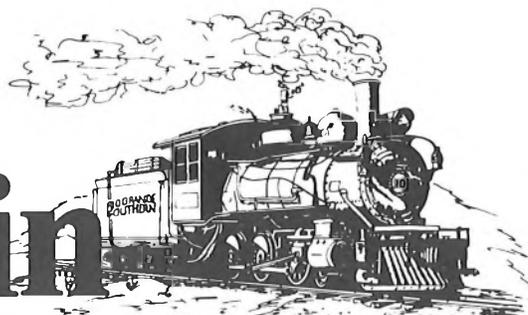


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 9, 1997 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Jim Blouch..... President
Walter Weart..... Vice President
Carolyn Blouch..... Secretary
David Goss..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the October, 1997, Rail Report is due no later than September 9, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

September, 1997..... No. 456
Club Telephone..... (303) 979-2806
Club Website:
<http://members.aol.com/rmrrclub/index.htm>
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, deaths, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

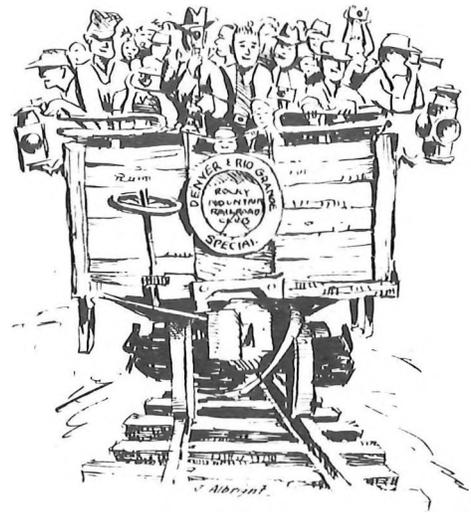
SEPTEMBER 9 PROGRAM AND MEETING

Joe McMillian will be presenting the program at the September meeting. This is a last minute change and we do not have information concerning the content; however, Wally Weart says that Joe is a huge Santa Fe fan and will probably present something along that line.



PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.



AUGUST PROGRAM AND MEETING

Board member, Dave Gross, treated members and friends to a wonderful video program of the 1991 rail excursion in South Africa, featuring all steam! While Dave was on this exciting rail trip, we were treated to the videotography of Ted Parker of Great Britain.

Ted has put together a truly fine production of film, sound and narration. It definitely had a professional presentation and was very well received. Apparently the tape was much longer, but Dave kept our viewing to a reasonable time limit, but we were fortunate to witness a lot of excellent steam, including the Garratt-Class locomotives.

Our "Thanks" to Dave, Ted and Ronnie Bill and the Denver Broncos for the use of their projector.

NEW MEMBERS

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

James Ciletti	Colorado Springs, CO
Geoffrey T. Gordon	Pueblo West, CO
George D. Groshart	Aurora, CO
Dennis L. Lynch	Ft. Collins, CO
Sam March	Aurora, CO
Stephen B. Patterson	Denver, CO
Robert R. Robinson, III	Harker Hts., TX
Dave Schumacher	Denver, CO
Matt Tomon	Denver, CO

Many of our new members are the result of our participation at Mile High Rail Fair.

1997 SCHEDULE OF EVENTS

September 9	Regular Monthly Meeting
September 13	Georgetown Loop Railroad Freight Train Excursion**
October 18	ANNUAL BANQUET
November 11	Regular Monthly Meeting
December 9	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

**This trip, at the time of this writing, was unsure. Should it be cancelled, you will be receiving refunds prior to the trip date, in time to make other plans for that date.

ELECTIONS

It's time, once again, to begin thinking about the election of officers and directors for the next year (1998). As per the Club's by laws, the carry-over board members constitute the nomination committee. This year, that committee is composed of the following men: John O. Braselton, Jim Ehernberger, and David Gross.

Members are encouraged to submit their suggestions and nominations to this committee at the regular Club meetings, via the Club's telephone, or, through the Club's post office box. Your input is encouraged and desired.



BOOK, VIDEO AND AUDIO REVIEWS

OTTO PERRY'S RIO GRANDE ARTICULATEDS, PARTS I AND II. Sunday River Productions. \$49.95.

