

1959

THE ROCKY MOUNTAIN RAILROAD CLUB
P. O. BOX 2391
DENVER 1, COLORADO

Members and friends of the Rocky Mountain Railroad Club:

As most of you know, one of the objectives of the Railroad Club is to "preserve and exhibit . . . equipment pertaining to railroads". One of the first major pieces of equipment was Engine 20, purchased from the R. G. S. in 1953. Since then, other fine exhibits have been obtained, including a D.&R.G.W. narrow-gauge cabooses, R.G.S. narrow-gauge car, Rico, D.&I.M. car #25, and one of the Birney cars from Fort Collins.

At first, some of the equipment was on display at the Narrow Gauge Museum at Alamosa. The balance was scattered around at various locations, and suffered damage from vandalism and lack of repair, because it was not readily accessible nor was it practical to start repairs.

This situation was of much concern to the officers and directors of the Club, and considerable effort was expended to see whether it would be feasible to purchase a piece of property nearby Denver, and locate all equipment in one place. Such efforts could not be carried to completion because of the rapid rise in value of property in outlying areas, making the cost of acquisition prohibitive.

The problem of location had a happy ending, however, with the establishment of the Iron Horse Development Corporation near Golden, Colorado. The Colorado Railroad Museum, a companion venture of I.H.D.C., has erected a magnificent museum building, housing valuable railroadians, as well as assembling much rolling stock, including two narrow-gauge engines. Through the efforts of your Club officers and directors, an agreement has been reached with I.H.D.C. to permit the Railroad Club to store and exhibit all club rolling stock at the museum site near Golden.

So, for the first time, by the fall of 1958, all of the Club's equipment was finally located at one place near Denver. This is a happy situation, and it is a pleasure to report the fine cooperation between the Club and the I.H.D.C.

However, mere location of the equipment in one place is not the final answer. As stated previously, much of the equipment was in a sad state of repair, as well as damaged. Hence, a program of restoration and repair was commenced, but has proceeded quite slowly, mostly because so few people have shown an active interest by participating in the actual work of painting, etc. Not only that, but there is that very important factor of financial means. Right at the beginning, considerable expense was underwritten by the Club in moving the equipment from Alamosa, and other places, to Golden. Much had to be purchased, such as paint, glass, roofing material, lumber, sheet metal, equipment to work with, etc.

Although much has been done, there is much more to do, and it appears that we will have to enlist the aid of professional help unless we can get more of our members to participate. One more thing we need is more financial support for this worthwhile endeavor. Over the past year or so, we have been generously assisted by several industrial firms and interested individuals who have responded with cash donations of nearly \$500.00, and supplies or services nearly equal to that amount. Now, however, we need the help of every member to bolster the equipment restoration fund. When the word went out for help in the purchase of Engine #20, the response was gratifying. We need your support once again, in order to carry the restoration program to completion.

In brief, we need more money to complete the program within a reasonable time. All members and friends of the Club are asked to send contributions as promptly as possible to:

Rocky Mountain Railroad Club
Box 2391
Denver, 1, Colorado

Mark your check, "Equipment Restoration Fund".

Every contribution will be acknowledged. Remember, either we take care of the equipment properly, or our agreement with the Museum will become void. It's up to you!

M. C. Poor, President

By order of the Board of Directors.