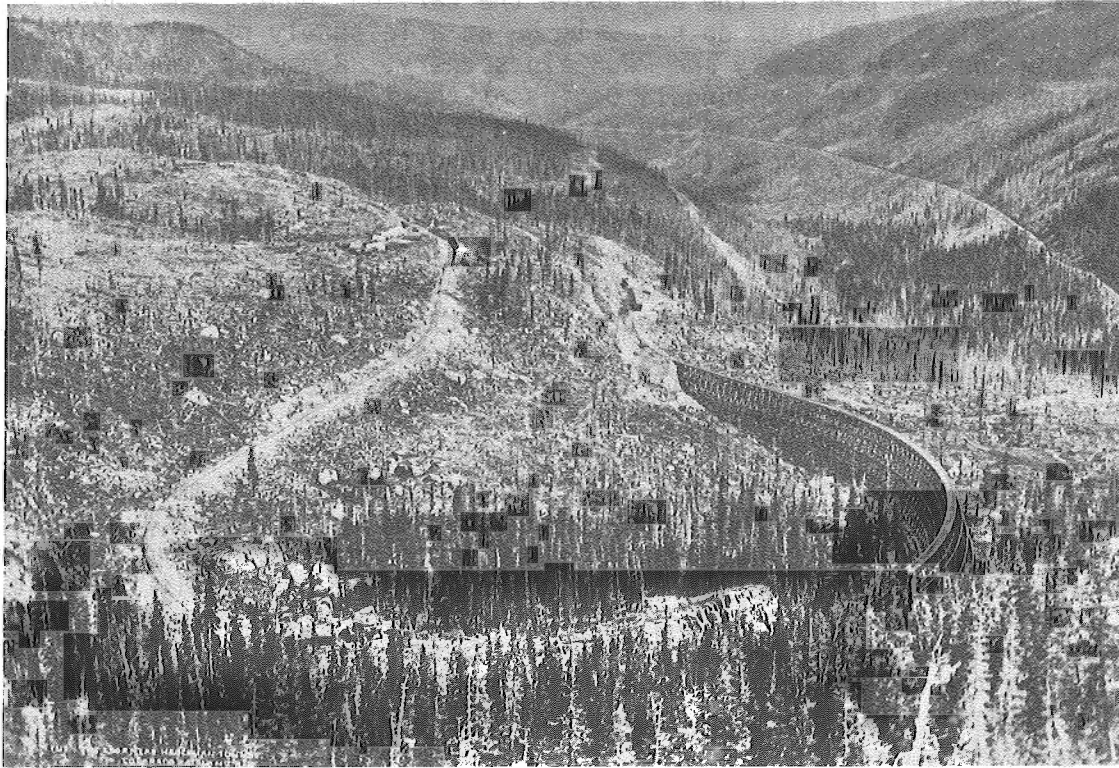
We thank John Birmingham and the crews of his Cripple Creek & Victor NG Railroad for the hospitality extended to the club in the unusual weekend operation. A special note of thanks is also due all who helped make the weekend possible through the donation of their own time, most particularly Ed Gerlits AND his "Merry Men"Kurt Penny, Stan Beug, Brad Eggeman, Paul Tomer, Robb Vogel, and Casey Eikelberger, who spent several weekends and many hours assisting in the preparation of the loco's, two of which had not been run for almost five years, and one which had been disassembled for overhaul this spring. Thanks also to everyone who bought tickets in support of the function!

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SUNDAY, JULY 18, will be Rocky Mountain Railroad Club Day at the Colorado Railroad Museum, with all members and their families allowed free admission upon presentation of their current membership card. Engine 346 will be steamed up and pulling a variety of rolling stock for free rides around the museum grounds. The Galloping Goose should also be meandering around the museum trackage. Other equipment normally inaccessible to the public, will be open for inspection. In the basement of the museum building, the Denver HO Club's fascinating layout will be operating. If you should have some motive power and/or any interesting passenger equipment that you would like to try out on their extensive trackage, then bring it along. Both the standard gauge (HO) and the narrow gauge (HO3) will be running. Incidentally, Irwin Chaim, President of the modeling group, has indicated that the layout is perfectly safe and, even if the worst happens, your engine and/or cars can fall no further than the concrete floor! This year we will attempt a little something different in the way of food by having grilled Cinderbergers (hamburgers to the uninitiated), available at a nominal charge for your convenience, cooked by two of the greatest Cinderberger cooks that ever walked the face of a railroad yard (and anyone else whose arm is available for twisting). (Their names will be kept secret for their protection.) Also on hand will be plenty of ice cold pop, or if you prefer, bring some or all of your own "eats" and have a picnic lunch. The engine should be running by late morning, so stop over for a few hours or spend the whole day perusing the museum collection. Remember also the fine selection

of railroadiana at the gift shop, the patronage of which helps support the museum operation SEE YOU THERE !!!!! JULY 18!!