This is the latest release of Otto Perry railroad footage from the RMRR Club's archives. The video is available in either two individual videos (Part I and Part II) for \$29.95 each, or, as a combined video for \$49.95.

Part I includes La Veta Pass aboard the daily passenger train to Alamosa and return behind 3400 Class Mallets. Then it's off to the Moffat Road to view D&SL Mallets as well as every class of D&RG articulateds through the 3800's, with concentration on the 3600's. From working on the "hill" to the Moffat Tunnel to the Dotsero Cut Off, across the Colorado Desert and glimpses of of Soldier Summit, this is a must for member's video libraries. The tape ends with the final days of articulated steam as three 3600's per train blast away at the 2% from Tabernash to the tunnel. It also has the Fire Clay run away!

Part II centers on the Joint Line, The Royal Gorge and Tennessee Pass. Otto shows almost every class of articulateds south from Denver as they climb toward Palmer Lake; catches trains in the Gorge from Cliff Tops and at river level. He then heads for Tennessee Pass to capture the 3600's once again working their way up the 1.5% to the 10,200 foot summit of Tennessee Pass. The best part begins when direction is reversed at Minturn, the bottom of the east-bound 21 miles of 2½ to 3¼% grade. Included are scenes of landslides in the Royal Gorge and the boiler explosion at Louviers.

Most of the tape contains color footage, but, some black & white is included because of its spectacular views. Narration is fair and there are some errors, but, the footage and transfer quality more than makes up for this. To our knowledge, this footage represents some of the only avail-

able (other than some Irv August on WB) footage of Rio Grande articulated locomotives available. It is well known that your editor is a small engine, narrow gauge enthusiast, but I have purchased a copy of the tape and have viewed it several times, enjoying it each time. (Jim Trowbridge)

SPECIAL OFFER:

Sunday River and the RMRRC have arranged for members to purchase a copy of this Tape, "Otto Perry's Rio Grande Articulateds;" for a special price of \$30.00 plus \$4.00 postage and handling. Please use the following order coupon to get your copy today.

Otto Perry's Rio Grande Articulateds I & II

Order Coupon

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

MEMBERSHIP NUMBER _____ [] Mem. No. Checked

Send your check or MO for \$34.00 to:

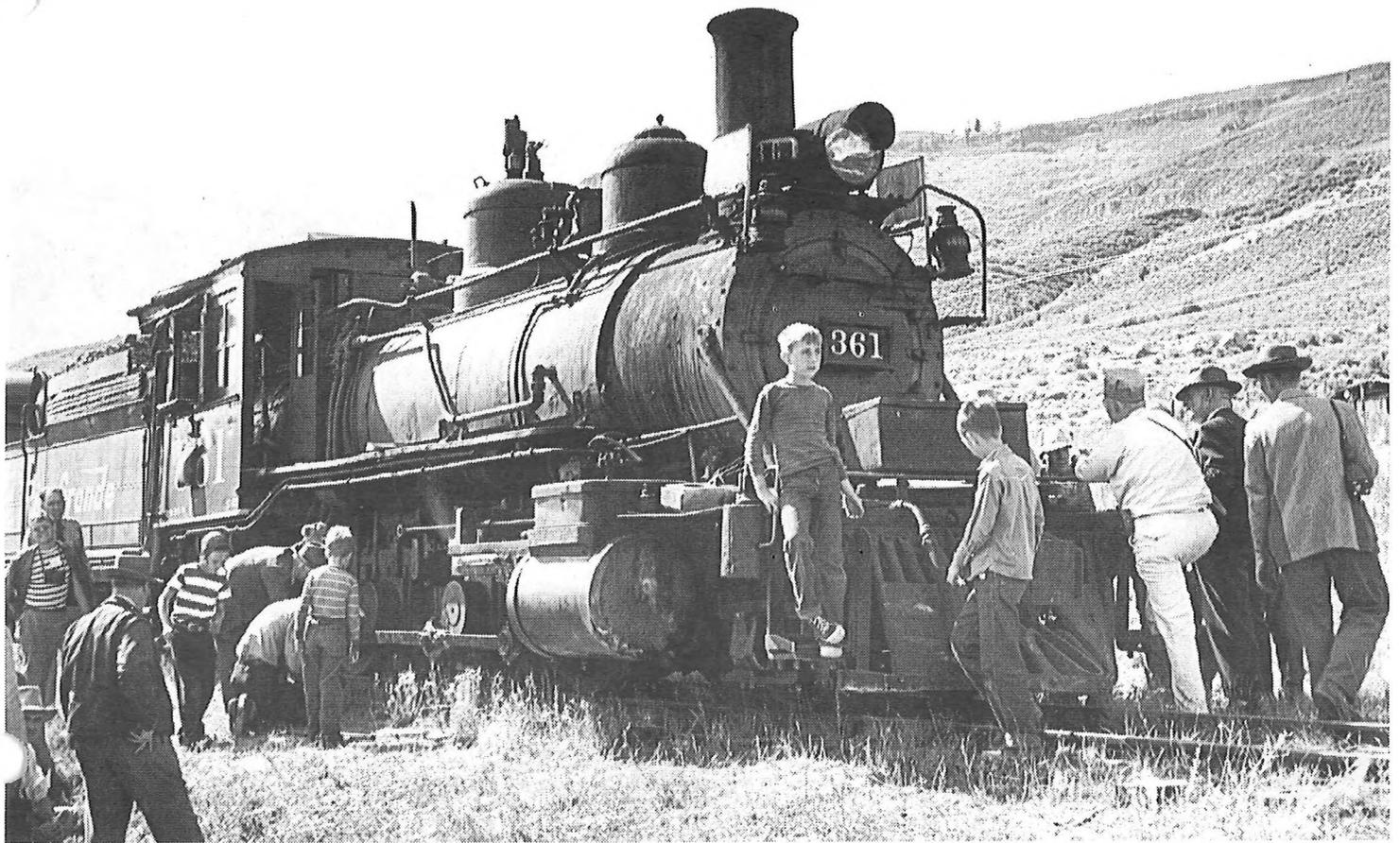
ROCKY MOUNTAIN RAILROAD CLUB
Otto Perry Video Offer
P. O. Box 2391
Denver, Colorado 80201-2391

