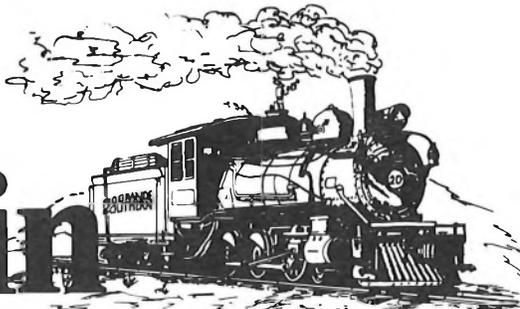


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 14, 1995 -- 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
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... 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 April, 1995 Rail Report is due no later than March 14, 1995!!

MEMBERSHIP INQUIRIES

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

Linda Johnson, Membership Chairperson
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201-2391

March, 1995..... No. 426
Club Telephone..... (303) 431-4354
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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. 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 \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

MARCH 14 PROGRAM

Recent Board Member, Jim Hurt, will present a slide program entitled: Thirty Years of Mostly Western Train Chasing, 1964 thru 1994.

This program was just recently shown to the NRHS and other groups and received excellent reviews. But, just in case some of our membership has seen Jim's program recently at another meeting, be advised that Jim has changed things up, just for

you! We look forward to seeing this program.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Street, Denver, CO 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, Box 2391, Denver, CO 80201-2391.

FEBRUARY PROGRAM AND MEETING

Denver had received a considerable amount of snow prior to the February meeting, but the weather had cleared and we even got up to 58°. However, about two to three hours before the meeting, the temperature dropped some 15° in just five minutes and kept going down as a swift-moving storm front raced across the Denver Metro area and sent a sleeting rain/snow combination down on us, refreezing the streets. Then, just as quickly as it started...it stopped!

As a result, only 51 True/Blue RMRRRC members showed up for the meeting. Margaret Speas Cole was turned back by the weather as she tried to come down from Boulder. All was not lost though! We had two back-up programs arranged by our "on-the-ball" vice president, Roger Callender. Keith Kirby was prepared to present a program, which we will see later on this year, and, Roger brought the Club's 16mm projector and four reels of the excellent I.E. (Irv) August movies that are in the Club's collection.

While we were disappointed not to see Margaret's program, the 51 in attendance were treated to a very special program that included the following material:

Reel #1: Taken on May 2, 1955, we traveled aboard the last regular freight train of the D&RGW over Marshall Pass! We started out in Salida and worked our way up Poncha Pass to Mear's Jct. and on over Marshall Pass, through the famous snow sheds and down to Sargents with a long string of open-ended gons that would be used to dismantle the line. Our engines

(489 and 483) were turned at Sargents and serviced and we headed back with another long train of stock cars to clear the line of any remaining rolling stock before the rails were pulled up forever!

Reel #2: It was May, 1953, when Irv turned his camera on a never-ending parade of big steam on the Norfolk & Western. This coal-hauling line had some of the largest steam engines in the nation and we were treated to some magnificent views of this power, along with streamlined steamers on crack passenger trains.

Reel #3: Irv had recently moved back to Colorado when he was out photographing the Union Pacific in October of 1954. He concentrated much of this footage east of Cheyenne where we were overjoyed to see 800's, 3900's and 4000-series plying the rails with long trains of freight as well as passenger consists. While this was mostly steam territory at the time, there were a couple views of then new GP's and a truly fine shot of a Turbine!

Reel #4: This reel had shots from three different CB&Q/C&S-Lyons, Colorado excursions, using C&S engines #647, #608 and #638. In between the first excursion to Lyons on October 25, 1959 and the last two excursions, Irv captured a Memorial Day excursion on the Union Pacific behind UP #8444 (844).

This presentation turned out to be a wonderful reward for the 51 of us who showed up and we wish to thank Roger, and, Erwin Chaim who finally lost his "loop" while running the projector.

Margaret Speas Cole will be rescheduled for later in the year, perhaps in August. Our "Thanks" to Margaret for trying to get down from Boulder. We eagerly look forward to her program later in 1995!

NEW MEMBERS

Our membership chairperson, Linda Johnson, was unable to get further than Castle Rock before a blizzard sent her and Mike home for the evening. Therefore, we will report the new members next month in the April Rail Report, along with a PRESIDENT'S Report from Mike.

