

RAIL REPORT

June – July 2012 • NO. 624



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Steam Adventures in Africa

Presented by Joe McMillan

June 12th, 2012 • 7:30 PM

In 2011, Joe McMillan, John Charles, and Steve Patterson spent a month in five African countries in search of remaining steam. This program will feature railroads in Kenya, Zimbabwe, and Botswana. Ride with us behind Garratts, 2-8-2s, 4-8-0s, and visit work shops, stations, and the famous Victoria Falls on the Zambia-Zimbabwe border. Journey to a copper mine in Botswana that is still served by steam, mostly ex-South African Class 19D 4-8-2s. Ride in the cab of a NRZ (Zimbabwe) 4-6-4+4-6-4 Garratt through the African bush country and visit a Chinese-owned coal mine switched by ex-NRZ Garratts. Opportunities to witness African steam are rapidly diminishing and we are pleased to share our experiences with the Club.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

RMRRC 2012 Calendar

July	No July Meeting Or Program At The Church.
August 11th	D&CIM No. 25 Open House – 10 AM to 2 PM.
August 14th	Meeting and Program.
August 18th (tentatively)	Tiny Town Train Ride and Picnic.
September 24 & 25	Cumbres & Toltec Narrow Gauge Fall Photo Charter Trip.
September 27 & 28	Durango & Silverton Narrow Gauge Fall Photo Charter Trip.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at pkmauro@yahoo.com or phone 303-838-7740 with program ideas.

Steam Adventures in Africa



National Railways of Zimbabwe 4-6-4+4-6-4 Garratt at Zanguja, Zimbabwe, on May 25, 2011. – Photo © 2011 Joe McMillan.

James B. Perry Estate Bequest

The Club was notified in mid-May that we are the recipient of a \$1,000 bequest from the estate of James B. Perry. The gift also includes a number of books and prints, both framed and unframed. James lived in Asheville, North Carolina, and was not a member of the Club, but evidently, we made an impression upon him such that we were included in his will. This type of generosity is greatly appreciated, especially considering that he lived far away and was not involved regularly in Club activities. We sincerely thank his estate for this gift, the disposition of which will be decided by the Board of Directors in the future.

In Remembrance

Richard Loveman 1948 – 2012

After a long battle with cancer, Richard Loveman passed away on May 16th. Rich had previously served our organization as the President of the Rocky Mountain Railroad Historical Foundation for several years. He was well-known as the co-author with Mel Patrick of *Never on Wednesday, the first decade of the Rio Grande Zephyr*. He particularly loved photographing railroads in the western United States and Canada, and built a museum quality HO railroad. Rich led a successful architectural firm in Denver, and had been involved with creating structures for RTD light-rail.

75th Anniversary Committee

75th Anniversary Planning Update

The 75th Anniversary Planning Committee met with the Board of Director's on May 21st to brainstorm ideas about ways to celebrate the Club and Foundation's past, next year. We all agreed that we need to recognize our many achievements over the last seven decades while at the same time plan activities and events that will demonstrate our relevance today. John Dillavou and Ardie Schoeninger shared with the Board their experiences in planning the 50th Anniversary events. In August we will be seeking feedback from you to hear ways that you think we need to celebrate and plan for 2013.

You may recall that for the 50th, 60th and 65th anniversaries, we had contests to select appropriate logos and slogans. Next year will be no different. We are asking you to submit to your ideas (even if you are not an artist) for a logo and slogan to use for the 75th Anniversary. Below are copies of our three previous logos which may stimulate your creative ideas.



Please be thinking of ideas and feel free to send your suggestions to the Club's Post office box or contact any member of the Board of Directors. As we develop our plans for next year, we will hopefully surprise and intrigue you with some of the events and activities.

Watch for 75th anniversary updates here.

