

The regular monthly meeting of the Rocky Mountain Railroad Club will be held on March 9, 1960, at the Farmers Union Auditorium, 16th & Sherman, Denver, at 8:00 P.M. Bob Richardson will give us an entertaining account of his recent trip to Mexico and Guatemala, illustrated with some of his slides.

The Club's 1960 Roster is now being set into type, and we hope to have it in your hands before the end of March. With 764 members, it's becoming quite a booklet.

A reminder is in order -- if you have not received your 1960 membership card, it's probably because you have overlooked paying your 1960 dues. Colorado members pay \$3.00 a year, and out-of-state members \$2.00.

Orders for tickets for the Alamosa-Durango-Silverton excursion are coming in at a good rate. There is a distinct possibility we will not be able to operate over the Alamosa-Durango trackage in the future, so we urge all those who are interested in a trip over this section of the line to plan to come along this year. It will be on Saturday, Sunday, and Monday, May 28-30, 1960. Fare is \$21.00, or \$11.00 for children of 5 and under 12.

If you cannot make the Memorial Day trip, here's an opportunity to make the trip between Alamosa and Durango (but not the Silverton branch) in early spring. A group of excursionists from California will arrive at Alamosa the week of April 10-16, and a special train will be operated for them from Alamosa to Durango on Tuesday, April 12. While the excursionists will travel from Durango to Gallup and Los Angeles later in the week, passengers desiring to make the return trip from Durango to Alamosa may ride the train back on Wednesday, April 13. For further information, write to John M. Ferris, 111 W. 7th St., Los Angeles 14, California.

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Another item of the club's equipment at the Colorado Railroad Museum is the standard gauge Birney street car. Built for the Fort Collins Municipal Railway as No. 22 by the American Car Co. of St. Louis in 1919, its original cost was \$6000, when new. At the time it was placed in service, it was painted Brewster green, with straw trim, and with a gold roof--this latter item unfortunately did not survive until the days when color photographs became commonplace. In the early 1930's, the paint job was changed to green and buff, and in the 1940's to silver and green. Later the red trim on the front windows was added. It was usually well-maintained, and was the last car in service when trolley service ended in Fort Collins, on June 30, 1951. Subsequently purchased by the Rocky Mountain Railroad Club, it was stored at Golden for some years, until it was moved to its present location at the Colorado Railroad Museum. It has been cleaned up and partly painted by several club members, and should be finished some time this year. Information on the car's history came from Maurice DeValliere, Ernie Peyton and J. O. Beeler.

A. O. Clint, Treas.

Richard H. Kindig, President.