**1996 TRIP TO GREAT BRITAIN
IN THE PLANNING STAGES—
YOUR INPUT REQUESTED!**

by Keith Kirby

The Rocky Mountain Railroad Club is considering a trip to the British Isles during the summer of 1996. Planning for such a trip is very complicated and time consuming. This trip would probably cost between \$2,000 to \$3,000. To insure that there is interest in such a complex and expensive trip, the trip committee would like to have an indication of how many people would be interested. To indicate your interest, would you please take a minute to fill out the information form below! We would like to have your responses by the first of May, so we can begin planning. If we find that there is suitable interest in this trip, we will hold some planning meetings beginning later this year.

If you are interested, fill out this form and send it to:

Keith Kirby
5442 East Center Avenue
Denver, Colorado 80222-1437

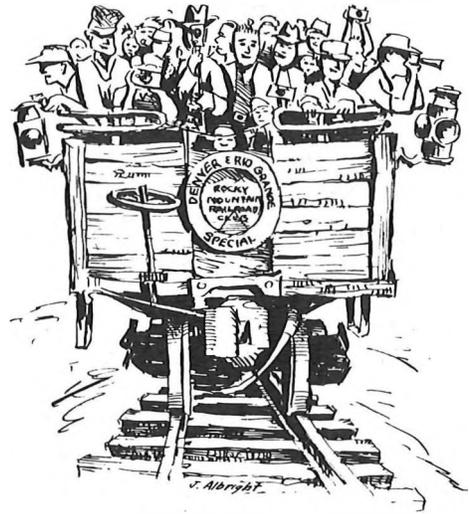
NAME _____

ADDRESS _____

PHONE () _____

What are the locations you would consider absolutely essential for a successful trip to Great Britain?

If you have any questions, feel free to add them to this questionnaire form.



1995 SCHEDULE OF EVENTS

- March 14 Regular Monthly Meeting
- April 11 Regular Monthly Meeting
- May 9 Regular Monthly Meeting
- May 13 Coors RR Tour/Colorado RR Museum
- June 3 & 4 Annual Workday/Colorado RR Museum & Museum Steamup
- June 13 Regular Monthly Meeting
- June 17 Uhrich Locomotive Works & Uhrich Railway, Strasburg, Colorado
- July 11 Regular Monthly Meeting
- July 15-16 Smithsonian Private Car Trip
- August 8 Regular Monthly Meeting
- August 12 Como/Fairplay Area--DSP&P Field Trip
- September 12 Regular Monthly Meeting
- September 29-October 8 Arizona/New Mexico Sojourn
- October 14 ANNUAL BANQUET
- December 1-3 D&SNG RR Winter Trip
- December 12 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!

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

FOR SALE: Colorado Midland by Cafky, No. 2793, signed. New condition. \$200 firm. Duane Skinner, 1003 Ellston St., Colorado Springs, CO 80907. (719) 599-3318.

FOR SALE: Rail books and magazines, camera equipment. Send for list. Stan Blevins, PO Box 93777, Lubbock, TX 79493-3777. [Editor's note: It would be proper to send a SASE]

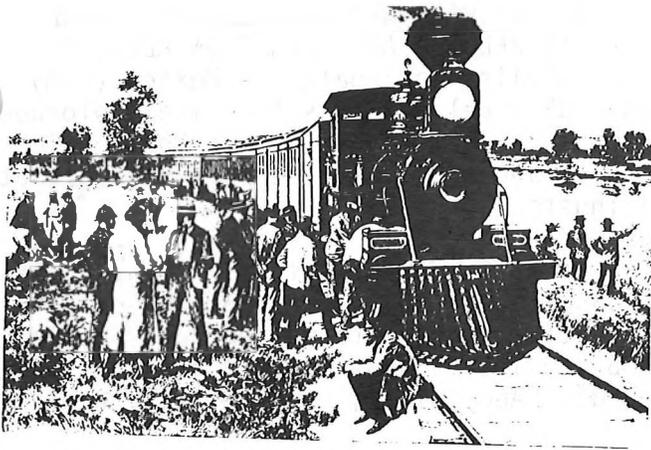
FOR SALE: The Colorado & Western Railway, 650 square feet of HO_n3 railroading containing a thousand feet of track, 100+ turnouts, hundreds of buildings and RR structures, a dozen custom painted brass locomotives [C-25's, K-27's, RGS #20 and MDC kits and partial built-ups], scores of freight and passenger cars, craftsman kits of structures and rolling stock--individually or sections of layout. From a privy to the 14-stall, stone Colorado Midland roundhouse. Written up in the February and March issues of Model Railroading [for reference]. Write or call with needs. [A current list will be difficult to keep up!] Jim Trowbridge, 502 So. Cody St., Lakewood, CO 80226-3048, (303) 988-2267.

