

RESULTS OF THE TRIP COMMITTEE'S POLL OF MEMBERS REGARDING EXCURSIONS

Over 1000 cards mailed
355 cards returned as of Apr.11, 1970
127 cards were without comments
228 cards bore comments

Results of the trip questions are as follows:

	YES	NO
1. Weekend in Cripple Creek including meals and melodrama	109	153
2. Fall Sunday in Cripple Creek	103	141
3. Fall Sunday in Central City	188	75
4. Rocky Mountain Railroad Club day at Colorado RR Museum	203	62
5. Club special in fall-Durango to Silverton	203	76

48 cards, mostly from outside Colorado, contained no votes, only comments
20 cards carried a 100% NO vote but most explained their vote was not due to lack of interest but rather to geographical location
28 cards carried a 100% YES vote

The following information was garnered from the REMARKS section of the cards:

8 members inquired about the high cost of the Durango-Silverton trip. (The reason for the high cost of the special club train is the D&RGW's 1969 figures, from the railroad, were as follows : Fare \$1,950. Deadheading a crew from Alamosa for move-\$1,280. In addition there would be switching charges at Durango. We just wanted to know if you would be willing to pay the large additional charge.)
38 members stated that though interested in all trips it was just too far to come
62 members stated that they would attend every trip if they lived within decent driving distance
15 kind souls said that they thought the club was doing a fine job in providing trips for its members and one suggested that the Trip Chairman retire
4 members asked for shorter trips and 6 asked for longer ones
4 members asked for trips that would permit the whole family to participate
2 members asked for summer trips and 2 others suggested running 8444 in the fall (We have much better luck getting equipment in the spring and fall)

For other suggestions made see the following:

4-Alamosa to Silverton (Wouldn't we all love to do that again. The D&RGW has repeatedly turned us down even though we offered to double the old fare)
6-Craig (This too the railroad refuses to operate. Turned us down last week)
2-Steamboat Springs (Ditto)
4-Moffat Tunnel-Winter Park (Ditto)
8-Royal Gorge (Ditto)
1-Grand Junction (Ditto)
1-Bond (Ditto)
2-Glenwood Springs (Ditto)
6-Union Pacific 8444 to anywhere but Laramie (The UP has absolutely refused to operate this locomotive anywhere but the Denver-Cheyenne-Laramie area since the Golden Spike Ceremony) We have made repeated requests for many trips without any success. Asked for Salt Lake City, Rawlins, Yoder and Sterling but failed)
1-Lyons (No motive power)
2-UP 8444 to Moffat Tunnel (See above)
4-D&RGW Circle Trip, Denver-Dotsero-Salida-Pueblo-Denver We have asked for this one repeatedly in the past few years but were told there is no equipment avail-

able. When we pointed out a yard full of coaches, we were told there was no motive power available. Lets face it-the railroads don't want passenger business and will go to any extreme to avoid it)

1-Great Western (We are still hoping to run one here though we have been turned down the last two times)

3-Santa Fe Railway trips (We have a letter from the President of the Santa Fe saying they would not operate steam (we furnish) anywhere on their line nor would they activate a steam engine for us. We have not asked about diesel)

1-UP 8/4/44 to Salt Lake City (Your trip chairman asked President Bailey of the Union Pacific for a special train to the Golden Spike Ceremony five years in advance of the event and was assured that should such a ceremony be held the club would be included. When the time came to activate such a trip Mr. Bailey wrote that since 7 other organizations had recently requested such a trip he could not play any favorites)

1-Tour local facilities in gondola cars (The power would have to be diesel and our guess is that the turnout would be small)

We had the following suggestions for the Annual Dinner:

3-Winter Park 1-Harvest House in Boulder 4-Antlers Hotel in Colorado Springs (The Antlers was torn down 3 years ago) 2-Denver 1 Cheyenne 1 Greeley 1 Pueblo

In addition to the foregoing we received news of the deaths of 3 of our members and discovered 4 members who wrote so badly we really couldn't figure out what they were suggesting. One member complained about meeting notices being late and another about our not republishing Denver South Park & Pacific. Five asked that we devote more time and effort to saving the Antonito-Durango section of the narrow gauge. (The club has informed the State that should the line be purchased, the club will be in a position to give them plenty of business. Many of our members wrote letters to their state representatives regarding saving the line. When the outcome is known shortly, we feel we will be in a position to be of some assistance). Two members asked that we arrange air line transportation between Denver and Durango if that trip is operated. There were 3 requests that we run back-to-back trips so that there would be more for out of staters to come here for. (This has been done and will be done again if we can get any kind of cooperation from the railroads). There were 5 requests that we operate diesel powered excursions. (We are not against this but the D&RGW-which is where the scenery happens to be-seems unmoveable in this respect) There were 2 requests for picnics at the Colorado Railroad Museum and 3 members suggested guided motorcades to spots of historic railroad interest. We had 6 complaints that our trips were too expensive. (We took a loss of over \$3,000. to subsidize the UP-Annual Dinner Trip to Greeley last fall. The UP is charging us just under \$10,000. for the one day run to Laramie and with high fare of \$27. we just might break even). There were 4 complaints about late membership cards. (These certainly are legitimate gripes. The cards are hand printed and embossed and this does take time. We hope you have them by now.) And 2 people wanted to know what had happened to member John Birmingham's engine NO. 51. (The club has used the 51 on many trips and would like to again. It is stored in Denver and to run under ICC regulations must be retubed at an estimated cost of \$6,000.)

Thanks to all of you who replied.


E. J. Haley, Chairman,
Trip Committee

A very fine job, and well done too. Thank you Ed for your time placed on this matter, I am sure it will be helpful for us in determining future plans for the Club.


James L. Ehernberger, President