



WHATEVER AMOUNT OF CURIOSITY the editor ever had as to how significant the delivery of the newsletter is to the membership was more than satisfied with the feedback directed toward him after last month's edition. I have to apologize for any inconvenience caused by the late delivery of the letter. Had my throttle pulled back and the air released, but just seemed like the drivers just kept a-slipping. Got the sandpipes unplugged now, so barring a washout or rockslide, it hopefully won't happen again. As far as meetings are concerned, of course, the club has a routine of meeting once a month, year 'round, as it has for nearly forty years, and always on the second Tuesday of the month.

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EXCELLENT WEATHER allowed for relatively comfortable working conditions at the Colorado Railroad Museum on Saturday, May 13. A number of chores were accomplished, including the cleaning in several of the club's cars, and some painting. With the help of some members of the museum staff and their tractor, a small retaining wall was made alongside the No. 25, and dirt and rock moved to stabilize the embankment under the track and car. Weeds were mowed down behind equipment up on the hill and clean-up around the club's shop car and some preliminary scraping was done in preparation for painting the car. Jim Ranniger's charbroiled cinderburgers demolished all appetites at lunchtime. Our thanks to those set aside a little of their time to help out with the work.

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A DAY FOR CRIPPLE CREEK - Saturday, June 17th is the day for club's trip by chartered bus to the historic mining town of Cripple Creek. The all-day tour will begin at 8:00 A.M. at the southeast corner of the Villa Italia Shopping Center parking lot, where we can leave our cars and board our motor coach. Our route will be through an area rich in railroad and mining history, and will offer an opportunity to see some of it without having to drive the 250 miles to do it. At Cripple Creek, we will have time to walk about town, visit the museum in the old MT station and ride the steam powered Cripple Creek & Victor narrow gauge line. An interesting hour-long tour of the Molly Kathleen mine will also be included. The Molly Kathleen is the ONLY vertical shaft mine in the United States that takes visitors into its underground workings. We will ~~drop~~ ride one thousand feet down into mother earth and view vintage and modern mining equipment, tunnels and other appurtenances related to mining. The Molly Kathleen recently drove another tunnel that encountered a vein of gold, of which everyone will receive a sample. Professional miners serve as guides. A visit to Victor will also be done, where the old Alta Vista station of the F&CC has been moved. On our way back to Denver we will stop for dinner at the famous Flying W Ranch in Colorado Springs, where a chuckwagon supper will be followed by their popular Western Show. The fare for this outing is only \$20.00 per person, which includes transportation, ride on the CC&V, the Molly Kathleen mine tour, dinner at the Flying W Ranch, and their evening program. As we will be limited to one bus, prompt reservations are suggested. Tickets will be available at the June meeting, of course, or drop your check in the mail.

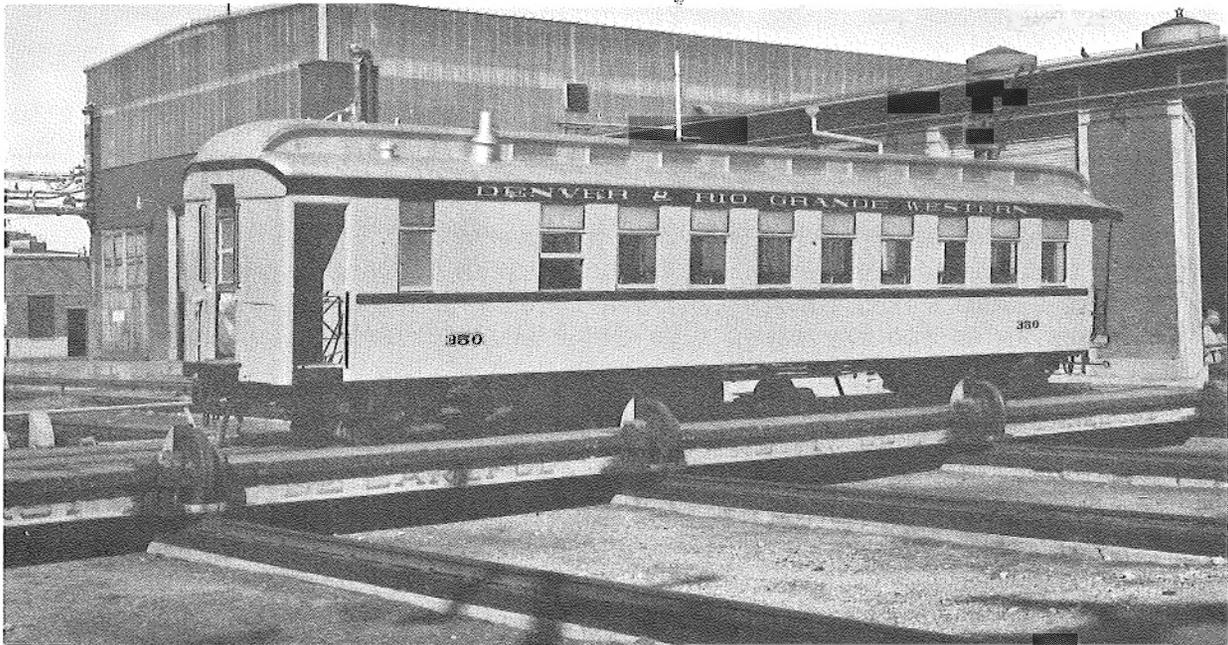
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IT IS WITH A PROFOUND FEELING OF LOSS we report the death of two long-time members last month. JACK O. RILEY, a staunch supporter of the Rocky Mountain Railroad Club, died from a heart attack in Denver on Sunday, May 7, 1978. Jack held Card No. 29, and he and his wife Catherine attended most meetings and went on many of the club's trips. He had served the club in a number of official positions, and was the club's president in 1961. His loyal support, ready wit, and smiling face will be sadly missed by his many friends and fellow members, as will his many letters to railfan correspondents throughout the

country. Jack is also survived by his son, Captain Robert H. Riley, with the U. S. Army in Germany, who is also a Rocky Mountain Railroad Club member.