Notes From The President

By Dave Goss

As we start planning for our 75th Anniversary Celebration, it is perhaps time to reflect on seven decades of achievements while at the same time looking ahead to define the next years of the Club and Foundation's activities. The recent Quarterly Newsletter of the Railway and Locomotive Historical Society suggests that organizations such as ours are gateways to railroad history for future generations as well as means of preserving history through our past actions. I believe the Club and Foundation's acquisition and preservation of RGS Locomotive No. 20, Interurban Car No. 25, the "Rico," PCC Car 3101, Ft. Collins Car No. 22 and other pieces of significant equipment demonstrate the forward looking vision of early members. We have, likewise, transitioned ownership and care of this equipment to others who are better equipped to manage and protect them in the future.

As we try to predict the role of the Club and Foundation in the future, your Board is doing some day-dreaming and brainstorming. Over the course of the next six to eight months we hope to develop a plan for the future in which we continue to build upon our achievements and identify new ways for our organizations to enhance public awareness of railroad history. We can still be rel-

evant in this day of instant media communication and the Internet, by sharing the collective knowledge of our membership with those who seek information. As gatekeepers we can inform persons of all ages through our meetings, publications and activities of the fascinating importance that railroads have had in the Mountain West, past, present and into the future. We will be asking the membership to share with us your ideas for the next decades and help us define our future in ways that our earliest members defined our last seventy five years.

The Club is exploring a partnership with other rail groups in the metro area in order to initiate consolidated discussions with RTD about an excursion on the new West Rail line to Lakewood, Golden and Jefferson County early next year. We have contacted the Colorado Railroad Museum, the Denver Tramway Heritage Society, the Intermountain Chapter of the NRHS and the City of Lakewood. We believe it would be more efficient for all interested parties to discuss a planned excursion and we are forming a small joint-group task team to brainstorm this idea with RTD.

Please do not hesitate to contact me at dave@dcgoss.com or call me at 303-693-9933.

Fall Narrow Gauge Photo Charters

The Club is operating two photo charters in September during the fall colors. The first is on the Cumbres & Toltec on the 24th and 25th, and the second is the 27th and 28th on the Durango & Sil-

verton. We still need more participants by July 24 to make these trips go. Booking forms and details are available on the Club's web site or from the Club's Treasurer at kjensen@earthnet.net.

The City of Lakewood's Interurban Car No. 25 Open House

At The Denver Federal Center, Building No. 78

Saturday, August 11th from 10 AM to 2 PM

Enter the Denver Federal Center at Gate 1 on Kipling St. South of 6th Ave. Once inside the gate follow the yellow signs to building No. 78. All adults need a government photo ID (i.e. drivers license) to enter the Federal Center. Sorry, pets are not permitted.

The City of Lakewood's West Corridor Historical Rail Project

By Dave Goss

The City of Lakewood's West Corridor Historical Rail Project completed its website that contains information about Interurban Car #25. The city has acquired the domain name www.historictransit.org and that website contains detailed information about the car itself, planned events and programs and additional information about the city's arts and culture activities. Once on this website, there is a link at the bottom of that page to the Heritage Culture and the Arts Alliance (HCA) website (http://www.alliancehca.org/interurban_car_no_25.html) that allows one to make an online donation in support of Car #25 on the. One can use credit cards or PayPal to support the "Raise the Roof Campaign" which provides for all the donated funds for Car #25 to be kept separate from other projects. There is also information on the HCA website if people want to send in a check (checks go directly to Therese Thompson, in the Department of Community Resources.)

The City owns the domain name www.historictransit.org and will continue to use it for the capital campaign and permanently thereafter for the transit museum. If this is confusing, just Google the "City of Lakewood" and select "Arts, Parks & Recreation." Interurban Car #25 is found on the pull-down menu to the left.

Information For The Rail Enthusiast

By Dave Schaaf

Norfolk Southern's Heritage locomotives will gather for a "family portrait" at the North Carolina Transportation Museum in Spencer, North Carolina, during the Fourth of July week. All 20 locomotives, painted in the color schemes of predecessor railroads, will be on display July 3 and 4. This is probably the only chance to get all these locomotives together in one place at one time. While NS steam trips this spring and summer are for employees, railfans interested in

seeing the steam locomotives in action will have several opportunities. Both Tennessee Valley Railroad Museum's Southern Railway 2-8-0 #630, and the Fort Wayne Railroad Historical Society's Nickel Plate Road 2-8-4 #765 will run.

