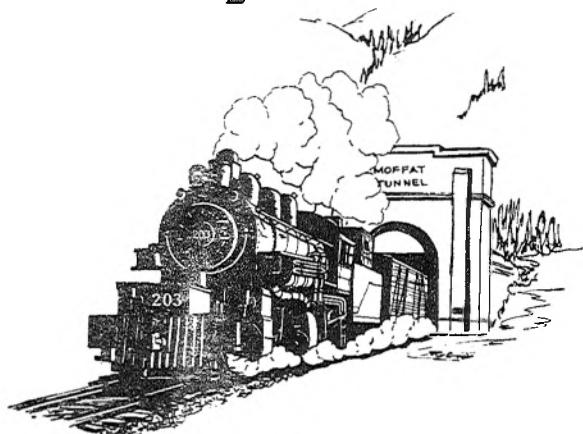


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
September 1971 No. 144

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB
Editor - - - - - Bruce Black

MEETING NOTICE: Date Wednesday, September 8, 1971
Time 7:45 P.M. (please note)
Place Meeting Hall, southeast wing of Christ
Episcopal Church, 2900 South University at
Bates Ave. Enter from free private parking
lot east side of church.

SEPTEMBER PROGRAM: 35mm POTLUCK: Each member please bring 20 slides of railroad subjects from anywhere!

This is the type of show that the membership can either score or bomb.

Please Participate!

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WHEN YOU RECEIVE this newsletter the club will hopefully have completed its narrow-gauge weekend on Cumbres and the Animas. At presstime, ticket sales are encouraging, and with a few trackside purchases we may approach "break-even".

But the compression of schedules has been something else: suddenly the trips and newsletter and meeting night all seem to conflict; and rescheduling is unworkable if not unthinkable. There's Bob Griswold frantically addressing 1,100 envelopes (and changes); Ane Clint poised to type, plate, print, and fold; Bill Van Patten ready to stuff and mail; and the editorial staff forfeiting a page for lack of time (the president apologized to the editor).

THE SEPTEMBER issue of the NMRA Bulletin features spectacular coverage of the Durango scene -- 22 vintage photos plus a city map, showing Rio Grande, RGS, and Durango, Brookside & Animas City Traction. Visualize trolley tracks in front of the Strater!

CRIPPLE CREEK saw us in force at the 2-foot Festival on August 14-15, and bootleg engineer Cuthbert was seen churning cinders the livelong day with the Porter 0-4-0-T. The lately-acquired South African (British) Bagnall was a symphony of sound in spite of the club president riding atop its cab (must be some kind of nut).

THE CLUB'S Board has voted to proceed with the trolley-poling of our trackage at the Colorado Railroad Museum, aided in no small measure by the expertise of club member Ole Larson, legendary highline boss at Public Service Co. Electrification of the overhead wire in some future year would ultimately see the Birney car operable for traction fans.

TRIP CHAIRMAN Ed Haley has tried hard to work out a dinner trip for this Fall. But, although the 8444 is scheduled out of the Omaha shop in October, we are momentarily scuttled by the UP's demand for a cash guarantee of inordinate size and a refusal to unload us near the proposed dining facility. Seems hard to give up the idea of riding a train to a dinner, but the concept seems to grow dim. However, we're open to suggestions!

Wilson Ruid

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Wilson Ruid, President
Charles Max, Vice-President

Bill Gordon, Secretary
Arl Cuthbert, Treasurer