PHOTOGRAPHER'S SPECIAL ON THE DURANGO & SILVERTON NARROW GAUGE RR

The Durango & Silverton Narrow Gauge Railroad has just announced their Annual Photographer's Special, to be held on Saturday, September 20, 1997.

This year's trip will include one steam locomotive plus coaches. The cost will be \$75.00 per person. Numerous photo runbys are anticipated.

Tickets can be obtained by calling the railroad at (970) 259-3372, or, write to D&SNG at 479 Main Ave., Durango, CO 81301.



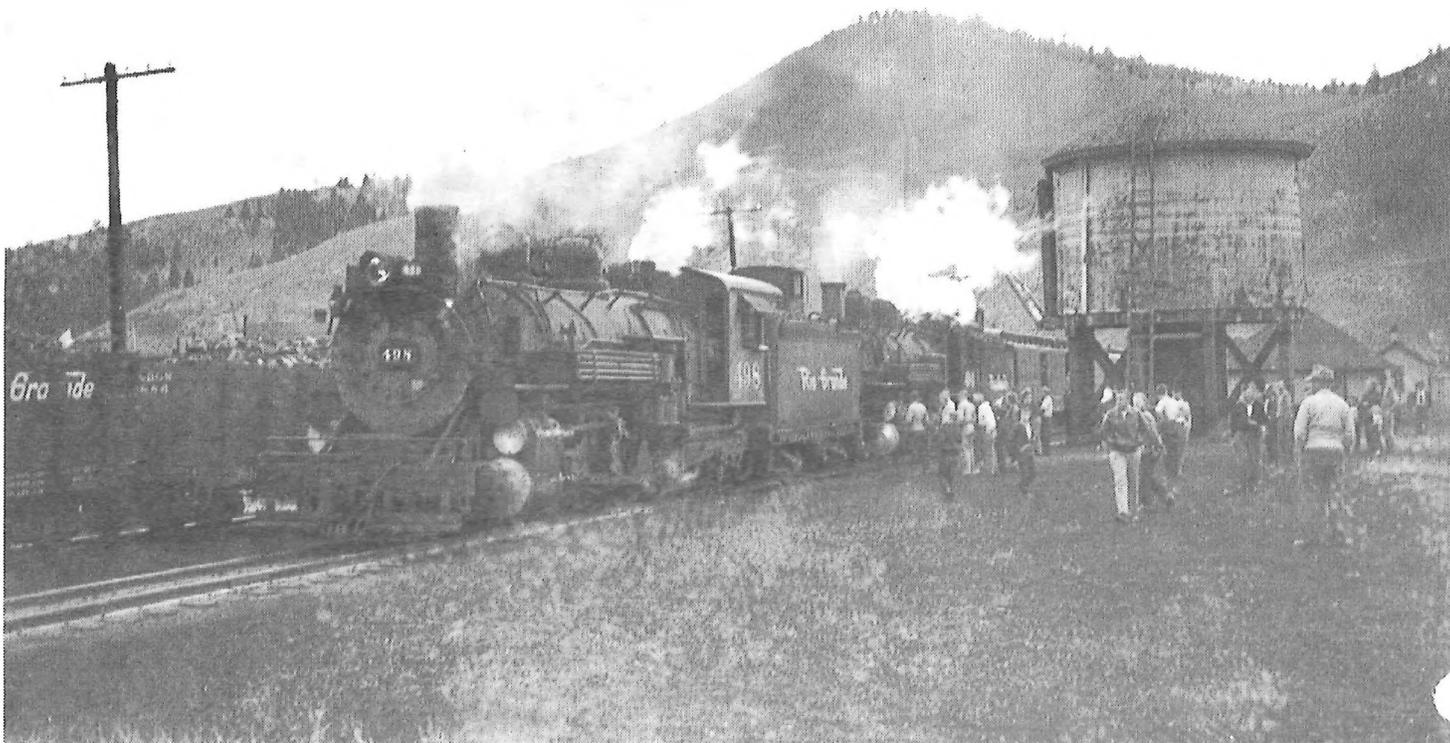
Trouble rears its ugly head on a Rocky Mountain Railroad Club trip over the weekend of September 18-19, 1948, on a round trip from Salida to Gunnison and Cimarron. On the return trip, the 361 suffered a broken slide valve. As the RMRRC members, friends and family await their rescue, the engineer and fellow railroad official take down the main rod to allow the engine to be towed. The younger rail fans are offering their advice, and/or supervising the work at hand. (9/19/48) (Cornelius W. Hauck Photograph)

A RAILFAN'S NOSTALGIA

[Editor's Note: Over the years, I have received a number of letters from Club members giving me details of their experiences with trains. While many of these were most interesting, and probably worth printing in the Rail Report, lack of space has generally prevented me from sharing these letters with you through the pages of the newsletter. Recently, Cornelius Hauck, longtime Club member and the "lesser known" founder of the Colorado Railroad Museum, corresponded with your editor concerning "join dates" of older Club members, supplying old Club rosters that should prove helpful. Corny, as he is known to friends, supplied one of those interesting railfanning stories and