The names of two battleships are known as bookends for the U.S. role in World War II: The USS Arizona was sunk by the Japanese at Pearl Harbor in 1941, and the Japanese officially surrendered

Information For The Rail Enthusiast



Union Pacific 7805 East had 150-cars on the North Yard, Denver, to North Platte, Nebraska, train M NYNP 09, out of Cheyenne, Wyoming. The train was rounding Point of Rocks at milepost 422, east of Potter, Nebraska, on May 10, 2012.
– Photo © 2012 by Chip.

to the U.S. on the USS Missouri in Tokyo Bay in 1945. The gun barrels from each ship will be used in a WWII memorial being created in Phoenix. BNSF Railway transported these barrels to Arizona.

In Pennsylvania, the East Broad Top RR has run steam tourist trains for most of the last fifty summer seasons. An agreement to operate was not worked out for this year, but the local parties involved are hopeful for narrow gauge trips on the EBT in 2013.

While on tour in Texas during April, Union Pacific #844 needed some work done to its driving wheels but is back in action now. Again this year, U.P. is involved with college baseball's championship series, which kicks off with

an opening celebration on Thursday, June 14, in Omaha. The series continues through June 25 or 26. Just 150 feet from the ballpark is U.P.'s Home Plate, where baseball fans can explore steam locomotive #844, E-9 locomotives and a fleet of historic passenger cars, including the Promontory. A 1962 vintage baggage car, the Promontory has been transformed into a state-of-the-art traveling museum. Illinois has declared July 1, 2012, as Union Pacific Railroad Day in that state to honor the railroad during its 150th anniversary celebration.

The narrow gauge Eureka & Palisade #4 is coming this August to the Durango & Silverton for Railfest. Soon after that, this loco will be due for a major inspection. The "Eureka" is privately owned, and the economics may be too

Information For The Rail Enthusiast



Scoular Company RLCX 1608, GP-7, was buzzed by crop dusting plane (upper left) as it switched BNSF unit grain train for loading at the Scoular Grain elevator along Highway 23 at Venango, Nebraska, on May 11, 2012. EMD built the 1608 in September 1952 as ATSF 2768, c/n 16995. The unit was rebuilt and renumbered ATSF 2081 in October 1974. The unit is painted a faded orange and blue with black lettering. – Photo © 2012 by Chip.

difficult for continued operation. If you have a desire to ride behind an original 1875 wood burning 4-4-0 through the Rocky Mountains, this may be your last chance.

Eastman Kodak announced that it will stop making all slide films, including the once-popular Ektachrome reversal film, ending 77 years of slide film production. Fujifilm Corp. has announced that it will have a worldwide price increase for its photo films, including slide film.

The Nebraska Northwest Railroad and Transportation Services Inc. have partnered to open a new car repair shop at Chadron.

Two people formerly associated with the Georgetown Loop died of unrelated health problems in May. John Hammond had been the trainmaster for many years, and Leah Ashby Greksa was also involved with the operation of the Royal Gorge Route.



ATSF 3751 operating on the Arizona & California Railroad at Milepost 99 east of Parker, Arizona, on May 15, 2012. – Photo © 2012 Nathan Zachman.



The passenger cars east of Parker, Arizona, on May 15, 2012. – Photo © 2012 Nathan Zachman.

Grand Canyon Limited Excursion

By Nathan Zachman

During the 3rd week of May 2012 the Santa Fe 3751, 4-8-4 Northern, pulled the round trip “Grand Canyon Limited” excursion from Los Angeles to the Grand Canyon in Arizona. The first leg of the trip was on the BNSF from Southern California to Cadiz, California.

Part of the trip the train operated on the Arizona & California Railroad, between Cadiz, California, and Matthie, Arizona. It also operated on the ex-Santa Fe Peavine from Matthie to Williams Arizona.

The 3751 left Los Angeles on May 14th and traveled to Parker, Arizona. On May 15th it traveled from Parker to Williams, Arizona.