PRESERVATION FUND AND BOOK DRAWING

The book drawing was also a casualty of the February storm. Dale Downing was unable to get to the meeting and, so, we were unable to hold this monthly event. We should be back to a normal schedule at the March meeting.

In the mean time...

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact either Dale Downing at Club meetings or Roger Callender at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

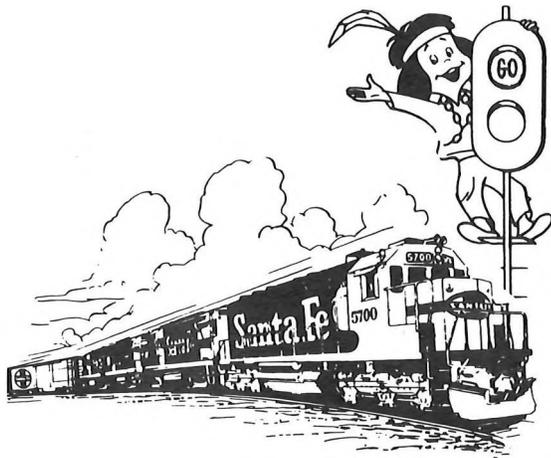


ANNUAL POTPOURRI NIGHT

The Annual Potpourri Night will be held at the April, 1995 regular Club meeting!!! You will have only one more chance to prepare your slide entries and give them to either Erwin Chaim or Roger Callender at the March meeting. We sometimes can allow late entries at the April meeting, but, we cannot guarantee their use as we are limited in time and all slides are shown on a first come, first used basis.

You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Ye Olde Master of Potpourri Night, Erwin Chaim, can be sure that they are in proper order, should you not do so. However, we would appreciate your putting your slides in the proper order for use in a Kodak Carousel [first slide to the front and last slide to the rear]. If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!

[Editor's note: With the bad weather in February, there were no slides submitted at the February 14th meeting. If you can have your slides ready ahead of the March meeting, perhaps you can drop them off to Erwin at Caboose Hobbies, 500 So. Broadway, Monday, Tuesday or Wednesday. Erwin can usually be found at the Repair Station, near the front of the store. This would give Erwin more time to put things together]



THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

SANTA FE UNITS RECEIVE NEW PAINT AT LIVINGSTON REBUILD CENTER. EMD has contracted with the Livingston Rebuild Center in Montana to repaint Santa Fe Units. The units, 24 GP60M's in the 100-162 series, warbonnet paint scheme have been peeling prematurely. The units are receiving new paint.

The units have been working over the Burlington Northern (BN) enroute to Livingston, Montana. For example, GP60M #114 led BN's southbound train 194 along the old Colorado & Southern line from Cheyenne, Wyoming, into Denver, Colorado, on January 25, 1995. The lashup on train 194 was ATSF 114, GATX 7376, Montana Rail Link 265 and ATSF 5822.

Another BN train was eastbound at Sheridan, Wyoming, on February 12, 1995, with ATSF GP60M #102 as the sole unit on train 01-020-10, with only 20 loads and no empties. (C.W. and The Sheridan Cowboy)

Santa Fe is proposing to send the following locomotives as well for class repairs in 1995: 3 GP7's, 2 GP9's, 1 GP20, 27 GP30s, 28 GP35's, 4 GP50's, and 35 B23-7's. (Flimsies, January 10, 1995)

SANTA FE SD75MS COMING IN EARLY 1995. EMD will be delivering Santa Fe's new SD75M's, series 200-224, during the first quarter of 1995. They're rated at 4300 horsepower with a 83:13 gear ratio. (EMD)

MEXICAN RAILWAYS GENERAL ELECTRIC MODEL C30-7A'S REBUILT AT LIVINGSTON REBUILD. Ferrocarriles Nacionales de Mexico (FNM) owned GE model C30-7A's transited Colorado via the BN between Mexico and Montana for repairs and upgrades. The work was done at Livingston Rebuild.