sent the two photographs that accompany this article. With a bit of extra room this month, and, a desire to print as much history of the Club as possible for posterity, I thought I would share the following story with you with the permission of Corny]:

The first Club excursion I took was the September 18-19, 1948, trip from Salida to Gunnison and Cimarron that Ed Haley wrote about in Bob Richardson's CHASING TRAINS book. As Ed related, on the return from Cimarron on Sunday (the 19th) with the 361, the engine suffered a broken slide valve, disabling the right side. There was no way the little locomotive could limp back all the way from Sapinero to Gunnison with our big train, so a call went in to fire up the 360 at Gunnison and come rescue us. While



After being rescued by another C-21, the #360, the excursion was turned over to larger power, K-37 #494, at Gunnison. To insure a rapid journey home to Salida, an additional K-37 #498, was added to the consist at Sargents. Here we see the engine being added to the excursion train. Soon this Rocky Mountain Railroad Club excursion will be history as the train heads up the west side of Marshall Pass and onto Salida. Oh, to return to those wonderful days of Rio Grande narrow gauge when its many main and branch lines were still in use and serving a viable function! (9/19/48) (Cornelius W. Hauck Photograph)

we were waiting--for three hours--the engineer took down the main rod with the help of a railroad official (a tall lanky guy whose name has long since escaped me--but he was on all trips) and some very juvenile volunteers, and I took the enclosed photo of the happening.