On May 16th the 3751 operated on the Grand Canyon Railroad, double heading with their steam engine 2-8-2 4960, ex,CB&Q O-1A. May 17th was a down day for service. On May 18th the 3751 traveled from Williams to Parker Arizona. On May 19th the 3751 traveled from Parker, Arizona, back to Los Angeles, California.

Grand Canyon Limited Excursion



Grand Canyon Railroad 4960 and ATSF 3751 double heading to the Grand Canyon, on May 16, 2012.

– Photo © 2012 Nathan Zachman.

The Consist For The Trip:

ATSF 3751, 4-8-4 Steam Locomotive

AMTRAK, P42 Diesel #66

AMTRAK, P42 Diesel #809 ex-P40

CARITAS, Business - Observation Car (Crew Car)

GORDON ZIMMERMAN, Baggage - Viewing - Doors Open - Concession

OVERLAND TRAIL, Lounge Car

AMTRAK, Cafe Horizon Car

ROYAL GORGE, Lounge Car

TOLANI, Coach

SILVER SPLENDOR, Vista Dome - Coach

SKY VIEW, Full Dome

PALM LEAF, Sleeper For Staff

PACIFIC SANDS, Sleeper

SILVER RAPIDS, Sleeper

PLAZA SANTA FE, Pleasure Dome - Lounge

SILVER LARIAT, Vista Dome - Coach

SILVER SOLARIUM, Vista Dome - Sleeper - Lounge - Rear Observation



The recovered late 1880s Master Car Builders design link-and-pin coupler.
– Photo © 2012 Norm Acker.

Antique Link and Pin Coupler Recovered

By Norm Acker

Waterton Canyon is located approximately twenty miles southwest of Denver and follows the route of the South Platte River. This entrance to the South Platte River canyon was first utilized by the narrow gauge Denver, South Park and Pacific Railroad in 1878 in its plans to reach the rich mining town of Leadville. The line was later absorbed by the Denver, Leadville and Gunnison Railway in 1889, and finally the Colorado and Southern Railway in 1899. Passenger service to Leadville was discontinued in 1937, and the last trains to haul freight in the canyon were run in 1941. The track was removed in the fall of 1942.

After returning from a hike at the upper end of the canyon in the summer of 2010, my hiking companion and I saw a large metal object on the far side of the

river. I took a photo and didn't give it much more thought. The following year, access to the Canyon was closed for a dredging project from August 2010 to April 2012.

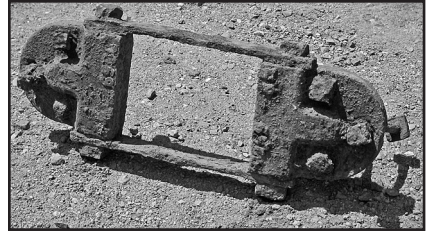
In February, I posted my photo on the Narrow Gauge Discussion Forum and several members confirmed that was indeed a link and pin coupler and drawbar complete with draft gear and suggested that it be recovered for preservation at a museum. I discussed the idea of removing the coupler with Bob Schoppe, president of the Denver, South Park and Pacific Historical Society, and he agreed that it was a good idea. After contacting the Denver Water Board, they generously agreed to allow access to the coupler and to provide a couple of their employees to remove it from the river.

Antique Link and Pin Coupler Recovered

On April 27th, Bob and I met Denver Water dam caretakers Lance Cloyd and Mark Maring and we drove up the canyon to just below the dam. While we surveyed the location, Bob found another metal item partially buried in the riverbank about four feet from the coupler. We used the hitch of the truck as a pulley to run a cable down to the coupler. The coupler was “lassoed” with the cable, and a second truck was driven very slowly down the road to pull the coupler up the bank to the road. We then lifted the coupler into a pickup truck.

The following day I transported the coupler – on its first trip over Kenosha Pass in over a hundred years – to Como, where Bob and I with the owner of the Como hotel and depot, David Tomkins, pressure washed it and chiseled some of the accumulated rust and gunk out of the spring area. Bob and Todd Hackett later identified the other piece we had found as one of the drawbar guide and stop assemblies that limit the travel of the drawbar to provide shock absorption for the car during coupling and transit.

