



open and operating. Your club membership card will entitle you and your family to free admission to the museum and grounds.

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A FEW TICKETS, very few, are still available on the Intermountain Chapter's 8444 trip to Laramie, Wyoming on August 1st. The trip will include a Railway Post Office that should appeal to stamp collectors. A special color cachet will be issued for the Colorado Centennial and is available for purchase from the Chapter at 75¢ each, or two for \$1.25. Collectors are asked to send self-addressed, gummed labels with their orders. For further info and orders, write A.D. Mastroguiseppe, NRHS Transfer Clerk, Post Office Box 5181, T.A., Denver, Colorado 80217.

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MEMORIAL DAY will have seen most, if not all of Colorado's "tourist" attractions open for the summer business. Among these; the Georgetown Loop will have begun daily operations on Saturday, May 29th, and will run through Labor Day, trains running approximately every hour from 11:00 A.M. to 5:00 P.M., from Silver Plume to the end of track. Adult fare is \$2.50, children \$1.75.

Daily steam operations on the High Country Railroad at Heritage Square, south of Golden, will also begin on Memorial Day.

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A NEW PAGE OF THE COG RAILWAY'S HISTORY - On May 24, the American Society of Civil Engineers dedicated the M&PP Cog Railway as a National Historic Mechanical Engineering Landmark. After the ceremonies, the new Swiss articulated units, that can hold some 200, were dedicated and operated to the top of the peak. An old coach from the steam days, recently restored, was on display at the base station.

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BACK IN BUSINESS - The old DB&W depot in Boulder, which had been moved to the Boulder Pow Wow Rodeo Grounds, will be dedicated on July 4th. Around \$60,000 was spent on its moving and restoration.

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CONSTRUCTION on a major highway relocation project that includes an auto bridge over the narrow gauge Silverton branch, just south of Rockwood, will begin soon. The 3.4 mile long project that includes a climbing or third lane, will result in the elimination of the big "S" curve at Shalona Lake, the lower leg of which crosses the narrow gauge tracks at grade. A new crossing of the tracks will be constructed about one mile south of the present crossing near milepost 467, on a concrete and steel bridge that will be designed and built to resemble a wooden trestle to ease the visual impact on the train passengers and fit into the historical motif of the railroad. Near the bridge will be a scenic overlook to allow drivers to safely pull off and view the passing trains. Cost of the undertaking is estimated at about 2½ million dollars. (With a little thought, it is interesting to realize that there were very few highway overpasses in Colorado on the D&RGW n.g. lines or any of the n.g. lines for that matter!!)

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COLORADO STATE UNIVERSITY has prepared a two-week course of intensive study at the Ft. Collins Campus on how to create and present better photo presentations on

railroads. Professional instruction will cover the taking of high quality films and slides, editing them, preparing narration and adding sound. To start the program over 25 classic railroad documentary and industrial films will be shown and reviewed for several days, followed by a trip on the RGZ, the Silverton and the C&TS, with the last portion of the two-week course devoted to processing, screening, and editing. For further info on this course and variations of its content, write Dr. James A. Stitzel, Residential Conference Center, Rockwell Hall, Colorado State University, Ft. Collins, Colorado 80523, or call 303-491-6222. The course runs from June 14 to the 27th.

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EYE CATCHERS - Two unusual train movements rode the rails in Colorado last month. On May 15, a BN "Directors Special" was reported in town, consisting of over a dozen business and passenger cars, pulled by four freshly painted BN passenger units. The last car was a track inspection car from the Santa Fe that had the big window on the rear, with terraced-type seating in the observation room.

On the 19th & 20th of May, a Directors type special of the Rio Grande ran from Denver to Craig. One report on the consist mentioned two shiny 3100's pulling about five cars, including a flat top, a dome, a sleeper in UP colors, and the Wilson McCarthy on the rear. The sleeper was for the overnight stay in Craig.