Then we were LATE--instead of being in Salida at 6:00 p.m., we weren't even in Gunnison by then. But it was "Salida or bust" and the Rio Grande went all out. We left Gunnison with the 494, plenty adequate power for the run, but to do better than that the 498 was added as a helper at Sargents.

By then it was nearly dark--the sun had set, but there was still an afterglow in the sky--

so I decided to try a photo of the coupling-up--with typical moderately-slow speed film of the era. I opened the lens wide and shot it as slow as I dared, and the slightly grey, slightly muddy print enclosed records the event. You don't see anyone else around with a camera, so maybe this is the only record there is.

Anyway, the result was the "fastest" (maybe wildest) recorded run up the west side of Marshall Pass. As Ed related, it was spectacular--from the "Silver Vista" observation car, the sight of the long string of lighted coaches weaving up the mountain behind those two 490's blasting around the curves as fast as they could go, flashes of light from the fireboxes lighting up the mountainside, was something I'm sure none

of us will ever forget.

It seems hard to believe, also, that this was nearly 50 years ago.

(Cornelius W. Hauck)



CORNELIUS W. HAUCK

by Chuck Albi

Cornelius Hauck, a native of Cincinnati, Ohio, first experienced Colorado narrow gauge railroading in 1946 when he rode the San Juan, the Silverton mixed and the Rio Grande Southern galloping geese over what was left of the "Narrow Gauge Circle." After returning many times in succeeding years, even on his honeymoon with Janet in their 1948 Pachard in the summer of 1950, he purchased D&RGW narrow gauge 2-8-0 No. 318 for preservation at Bob Richardson's Narrow Gauge Motel and Museum in Alamosa. Legend has it that Corny had asked Bob, "Why don't you save the 318?" and Bob replied, "Why don't you save it yourself?"

Thus began a friendship which soon developed into the partnership that formed the Colorado Railroad Museum in 1958. Both men were (and remain) Rocky Mountain Railroad Club members and worked closely with other Club members in establishing the Museum. CRRM and its predecessor in Alamosa have provided a home for the Club's equipment to be enjoyed by nearly a half century of

visitors. The two organizations look forward to continuing their long cooperation in preserving Colorado railroad history.

Corny provided early financial backing for the Museum before the Colorado Railroad Historical Foundation was formed, but he also began and for many years edited its publications. These have provided a large part of Museum revenue and established a reputation for scholarly research in western rail history. Corny continues as a CRHF trustee and is still active in the Cincinnati brokerage firm in which he is a partner. He and Janet are now grandparents; son Tom is a musician, John an attorney and daughter Amy an architect.

Corny is a recognized authority on the lineage of narrow gauge steam locomotives, especially those of the West, and is a vice-president of the Railway & Locomotive Historical Society. The restoration and exhibition roundhouse under construction at the Colorado Railroad Museum is named in his honor.



FROM THE BOARD ROOM

JULY 8, 1997 BOARD MEETING:

This meeting was scheduled to discuss the Newsletter. Issues included the following points:

- 1) The newsletter could be reduced to 8 pages with use of computer software for desktop publishing. (Reduce type size to get 12 pages of material into 8 pages)
- 2) Inserts could be included at no extra cost to mail. (Based on our continued use of First Class postage with the 8-page newsletter)
- 3) Newsletter is the most expensive item on the budget and the Club should attempt to cut costs.

Newsletter Editor, Jim Trowbridge, explained the process he went through to prepare the Newsletter and explained the time involved.

Jim advised the Board that the clientele he serves does not call for a computer, or a FAX machine and he could not justify buying such equipment solely to produce the newsletter. (Carolyn J. Blouch, Sec.)

JULY 16, 1997 BOARD MEETING:

All Committee Chairs were requested to attend this meeting and present reports to the Board about activities and progress of their committees. Due to illness of our secretary, our President, Jimmy Blouch, has asked your editor to present a brief summary of the following committee reports:

Newsletter. Jim Trowbridge. In answer to a Board of Director's question, Jim advised that he would remain as Editor, but, would not computerize to prepare the newsletter. It remains to be seen what the Board will decide about the future of the newsletter.

Video Committee. Bill Gould. Bill presented the new Sundry River production of "Otto Perry's Rio Grande Articulateds" and an offer of a reduced price to members. This offer can be found elsewhere in the newsletter.