The early link and pin couplers were very hazardous to railroad workers, and many thousands of workers were maimed in accidents. The Safety Appliance Act, passed in 1893, mandated the replacement of link and pin couplers with the more modern knuckle coupler style. This act had a grace period of seven years, meaning that link and pin couplers could not have been in use after 1900. This means that the wreck that most likely deposited the coupler and the drawbar guide / stop assembly in the river occurred before 1900.



The drawbar guide and stop assembly.
– Photo © 2012 Norm Acker.

It appears that the coupler is a late 1880s Master Car Builders (M.C.B.) design. The coupler is of the semi-automatic type, which utilized a spring mechanism to insert the pin through the link when the coupler link entered the coupler housing, eliminating the need to manually insert the pin by hand. The word “GOLDEN” is cast into the top front surface of the coupler. There are indications of other markings on the coupler, but they are no longer legible.

The Denver, South Park and Pacific Historical Society hopes to use the coupler in the restoration of DSP&P boxcar 608. This 1880s vintage 26-foot boxcar was recovered from Cardinal, Colorado, in 2004, and is in such good condition that the original DSP&P lettering and car number can be seen in the remains of the paint on one side of the car. The Society also hopes to use the recovered drawbar guide and stop assembly as a pattern so that three more can be built for the box car restoration project.

All things considered, this antique railroad relic looks pretty good for having been involved in a wreck and submerged in a river for over a century.

Treasurer's Report

Rocky Mountain Railroad Club

Profit & Loss 2011

2011 Income

Book Sales	\$ 80.00
Donations	\$ 213.81
Dues	\$ 19,136.00
Interest Income	\$ 99.79
Trips & Events 2010	\$ 1,764.00
Trips & Events 2011	\$ 240.00
Merchandise Sales	\$ 195.13
Video Royalties	\$ 1,758.57
Total Income	\$ 23,487.30

2011 Expenses

Accounting & Bookkeeping	\$ 3,000.50
Bank Charges	\$ 528.29
Banquet Expenses	\$ 1,713.45
Charitable Donations †	\$ 8,745.00
Cost of Goods Sold	\$ 159.92
Depreciation Expense	\$ 503.04
Insurance	\$ 1,590.50
Inventory Adjustment	\$ 181.12
Miscellaneous	\$ 35.00
Newsletter – Other than print	\$ 57.07
Office Expenses	\$ 13.66
Postage	\$ 2,288.55
Printing	\$ 10,919.66
Rent	\$ 2,594.00
Taxes and Licenses	\$ 73.50
Trips & Events 2011 Costs	\$ 240.00
Trips & Events 2012 Costs †	\$ 18,300.00
Uncategorized Expenses	\$ 317.49
Website	\$ 164.90
Total Expense	\$ 51,425.65
Net Loss	\$ 27,938.35

Club Balance Sheet – December 31, 2011

Assets

Checking/Savings	\$ 126,403.29
Inventory	\$ 2,500.24
Audio Visual Equipment	\$ 2,850.09
Film Archives	\$ 5,000.00
Total Assets	\$ 136,753.62

Liabilities

Unearned Dues	\$ 8,945.00
Sales Tax	\$ 12.00
Total Liabilities	\$ 8,958.00
Total Equity	\$ 127,795.62
Total Liabilities & Equity	\$ 136,753.62

Rocky Mountain Railroad

Historical Foundation

Profit & Loss 2011

2011 Income

Contributions	\$ 219.88
Interest	\$ 38.51
Other Income	\$ 23.79
Total Income	\$ 282.18

2011 Expense

License and Permits	\$ 66.00
Printing and Reproduction	\$ 129.25
Professional Fees	\$ 1,100.00
Total Expense	\$ 1,295.25
Net Loss	\$ 1,013.07

Foundation Balance Sheet

December 31, 2011

Assets

Checking/Savings	\$ 91,153.69
Total Assets	\$ 91,153.69
Total Liabilities	\$ 0.00
Total Equity	\$ 91,153.69
Total Liabilities & Equity	\$ 91,153.69

† Note: The Club made a matching grant of \$8,670 to the West Corridor Historical Foundation for Car #25 and payments to hold charter reservations in 2012 of \$18,300. Adding these back in to the profit loss statement results in a loss of \$968.35.