Seen at BN's 23rd Street Shop, Denver, CO, on January 16, 1995, were FNM #8902 and DNM #11161. The units were usually moved on BN trains 193 (westbound) and 194 (eastbound). (Andy Wirth, Lou DiMattia, C.W.)

SOUTHERN PACIFIC SD70'S SPOTTED ON THE CHICAGO & NORTHWESTERN'S WESTERN RAILROAD PROPERTIES, INC. (WRPI) LINE. Two SP SD70M's, #9824 and #9821, were seen teamed up with UP General Electric model Dash-8-40C #9134 on northbound UCEX empties. They came north on the upgraded UP Yoder Subdivision, which now serves as the route for empty coal trains bound for the Powder River Basin coal mines, on February 9, 1995. (Bruce Black)



RIO GRANDE/SOUTHERN PACIFIC RAILROAD PRIVATE RAILCAR EXCURSION

The Rocky Mountain Railroad Club has arranged a private rail car trip over the Rio Grande Mainline between Grande Jct., Colorado and Denver on July 15-16, 1995. The trip will utilize several of the Southern Pacific Railroad's executive business cars operated by AnSCO Investments. The cars will include the cafe-lounge UTAH and either the dome-sleeper CALIFORNIA or the open platform business car KANSAS.

The trip begins on Saturday, July 15, 1995, as we depart Denver on Amtrak's westbound California Zephyr. We will ride to Grande Junction, Colorado, using Amtrak's Superliner coach accommodations. After an overnight stay at the Holiday Inn in Grand Junction, we'll board the private cars for

a train ride you'll never forget! The private car trip from Grand Junction to Denver includes full beverage service, a snack and a full meal prepared by a hired chef.

The complete roundtrip includes an Amtrak coach seat from Denver to Grand Junction, transfers between the depot and hotel, one night's lodging and breakfast at the Holiday Inn, travel aboard the private cars, along with the above mentioned food and beverage service--all for just \$299/dbl occupancy, \$332 single occupancy. The deadline for reservations is June 30, 1995. Book your space ASAP for this truly "Grande" weekend. Space is limited to 21 passengers.

Cancellation policy: FULL refund if cancelled by May 15th. After May 15th, full refund is possible if replacement passenger can be found. Otherwise, refund will depend on service-providers' cancellation policies.

For reservations or more information, please contact Debbie Daige at Designed Travel, 1750 30th Street, Suite 36, Boulder, CO 80301, or, call 1-800-786-7186 and ask for Debbie.



Send full payment for each passenger [\$299 dbl/occupancy; \$332 sgl/occupancy] to: Designed Travel at the above address.

NAME(s) _____

ADDRESS _____

_____ Zip _____

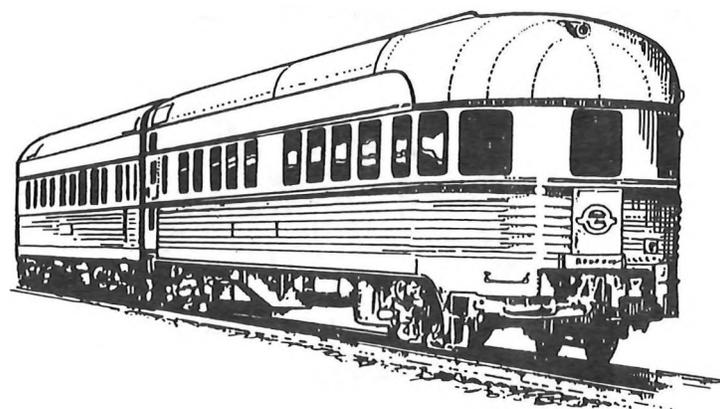
TELEPHONE () _____

_____ Passengers, dbl. Occ. \$ _____

_____ Passengers, Sgl. Occ. \$ _____

Total \$ _____

[] Yes, I would be willing to share a room.



REPORT ON THE SKI TRAIN EXCURSION

By Hugh Alexander

The first Rocky Mountain Railroad Club excursion of 1995 was held aboard the Rio Grande/Southern Pacific Ski Train from a newly renovated Denver Union Station to Winter Park ski area and back. A group of 38 Club members and guests enjoyed a beautiful day of riding the rails in the Pyramid Peak coach car.