Equipment Committee. Rich Berens. Rich covered the Club's recent Work Days at the Colorado Railroad Museum.

Membership Committee. Linda Johnson. Linda reported on the response to our request to know who wished to have a copy of a new roster. 101 members responded affirmatively. As regards the offer to correct "join dates," less than 20 members responded with information. Another attempt would be made to let members give corrected information, but, only one more time. Linda Reported ten new members, seven of which were a result of Rail Fair.

TREASURER. Dave Goss. Financial statements were presented and all questions were answered regarding many financial matters.

Car 25 Project. Darrell Arndt and Art Ives. Darrell and Art advised the Board of the need to have the No. 25 declared a historic piece of equipment by the Colorado State Historical Society to effectively receive grant monies from foundations, as well as the Society. The time frame for this was

presented as being six months to a year in duration from the granting of the historical designation to being able to apply for funding. Progress on the car was also addressed and what needed to be completed. The time frame, expense and outside help was also presented. The Committee, chaired by Darrell, hopes to have the car rolling by fall of 1999, but, that would probably require another \$50,000.

Vice President. Wally Weart. Wally is heading up the computerization of the Rocky Mountain Railroad Club. Besides his desire to see the newsletter computerized, he has been seeking a volunteer to re-computerize our membership roster to a different format for future roster printings and more demographic information on our membership in the Club's files. He has received a volunteer for this work. Normal membership records are continuing to be kept by Linda Johnson.

Additional input by Wally includes a re-evaluation of the agreement between the Club and the Colorado Railroad Museum in regards to the Club's equipment. A sample "lease" agreement was prepared by Wally for the Board's approval. The matter was put off to another meeting, allowing time for Board members to review our current agreement and seek input by former Club presidents.

Trip Committee. Wally Weart. A report on the Georgetown Loop Trip was presented with information regarding minimum fares required for completion. A short report was also made regarding next year's 60th Anniversary trips. Results of the Glenwood Springs trip was also presented.

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

By Chip Sherman

BNSF HIT BY SUMMER HEAVY RAINS AND FLOODING. BNSF's Laurel, MT, to Denver, CO, train had four cars washed onto their sides by a wave of water in Ft. Collins, CO, on July 28, 1997. The train was passing Spring Creek when a wave of water estimated to be eleven feet high hit the middle of the train. The train crew was uninjured, but



Rio Grande speed-lettered GP-60 #3154 is seen at DeBeque heading the Minturn Local west-bound to Grand Junction on July 14, 1997.
(Chip Sherman Photograph)

four people on the east side of the old Colorado & Southern Railroad embankment were killed by the flood. Spring Creek had swollen due to the eight inches of rain that evening.

The hardest hit was the South College and Johnson Center Mobile Home Parks on the east side of the railroad embankment. It's located near College Avenue and Stuart St. Water built up behind the tracks, then came over the tracks and collapsed the railroad culvert. This created a 20-foot wall of water that damaged as many as 92 mobile homes.

Sterling, CO, was the next area hit by flooding, starting July 30th. This BNSF coal hauling line was closed by a wall of water some 12 feet high. Several yard tracks ere flooded and some seven miles of track south of the yard between Sterling and

Atwood, CO, were under water at times. Other freights which use this line were rerouted via Kansas City and Denver. Several coal empties were rerouted north up the BNSF Front Range (ex-C&S) line which was re-opened within 24 hours of its Ft. Collins flood.

Authorities notified BNSF officials July 30th that a wall of water was encroaching on Sterling. Taking advantage of this warning, trains and cars were moved to higher ground. Incoming trains were rerouted or held at other terminals.

The flood waters receded rapidly, and the yard was back in operation August 1, 1997.

MINTURN LOCAL SEES RIO GRANDE GP-60 #3154. A visit to Tennessee Pass on July 13 & 14 found fewer trains, and those were mainly



Southern Pacific-lettered SD40T-2 #8527 is seen on Tennessee Pass on July 13, 1997 on the point of auto train, symbol AHNOA-12, Herington, Kansas to Oakland, California. With the anticipated abandonment of this line in September, the number of trains continues to decrease.
(Chip Sherman Photograph)

merchandise. The coal and taconite business has been diverted off this line, scheduled to close in September, 1997. Five trains operated in daylight hours the afternoon of July 14th, including symbol AHNOA-12 (A=Autos, HN=Herington, Kansas to OA= Oakland, CA).