Please refer questions to the Club and Foundation Treasurer, Keith Jensen, preferably by e-mail kjensen@earthnet.net or phone 303-781-8616.

DENVER ← CO
TO
 CHEYENNE ← WY
 ONE WAY TRAIN
 RIDE

2012 STEAM TRAIN EXCURSION

Book online at cheyennedepotmuseum.org

TRAIN
 DEPARTS DENVER
 AT 1PM. ARRIVING
 AT THE
 CHEYENNE DEPOT
 APPROXIMATELY 5PM.

A PHOTO RUN-BY
 WILL BE PROVIDED
 TO PASSENGERS.

BOARDING LOCATION
 TO BE ANNOUNCED
 DUE TO DENVER
 UNION STATION
 CONSTRUCTION.



SUNDAY JULY 22ND

July 22nd 2012 Steam Train Excursion Order Form

Name _____ Email _____
 Address _____
 City _____ ST _____ ZIP _____
 Phone # _____ Are you a member of any of the following organizations? (please circle one)
 Rocky Mountain Railroad Club Cheyenne Depot Museum Sherman Hill Model Railroad Club

Credit Card # _____ EXP date _____ Check enclosed _____

With Bus ride purchase please select one of the following:

AM Bus purchase: Cheyenne to Denver trip; PM Bus purchase: Denver to Cheyenne trip

	Quantity	Amount	Subtotal
Member, Dome		\$140	
Non-member Dome		\$170	
Member, Coach		\$90	
Non-member Coach		\$110	
Bus Fare AM PM		\$30	
Museum Membership purchase			
		Total	

Cheyenne Depot Museum
 Membership Levels

Fireman — \$35
 Flagman — \$50
 Conductor—\$100
 Engineer — \$250



To Make reservations, please contact the Cheyenne Depot Museum at:
 Phone: 307-632-3905 or return order form to P.O. Box 2160 Cheyenne, WY 82003
 or book online at cheyennedepotmuseum.org

Questions can be directed to info@cheyennedepotmuseum.org



Colorado Railroad Museum 2012 Scheduled

Special Operation Days

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

Goosefest June 16, 17
Colorado Wine & Music Train
(Fundraising Event) July 21
Day Out With Thomas
September 8, 9, 15, 16, 22, 23
Trick or Treat Train October 27, 28
Santa Claus Special
December 8, 15, 16, 22

Ride The Rails Saturday

July 21
August 18,
October 20
November 17

Galloping Goose Rides

June 2, 9, 23, 30,
July 7, 14, 28,
August 4, 11, 25,
September 1, 29
October 6, 13
November 3, 10, 24
December 1, 29

Operate A Locomotive:

Call for reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat of this diesel for an hour!

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers. Please contact the volunteer coordinator at the CRRM.

Colorado Railroad Museum Goosefest News

A limited number of Goosefest VIP all access passes may be available for an extra fee. Check with the Colorado Railroad Museum for details.

Intermountain Chapter, NRHS

2012 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>

Dinner Meeting At Lone Star Steakhouse June 15, 2012

Chapter member Ira Schreiber will show a DVD, *Maine Two Footers*, an amazing look at the two-foot gauge network in the 1930s, with added sound. Should be fun.

July and August 2012

Summer vacation for all. Go ride a train!

See you in September.

PLEASE NOTE: Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. **Change in following times:** dinner will be from **5:30 to 7:00 PM**. The evening's **program begins at 7:30 PM** and should end around 9:00 PM. Supporting our guest speakers also supports your Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

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Club Information

Rocky Mountain Railroad Club
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Web: <http://www.rockymtnrrclub.org>

Club and Foundation Officers

President	Dave Goss
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

John Charles, Nathan Holmes, Andy Dell, Dan Edwards,
Mike Tinetti, Nathan Zachman, Dave Schaaf, Randy Worwag.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the August 2012 Rail Report should be sent by July 13th.



BOX 2391
DENVER, COLORADO 80201