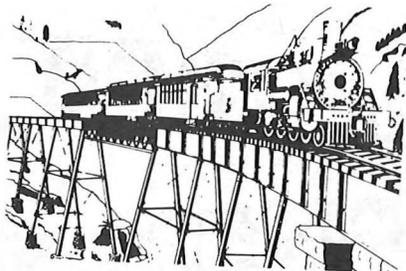
As we pulled out of lower downtown Denver, our riders were treated to a close-up view of the nearly-completed Coors Baseball Field, home of the Colorado Rockies. The first 50 miles of rail climbed through very dry and minimally snow-covered hills. However, upon exiting the Moffat Tunnel we were greeted by a snowy winter wonderland.

Once in Winter Park, individuals went off for their chosen adventure of downhill and cross-country skiing, tubing, exploring and shopping in the town of Winter Park, or, enjoying the warmth of the Lodge, overlooking an international slalom ski race.

A light snow began to fall as the group boarded the train for their return trip to Denver. As the train passed through Plainview, the city lights of Denver welcomed us home. We were all happy not to be fighting the I-70 traffic with the rest of the day's mountain visitors!

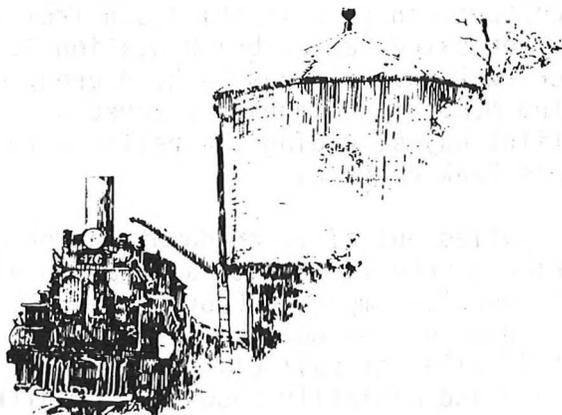
[Editor's note: The artwork above this article is from an original drawing by Hugh Alexander for the Club's Ski Train flyer and tickets]

NEWS FROM THE NARROW GAUGE



The Georgetown Loop RR

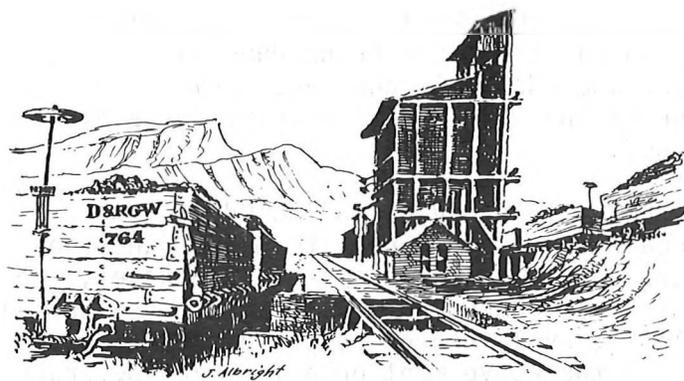
Funding has been made available to totally refurbish one of the Colorado & Southern passenger cars owned by the Colorado Historical Society. The car will be removed from the Loop RR's property to rebuild the body, while the trucks will be rebuilt in the Georgetown Loop's shops.



The Durango & Silverton N.G. RR

The D&SNG is looking to refurbish ex-RGS engine #42, perhaps by the end of 1995. It was some years ago that the railroad bought the engine from Heritage Square in Golden, Colorado, via the Club's own Ed Gerlits. It was hoped that No. 42 would be running over the D&SNG rails soon thereafter; however, increased demand from passenger ridership on the D&SNG required the larger K-series engines to be refurbished first.

Now, the time seems right to put No. 42 back into service and the engine has received a complete inspection and things look good! [GLRR & D&SNG information provided by Ron Keiser at the February meeting]



The Cumbres & Toltec Scenic RR

by Earl G. Knobb

LOCOMOTIVE REPAIR WORK--1994-1995

No. 463: After an impressive first season in service, 463 is wintering in the old roundhouse in Chama. Only minor repairs as well as annual inspections are expected to be needed on 463 this year.

No. 484: 484 is also only in need of minor work this year. 484 is truly one of the most reliable steam engines ever built! Scheduled work for this winter includes new rod bushings, some firebox repairs as well as other minor repairs and annual work.