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UNION PACIFIC ENTHUSIASTS and motive power buffs may find a new publication about to be released, just what they've been looking for. "Turbines Westward," an 8½ by 11, 160-page book, written by club member Thos. Lee, of Manhattan, Kansas, is a pictorial story covering the two decades of turbine power on the UP and the part these unique engines played in moving the high density traffic the railroad is famous for. A roster of the almost sixty engines, drawings, plus 300 photographs are used in this hard cover book to tell the story. Further information on "Turbines Westward" and orders for the \$14.95 book, may be made by writing T. Lee Publications, 2804 Goodrich Circle, Manhattan, Kansas 66502.

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DOINGS ON THE C&TS - Filming for the feature "The White Buffalo" took place on April 30 and May 1. Engine 483 and three cars all lettered Union Pacific, were operated in the Chama yard. Charles Bronson stars in the flick .... The railroad is looking for someone to live in the old Cumbres Pass sectionhouse this summer. (Elev. 10,000 feet.) Some utilities are in, but no electricity or telephone. The railroad desires no rent of the right person or family, but requires the occupant(s) to: be hospitable, friendly, and informative to the many tourists that visit; keep the house and premises neat and clean at all time, and be ready to be there every night and most days for four summer months (not just vacation time). For details, call 303-376-5483 (10 A.M. to 12 Noon) or 303-376-2390 (evenings), or write the Cumbres & Toltec Scenic Railroad, at P.O. Box 668, Antonito, Colorado 81120.

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AN INTERESTING AND INFORMATIVE soft cover book about the growth of Colorado's highway network is now available from the Colorado Division of Highways. "The High Road," researched and written by M. C. Wiley, a retired Chief of Administrative Services at the department, covers the various facets of the system as it developed and includes a wide range of subjects such as development and need for road oiling, snow removal operations, maintenance, use of old railroad grades, selection of passes and routes, Glenwood Canyon, the Eisenhower Tunnel, Vail Pass, the Valley Highway, and a host of other related subjects. According to the Department, the

book does not pretend to give all the details as to "who built what" but it does cover the development of the principal travel routes and some of the efforts needed to make them a reality. It's safe to say the 8½ by 11, illustrated 70-page book is a must for anyone interested in the development of Colorado's transportation system and the \$3.00 cost is certainly a "you can't go wrong" price. "The High Road" is a one-time, self-liquidating Colorado Centennial-Bicentennial Project of the Department, and can be picked up for \$3.00 at the Division Headquarters in Denver. Mail orders will also be accepted by sending \$3.25 to the Division of Highways, State of Colorado, Room 235, 4201 E. Arkansas, Denver, Colorado 80222.

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EVEN THE BEST OF PLANS .....A recent article in a Denver newspaper reviewed the fate of the four ex-UP passenger cars that have been sitting on a length of track just west of Antonito for a number of years. The cars had been intended for use as a restaurant-motel combination catering primarily to the patrons of the nearby C&TS. Although projects of this type have been undertaken successfully in other states (several cars (ex-B&O?) in Steamboat Springs reportedly are being used as a restaurant this year), Colorado's health and building inspectors brought the plans to a halt with requirements of costly redesigning that would have changed the cars' appearance. Sam McChesney, part owner of the equipment, sold the diner, Pullman, and dorm car to the Heber Creeper in Utah, where they will be remodeled and used on the railroad's summer passenger runs. The other Pullman will be sold separately, and is now up for sale.

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PFFFFFF - The Burlington Northern's multi-million dollar "New Town" in the Platte River Valley near downtown Denver, suffered a major and perhaps fatal setback recently when the railroad's development company announced it would no longer spend any money to promote or otherwise finance the project. A multitude of problems have arisen for the project, including financing, relocating mainline railroad tracks in the valley, objections of local citizens groups, flood plain problems, highway relocating and financing, pollution problems the additional population would bring, etc., etc., etc., and many more.

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