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The February 10, 1960 meeting of the Rocky Mountain Railroad Club will be held in the Farmers Union Auditorium, 16th and Sherman, Denver, Colorado at 8:00 P.M. This will be Union Pacific night, with movies showing U.P. steam engines and a series of slides showing the development of articulated locomotives on the Overland Route.

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"Pictorial Supplement to Denver South Park & Pacific" is selling well, and the Book Treasurer Bryant McFadden reports that over 3000 copies had been sold early in February.

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Perhaps some members are not aware that the Club's accounts are audited each year by a Certified Public Accountant, and that the report is available to persons attending the club meetings who may be interested in seeing it.

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Membership cards have been completed, and are being mailed to those who have paid their dues. If your 1960 dues have not been paid, it would save us a good deal of trouble if you'll send them in soon. Colorado members pay \$3.00 per year, and out-of-state members \$2.00

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A former Colorado member, Jim Dyson, who now lives in West Virginia, suggests that we give an occasional description of the railroad equipment which belongs to the club. Most local members have visited the Colorado Railroad Museum, but members in other states may not be familiar with the engine and cars we have secured, so this sounds like a good idea. One of the best-looking cars is the narrow gauge caboose, D. & R. G. 0578. According to J. W. Maxwell, it was probably built in 1879 as caboose No. 79, and renumbered 0578 around 1885. It was originally a 4-wheel car, but sometime between 1885 and 1891 it was equipped with two 4-wheel trucks. A heavy underframe was installed in the 1920's, to better equip it for being pushed by the "big engines", as the 470's, 480's, and 490's were known when they were put into service. It is about 21 feet long, and is beautifully painted and lettered--the work of Dan Peterson, Bill Gordon, Dave Gross and a few other club members. It was probably used on all parts of the narrow gauge lines during its lifetime, but in its last few years, from 1946 to 1952, it was generally on the Salida-Gunnison-Montrose section.

Incidentally, we have had an excellent response to our request for funds for the restoration and preservation of our equipment--the fund has now reached \$1,302.39.

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A. O. Clint, Treasurer

R. H. Kindig, President