No. 487: 487 never got into service last summer. 487 is under flue extension, but because it was not operated after its last inspection last winter, it does not need to be inspected again until next winter. 487 has been almost completely re-assembled, except for main rods. In the past, 487 had a nagging running gear problem which made the drive wheel bearings run hot. It was discovered that one of the driver counterweights was pressed on out of quarter with the rest of the engine when a new axle was installed over in Durango. This was repaired by the D&SNG RR. 487, along with other engines, is currently having its crossheads re-reamed so that the crosshead-main rod pin will stay in tighter. 487 should be back in service this spring.

No. 488: 488 is one of the major projects this winter. 488's running gear has been dismantled and the drive wheels sent to the D&SNG to have the tires turned, have one new axle made and have the crossheads

re-reamed. 488 is also under flue extension and in November, the firebox front was opened, the draft appliances removed, along with two flues from the bottom of the boiler. The boiler was inspected in late November and passed a one year extension. Additionally, 488 will get new drive rod and valve gear bushings, along with some badly needed sheet metal and wood work in the cab. Because of the amount of work needed on 488, it probably won't be running until sometime this summer.

No. 489: 489 is also under flue extension. Like 488, it had its smokebox opened up after the season and the draft appliances removed along with two flues for inspection. 489 passed the inspection and the front end will be assembled shortly. 489 developed a running gear problem which resulted in rapid wear of the #1 side rod bushings. After a little over one season in service, the bushings were completely worn out. The number 1 and 2 drivers were removed and sent to the D&SNG in Durango for examination and it was found that the number 2 pair was slightly out of quarter. The drivers have been repaired and returned to the C&TS. The drivers have been installed under the locomotive and progress is being made in reassembling the smokebox. 489 will also receive some valve gear bushing and crosshead re-reaming work this winter.

No. 497: 497 is another major winter project. After the season, the 497's pistons, valves, valve gear, crossheads and guides, and so forth, were removed so that the valves and cylinders could be bored. 497 had been getting pretty "wheezy" and after inspecting the piston and valve rings, we could see why. The boring job was completed just before the end of the year and the running gear should start back together shortly. 497 is also in the midst of being reflued. The old flues have been removed and inspection of the front and rear tube sheets show that they too will need replacement. The front sheet will be cut out leaving the knuckle bend and seam where the sheet is riveted to the boiler shell. A new sheet will be constructed and welded in place. The rear sheet will be cut out leaving the side knuckles, and a new upper knuckle to the crown sheet will have to be made. The new sheet will be formed and welded into the existing side knuckles,

while the new upper knuckle will be riveted into place. Work has begun on the new sheets in the Chama Shop. The new tubes are already on hand. With luck, 497 should be under steam in May.

Other Projects: Diesel engine 19 suffered a burned-up traction motor this past spring while plowing snow out of Antonito. At present, it is in the Antonito enginehouse. A new traction motor is on hand and will probably be installed in a few weeks. This traction motor change has resulted in the completion of the Antonito drop pit (only a 20-year project!). Because of the size and shape of the traction motor wheelset assembly, the Chama drop pit could not be used. Diesel engine 15 is spending the winter in Chama as the shop switcher.

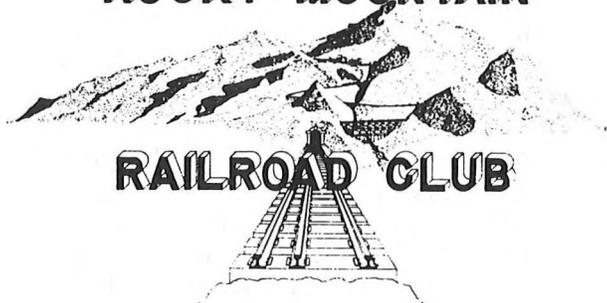
At the end of the 1994 season, the entire Chama train consist was deadheaded to Antonito for general repairs and running gear work. The lack of shop space in Chama, as well as better weather conditions in Antonito for off-season car work, made the move quite practical. In order to make room in the Antonito Yard and to plan for the everpresent "what if....." situation, the Antonito consist was deadheaded over to Chama for the winter. The consists will be swapped again in the spring.



NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.

