

The regular monthly meeting of the Rocky Mountain Railroad Club will be held on Wednesday, May 11, 1960, at the Farmers Union Auditorium, 16th and Sherman, Denver, at 8:00 P.M. The program will consist of movies, covering electric and steam railroading, both standard and narrow gauge, presented by Ronald Stoddard.

Our annual dinner, combined with a trip behind Colorado & Southern steam engine 638, was held at the Harvest House, Boulder, Colorado, and was well attended. The weather was excellent--a change from the blizzard conditions we have encountered sometimes in past years!

The 1960 roster has been mailed to the membership, and if you did not receive yours, please drop us a card. Our membership stands at 780 at present.

Tickets for the Alamosa-Durango-Silverton excursion have been sold out, and the only way that any might become available would be through cancellations. Al Lyons, D. & R. G. W. conductor at Durango, Colorado, advises us that the snow is melting fairly rapidly, and we do not anticipate any trouble in reaching Silverton on May 29th. Incidentally, name badges can be purchased from the club, for identification on excursions. These blue and yellow badges, with the member's name neatly lettered in the center, are available at 50¢ each.

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Rio Grande Southern narrow gauge business car 021 is another of the Rocky Mountain Railroad Club's equipment collection, on display at the Colorado Railroad Museum. The car is approximately 43 feet long, 8 feet wide, and 12 feet high. Its present coat of "boxcar red" paint gives little hint of its colorful appearance throughout its varied history. According to John W. Maxwell, it was originally built by the Denver & Rio Grande Railway as postal car No. 4, in 1882. It was rebuilt to excursion car No. 569 in 1888, and sold to the Rio Grande Southern a couple of years later. Its first number on the R.G.S. was C-3, when it was classified as a "construction-diner." In 1892, after the railroad was completed, it was rebuilt as a business car and named "Rico." About 1909, the name was changed to "Montezuma," and in 1917 it received the number B-21. When it was transferred to work service in 1933, it became the 021. Painted Tuscan red, with gold lettering and lining, it must have been a handsome piece of equipment in its early days on the Rio Grande Southern. In 1918, R.G.S. passenger equipment was repainted Pullman green, and the B-21 was changed to this color. The car was wrecked twice, in the early 1900's, and in both cases it was rebuilt at the D. & R. G. Burnham Shops, in Denver. Considerable work will be required to restore it to the splendor of its early appearance, but we hope that some day it will again display its name in gold lettering against a Tuscan red background.

A. O. Clint, Treas.

Richard H. Kindig, President.