July 14 was virtually dead. An eastbound train came through Malta, near Leadville, CO, at dawn. Nothing else moved over Tennessee Pass till early afternoon: a westbound merchandise train with two Union Pacific SD90's (8000-series).

The only train movement at Minturn that morning was the Minturn Local, train symbol LCF61-14, going west to Grand Junction, CO. The crew was on duty at 10:00 a.m. and departed Minturn with just a light engine,

D&RGW speed lettered GP-60 #3154. It rolled west to Gypsum, CO, where it picked up its first car. Work and additional cars were added at Glenwood Springs, Lacy and Palisade, CO, before the train tied up at Grand Junction, CO.

Amtrak #5 that day was four hours late due to locomotive trouble. It rolled west over the former Rio Grande with a Burlington Northern SD40-2 on the point and two Amtrak P42's with a 12-car train. (Darrell A.)

BNSF ADDS ST EL COIL AND COAL TRAINS TO UNION PACIFIC TRACKAGE RIGHTS. BNSF began daily merchandise service over Union Pacific Central Corridor, Denver, CO, to Riverbank, CA, on July 14, 1997. Train symbols were changed to DENRRB (Denver-Riverbank).

A unit train of steel coils operated west between Joliet, IL, and Pittsburg, CA, symbolled U-JOLPIT1-06 (originated July 8th) and was in Denver July 8th. BNSF "Pumpkin" 1089 was the lead unit. Pushers were required to get the train over the Colorado Rockies, and BN 7112 and 5525 did the honors. July 17, another steel coil train operated with this lashup: BN 6362, Norfolk Southern 1624, BN 8075 and BN 6380.

July was also the first month for a BNSF coal train to operate in conjunction with Utah Railway. The first BNSF coal empty left Denver July 26th with five SD70MAC's: BNSF 9817, 9617, 9717, 9774 and 9718. UP symbolled the train C-DEGJ-26 (Coal empties, Denver to Grand Junction, CO). At Grand Junction, the Utah Railway took it to a mine for loading.

The loaded coal train returned east via the UP's Central Corridor via Denver and continued east towards Chicago, IL. (Joe M.)

BNSF CONVERTED TO SYSTEM-WIDE TRAIN SYMBOLS ON JULY 4, 1997. BNSF said farewell to train 63 and started calling it the Z-CHIDEN9-(origination date) as of July 4th. The Z stands for United Parcel Service intermodal; CHI for Chicago, IL; and DEN for Denver, CO. This is the result of BNSF going to its updated Transportation Support System (TSS) and discontinuing Burlington Northern's COMPASS system. With this cut-over, BNSF now oversees its train operations with one computer software system.

Train symbols which roll through Denver are: LAU--Laurel, MT; LAJ--La Junta, CO; STE--Sterling, CO; and ALT for Alliance, Texas. (C.W.)

CHEYENNE FRONTIER DAYS CONSIST. This year's Cheyenne Frontier Days train, operated by Union Pacific and sponsored by the Denver Post, operated on July 19th. Its train had UP steam crew car ART LOCKMAN, D&RGW power car JOSEPH G. HARRIS, coaches D&RGW LA PLATA PEAK, MOUNT BIERSTADT, PIKES PEAK, MOUNT ELBERT, cafe lounge NORTH PARK, coach MOUNT EVANS, PYRAMID PEAK, MOUNT MASSIVE, INTER PARK, MOUNT PRINCETON, SHAVANO PEAK, Union Pacific concession car SHERMAN HILL, D&RGW parlor car COLORADO SPRINGS, D&RGW parlor club GLENWOOD SPRINGS, D&RGW parlor club IDAHO SPRINGS, UP 5483 TEXAS EAGLE,

UP 5468 CITY OF SALINA, UP 5468 KATY FLYER, UP 7011 dome MISSOURI RIVER EAGLE, UP 7015 dome CHALLENGER, UP 7001 dome COLUMBINE, UP power car 208, UP 9009 dome/square end observation CITY OF SAN FRANCISCO, Southern Pacific-lettered lounge UTAH, and SP business car KANSAS.