ROCKY MOUNTAIN



EXPLANATION OF "ASSOCIATE MEMBERSHIPS"

The Board of Directors has asked your editor to mention the "Associate Membership" and give an explanation of its use, as intended by the Board. We do this because there has recently been some members sending in just \$10.00 for their 1995 dues. This may be for a variety of reasons, but, we gather that most are older members or others who find themselves strapped to make ends meet in this uncertain economy. They apparently think that they can "step down" to the "Associate" level, give up receiving the newsletter, and pay just \$10.00 per year. To clear up this misunderstanding of the "Associate Membership" we offer the following information:

Some years ago, the sitting Board of Directors were concerned about two items concerning members. The first was getting younger folks (children) and spouses more active in the Club so as to perpetuate its existence. The Second was reducing the burden of some members who were paying for two regular memberships--one for themselves and one for their spouse. Since the newsletter has always taken up a considerable chunk of the Club's budget and we had to print a couple hundred more than our actual membership (usually hovering between 1,000 and 1,100), we must receive full dues from each member to cover the Club's expenses, however, the Club did not need to send two newsletters the couples--one newsletter would suffice!

As a result, the Board of Directors decided to establish a new class of membership, i.e. the "Associate Membership." Now, spouses and children of the main membership holder could also have their own identity with their own assigned membership number which would continue with them as long as they

chose to renew the membership. Thus, should the primary member pass away or some other event separate partners or adults and children, the remaining parties could keep their membership by transferring it to a "regular" status and keep their numbering position. Until such an event should occur, the financial burden would be reduced to the "family" and all could enjoy the monthly newsletter sent to them as a "unit."

This arrangement allowed a number of couples to reduce their expense to belong to the Club, and, more importantly, it has helped to get more spouses and children involved in Club membership.

While we wish we could keep dues to the level of past years, we cannot put a ceiling on operational costs. We do, however, believe that the Club has done an excellent job of keeping costs under control as regards basic expenses, and, the Rocky Mountain Railroad Club does have one of the lowest membership dues of any similar organization--and, we believe, based on members' input, that our newsletter takes a second seat to no one! In addition, we have not had to raise dues for some years now, and, we do not foresee a major change in the near future.

Thus, we hope that everyone will understand the difference between "regular" and "associate" memberships and will find the value of the Club and its activities worth the renewal fee of \$20.00 per year for all "REGULAR" members.

LISTING OF RMRRRC COMMITTEE CHAIRPEOPLE —WHO TO CONTACT WHEN QUESTIONS ARISE

In an effort to make it easier for members to obtain input into the workings of the Club, we would like to list the various committee chairpersons to contact with questions or suggestions for specific areas:

Archivist / Brian Bechtold

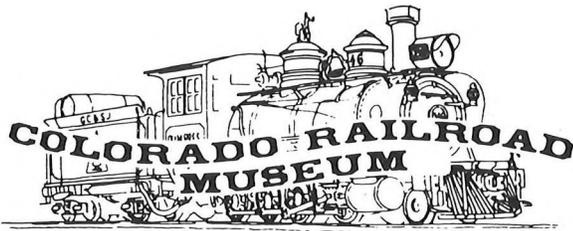
Book Raffle / Dale Downing
Roger Callender

Car #25 Restoration / Darrell Arndt

Equipment & Preservation / Keith Goodrich
Doug VanValkenburgh

Excursions & Telephone
 Answering Service / Bud Lehrer
 Film & Videos / Bill Gould
 Membership / Linda Johnson
 Newsletter / Jim Trowbridge
 Newsletter Mailing / John Dillavou
 Potpourri Night / Erwin Chaim
 Publications / Bob Griswold
 Ticket Sales / Hugh Alexander

These chairpeople can be reached through the Club's telephone answering machine, or, by writing to the Club's Post Office Box: RMRRC, P. O. Box 2391, Denver, CO 80201-2391; (303) 431-4354.



NEW FROM THE COLORADO RAILROAD MUSEUM

The Colorado Railroad Museum's capital campaign received a major boost with the announcement by the Gate's Foundation of a \$100,000 grant. The Colorado Railroad Historical Foundation, owner and operator of the museum, received notification of the commitment in a letter from Gates, which has been in the forefront of foundations making grants for historic preservation. Including funds previously raised from other sources, the museum has reached 45 percent of its goal of raising one million dollars.

The museum, located near Golden at 17155 West 44th Avenue, is raising funds for the construction of a library building to house a collection of railroad history that has been described by the Smithsonian Institution's transportation curator as the finest of its kind in the United States. In addition, the museum plans to construct a building in which to restore and refurbish its collection of historic railroad equip-

ment. This work is currently done in the open, in all kinds of weather. The start of construction is planned for later this year. [Colorado RR Museum release, 2/1/95]

AMTRAK NEWS—1995 CALENDAR

Who knows what the future holds for Amtrak and rail passenger service in the United States! The Amtrak calendars have always been colorful and beautiful paintings by well known artists. This year's calendar is no exception.