MORRIS W. ABBOTT, one of the Rocky Mountain Railroad Club's most illustrious members, and holder of Card No. 27, died in Milford, Connecticut on Saturday, May 6, 1978, from a heart attack. Morris is probably best known for his historical research on the Manitou & Pikes Peak Railway, culminated by publication in 1972, of his fine history, "The Pikes Peak Cog Road." He was also the author of numerous other historical articles, including "The Cog Wheel Route" in the 1969 Colorado Railroad Annual. One son, Bill Abbott, is also a club member, as is his nephew, William R. Jones.

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GLEAMING WITH NEW PAINT AND LETTERING is D&RGW narrow gauge coach No. 350, on the transfer table at Denver's Burnham Shops, March 8, 1978, after being shopped. The reworked car, looking brand new and hardly showing its nearly 100 years of service, underwent major renovation this spring. All of its wooden exterior was stripped, all windows and sash removed, as well as the metal roof covering. Seats and linoleum floor were also removed. The floor was sanded and sealed, and the leather seats and oak paneling cleaned. The car was sprayed with a fire retardant material, then the exterior was framed with steel and pressed steel sheathing resembling wood siding was applied. Couplers, draft gears and trucks were also overhauled. The No. 350 was one of four cars brought to Denver from Durango by Rio Grande Motorway trucks for restoration during the off-season. Other coaches reworked were No. 319 (1882), and No's 323 and 327 (1887). The No. 350 is distinctive among the Silverton cars in that it has an open vestibule at one end, and an open platform at the other, clues to its interesting past. Built in 1880 by Jackson & Sharp at Wilmington, Delaware, as D&RG Horton Chair Car No. 25, it was named "Hidalgo." In 1885, it was renumbered No. 403. In 1937, the car was rebuilt at Alamosa, into the parlor-buffet car "Alamosa", for service on the San Juan and received such improvements as steam heat and electric lights. In 1957, it was converted to a coach configuration and received the No. 350 in 1959. Thanks to Jack Thode for this information and photograph.

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MILE HIGH RAILFAIR '78 will be held this year at the Jefferson County Fairgrounds, on West 6th Avenue on July 8 and 9. Sponsored by the Intermountain Chapter of

The National Railway Historical Society, the fair will include exhibits, contests, displays by various railroads, museums, private parties, publishers, etc. A photo contest is being held this year, and although registration is required by June 1, entries after that date will still be accepted on a space available basis. For further info, contact the NRHS at P.O. Box 5181, Terminal Annex, Denver, Colorado 80217.

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AN IMPROVEMENT - Amtrak has announced that with the improvement of clearances on the Southern Pacific in preparation for the Superliner cars, dome car service from Chicago through to San Francisco has been reinstated on the SFZ.

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THE TIME HAS COME - On Monday, June 19, the exterior clocks of Denver Union Station will again be able to tell travelers whether or not they have a chance to catch their train as the timepieces will once again operate, thanks to the Intermountain Chapter, NRHS, who financed the restoration of what every Union Depot should have. A small ceremony beginning at 11:30 A.M. will mark the occasion.

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UNION PACIFIC'S 8444 headed west from Cheyenne on May 12, for one week visit to Idaho to participate in Transportation Week. The consist included a UP Pullman, followed by six freight cars of varying types for exhibition, then a coach and a UP business car.

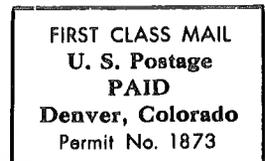
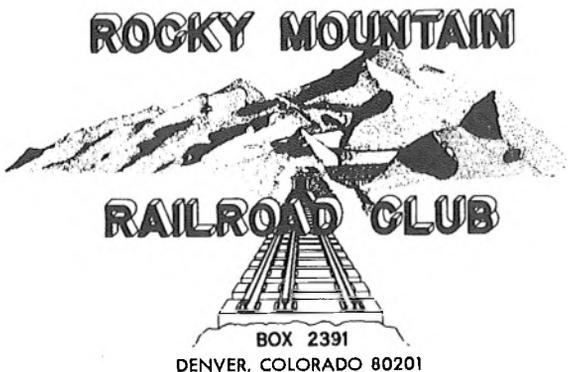
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CHOP, CHOP - Under a plan proposed by Transportation Secretary Brock Adams, almost a quarter of Amtrak's passenger train network would be eliminated in the next few years as an economy move. The San Francisco Zephyr would be one to feel the axe, a train that connects Chicago with much of the west and serves Illinois, Iowa, Nebraska, Colorado, Wyoming, Utah, Nevada and California. Service to Denver would continue with a train from Denver to LaJunta connecting with the Chicago-Los Angeles Southwest Limited. One report had it that such a connecting train would not stop in Pueblo (pop. 100,000) or Colo. Springs (pop. 135,000). (Wonder if they actually pay people who come up with ideas like that???)

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