AMTRAK THRUWAY CONNECTIONS

On June 23rd, Amtrak initiated a Thruway bus connection from Denver, Colorado Springs and Pueblo to Raton, NM to the Southwest Chief. The bus leaves Denver Union Station at 7:15 a.m., Colorado Springs at 8:30 a.m., Pueblo at 9:35 a.m., and Trinidad at 11:00 a.m. and arrives at Raton, NM at 11:30 a.m. The westbound Southwest Chief departs Raton at 11:59 a.m. On the return trip, the eastbound Chief arrives in Raton at 5:59 p.m. and the Thruway bus leaves at 6:20 p.m. The bus arrives in Trinidad at 6:50 p.m., Pueblo at 8:25 p.m., Colorado Springs at 9:15 p.m. and Denver Union Station at 10:30 p.m.

These bus connections make possible, Amtrak travel between Denver and Southern California, which was eliminated with the discontinuance of the Desert Wind on May 10, 1997. Travel time from Denver to LA will be five hours faster than service on the Desert Wind. Raton was chosen as the connecting point because, typically, more space is available from Raton than La Junta or Trinidad, and, the fare structure is also lower. To make a reservation, call Amtrak or visit the Union Station ticket office.

Amtrak has also initiated a Thruway bus connection to Cheyenne and Laramie with intermediate stops in Boulder, Longmont, Loveland and Ft. Collins. This service is scheduled to connect with the California Zephyr at Denver. (Hugh K. Wilson)

[For information and reservations, call Amtrak at 1-800-USA-RAIL]

18th NATIONAL NARROW GAUGE CONVENTION AND TRIPS ANNOUNCED

The 18th National Narrow Gauge Convention will be held in Colorado Springs, Colorado, from Wednesday, September 23rd through Saturday, September 26, 1998. Flyers can be obtained by writing: 18th Nat'l NG Convention, c/o Nat Ralls, Registrar, 27784 War

Admiral Trail, Evergreen, Colorado 80439.

The convention will include the usual fare of Clinics, Manufacturers, Layout Tours, Auction, Contests, COG RR Steam excursion, and all the other activities of the region.

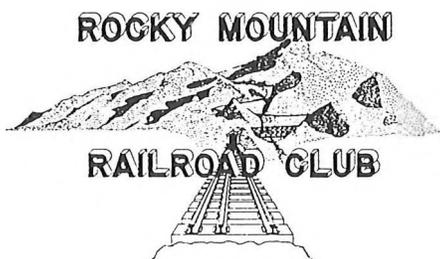
In conjunction with the 18th National Narrow Gauge Convention, Jim Trowbridge has scheduled a special 1-day mixed freight/passenger train on Tuesday, September 22, 1998. This special train will be double-headed up to Cumbres Pass from Chama; the helper engine run light to Big Horn Wye; and a mid-train helper consist back to Cumbres Pass. In addition, Jim will run his annual 2-day trip on the weekend preceding the Convention Special. Flyers for these narrow gauge trains on the Cumbres & Toltec Scenic Railroad are available from Jim Trowbridge, 502 So. Cody St., Lakewood, Colorado 80226, or, phone (303) 988-2267.

GEORGETOWN LOOP FREIGHT TRAIN EXCURSION

Just as we were "going to press," Wally Weart called me to inform our membership that the Georgetown Loop Freight Train Excursion will proceed. We only had 45 tickets sold by the deadline; however, it seems that another eleven people were waiting to see if the trip ran before they committed to the excursion. Fortunately, these folks came through when advised that we were going to cancel due to a "lack of interest!"

Now...we still need four more tickets sold to break even!! Are you still waiting to see if this trip is a "GO?" We can take up to 100 people. We would certainly like to "break even," and, even put a few bucks back into the treasury!! This is your opportunity to support the Trip Committee and the Club...and...have an enjoyable day on the Georgetown Loop Railroad. The date is Saturday, September 13, 1997. Complete details are available in the July issue of the Rail Report. In short, your \$50.00 covers THREE (3) complete trips over the Loop behind rod engine No. 40, a 2-8-0 of 1927 Baldwin vintage, aboard a mixed freight/passenger train. During these three trips, you will experience photo stops, runbys and meets with the regular trains.

At this point, you will have to purchase your tickets at the September meeting or call the Club's phone number to order your tickets. (303) 979-2806. Long distance calls will be returned COLLECT.



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