Amtrak's 1995 calendar is graced by a painting by J. Craig Thorpe. Mr. Thorpe's work depicts Amtrak's Washington to Chicago "Capitol Limited," featuring new "Superliner" equipment crossing the Potomac River at historic Harper's Ferry, West Virginia.

Listed prices include shipping and handling and sturdy mailing tubes. In addition to the 1995 calendar, collectors may obtain some of the previous calendars at an even lower price as listed. Do not send cash. Make checks or money orders out to Amtrak Calendar and send your order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143.

Prices: <u>1995</u>	1	\$ 5	7	\$19
	2	\$ 9	8	\$21
	3	\$12	9	\$23
	4	\$14	10	\$25
	5	\$15	11-25	\$2.25 ea.
	6	\$17	26-50	\$2.00 ea.

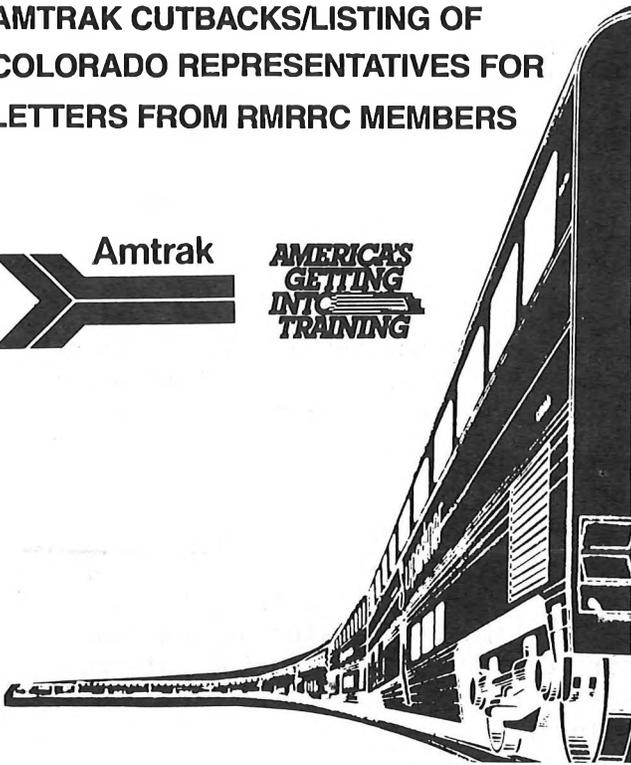
Prices: <u>1980-1986</u> , <u>1988-91</u> , <u>1993-94</u>	
	1-5 \$2.00 ea.
	6-25 \$1.50 ea.
	26-50 \$1.00 ea.

Be sure to list out each year, quantity, unit price and total price. Apparently you cannot combine past years for a quantity price (ie. one of each at the lowest price. One of each would cost \$2.00 per calendar) Your editor has seen this year's calendar and it is very attractive, as were previous years. The price is very low for previous years and members may want to take advantage of this offer while they still may!

**AMTRAK CUTBACKS/LISTING OF
COLORADO REPRESENTATIVES FOR
LETTERS FROM RMRRC MEMBERS**



**AMERICA'S
GETTING
INTO
TRAINING**



by Thomas J. Robinson

Of the following five Colorado representatives, Pat Schroeder says she supports Amtrak, the balance say that they oppose Amtrak. It is suggested that letters of support be sent to each representative, regardless of whether members live in their districts, and, regardless of their stated positions.

Rep. Joel Hefley, 104 So. Cascade Ave., Suite 105, Colorado Springs, CO 80903. Phone (719) 520-0055.

Rep. Wayne Allard, Rocky Mountain Bldg., 315 W. Oak, Suite 307, Ft. Collins, CO 80521. Phone (303) 493-9132.

Rep. Scott McInnis, 327 No. 7th Street, Grand Junction, CO 81501. Phone (303) 245-7107.

Rep. Dan Schaefer, 3615 So. Huron St., Suite 101, Englewood, CO 80110. Phone (303) 762-8890.

Rep. Pat Schroeder, 1600 Emerson St., Denver, CO 80218. Phone (303) 866-1230.

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