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IN THIS PHOTO is seen but a portion of what was one of the most famous, intriguing, and interesting sections of standard gauge railroading ever built in Colorado.... the approach of the Colorado Midland's "old line" trackage as it looped and climbed the eastern side of Hagerman Pass to the Hagerman Tunnel under the Continental Divide west of Leadville. In the lower right is the great Hagerman Trestle, a spectacular piece of construction work built of giant timbers stretching for an unbelievable length of 1,084 feet.

On Saturday, August 14, 1976, the Rocky Mountain Railroad Club invites YOU and your friends on an auto-walk tour of this famous old grade to have a first hand look at what a marvelous railroad operation existed there. We will begin the day by meeting at the Golden Burro Restaurant, located in Leadville on Harrison Avenue, between 7th & 8th Streets in downtown Leadville, at 8:30 a.m. From there, we will examine a few sites in town that figured into Colorado Midland history, and then drive over the grade by car, west of town through Arkansas Jct., past Turquoise Lake, around Windy Point to Busk, the eastern portal of the Carlton Tunnel (Busk-Ivanhoe Tunnel). The Carlton Tunnel is the lower, longer (9,394 ft.) of the two tunnels the railroad put under the divide at this point, that was also used for autos for a number of years after the line was abandoned and now carries water to the eastern slope. From this point, some 12 miles west of Leadville, we will continue on foot to explore an aborted tunnel and grade, the site of the great trestle that replaced it, the town site of Douglass City, and the entrance to Hagerman Tunnel (2,060 ft. and partially caved in). There will be photos and other information available that will depict the area when the railroad operated over the line and packets of maps that were prepared for the book "Colorado Midland" will be given out to those present. Several club members who are intimately familiar with the area, will be present to help answer questions and undoubtedly will recollect some of their personal experiences in the area. Our club President, Olie Larsen, has

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spent a great deal of time covering the pass for the Public Service Company of Colorado and Arl Cuthbert, who lived in Leadville as a youngster and whose Dad was an engineer on the pass, will join us in his old "stomping ground."

The "walking" part of the day above the Carlton Tunnel, for those who desire and are physically able to do so, will be at a leisurely pace, so everyone can enjoy the local history and mountain scenery. Remember, however, that the climb between the two tunnels begins at the 10,953 foot level, and ends at 11,528 ft. We will go up the railroad grade for the most part of course. Good walking or hiking shoes should be worn and clothing adequate for the mountain weather, including appropriate rain gear in the event of an afternoon shower, should be taken along. As we will be on the hill for a good part of the day, a picnic or sack lunch would be a good idea, or food that can be put in a pack (and drink), and taken on the hike. Whether you would prefer just to drive to the lower tunnel and look around, or continue up farther on foot, come on along for a relatively inexpensive, refreshing, and enlightening day on a colorful segment of old mountain railroading. The maps and handouts will be provided by the club at no charge.

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AT LEAST THEY CONSIDERED IT - Santa Fe's steam engine No. 2925 that was sent to Cleburne, Texas on January 16 for examination for possible overhaul for excursion service, is apparently going to be returned to the Belen roundhouse for storage again, reports Ron Welch in Gallup. Apparently the cost of fixing the engine up was too excessive, so restoration plans have been shelved. The railroad portion of Santa Fe Industries lost between 8 and 10 million dollars during the first four months of this year, and this project, as well as regular maintenance programs were cut or set back until next year.

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IT HAS BEEN ANNOUNCED THAT William J. Holtman has been elected president of the Denver & Rio Grande Western Railroad, succeeding G. B. "Gus" Aydelott, who will remain as chairman of the railroad.

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ELDIN LARSEN, President

BILL GORDON, Secretary

JAMES TROWBRIDGE, Vice-President

CARL E. C. CARLSON, Treasurer

ROCKY MOUNTAIN



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