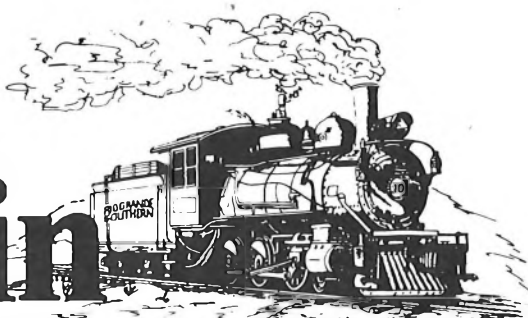


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 10, 1992 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,
2950 South University at Bates. Off-street
parking at rear (east) of meeting hall.
Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Joseph E. Priselac..... President
Frank H. Stapleton, Jr..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE ALL copy for publication in the December, 1992 Rail Report is due no later than November 10, 1992!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, etc. to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

November, 1992..... No. 398
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

NOVEMBER 10 PROGRAM

Doris Osterwald will present a series of slides converted from photographs taken by Monte Ballough from the 1890 to 1922 time period. Monte Ballough was both a railroader and photographer working for the Rio Grande Southern in Rico, and later the Denver & Rio Grande in Chama and Durango. His final post was as a car inspector in Durango. He travelled throughout the Southwest and left a legacy of interesting and unusual pictures. (Frank Stapleton)

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

OCTOBER PROGRAM & BANQUET REPORT

With the Annual Banquet being held on the 24th of October, we will have to put off a review of the program and description of the Banquet festivities until the December newsletter.

FUTURE PROGRAMS FOR REGULAR MONTHLY MEETINGS

An invitation is still being offered to members to provide a program at one of the 1993 regular monthly meetings. A sign-up sheet is being provided at Club meetings and you may also contact Vice President and Program Chairman, Frank Stapleton, at the meetings, through the Club's post office address or by phone, (303) 988-9347. Several months have already been taken, so, don't delay if you wish to choose the month you want to give your program.

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Gerry Cole	Longmont, CO
William Thornley, Jr.	Denver, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

Forest Crossen (#1)	Boulder, CO
Dwaine Sole (#294)	Broomfield, CO

[Dwaine died suddenly of a massive heart attack on Monday, October 12th. His entertaining piano playing will be missed at the Club meetings]

ELECTIONS

It is that time of the year to once again begin thinking about nominations for Club officers and board members. Each year we publish this notice in an effort to give Club members the opportunity to place someone in nomination for office. Contrary to some comments in the Questionnaires about closed elections and tight-knit circles of officers and directors, we really have a bit of trouble getting Club members to volunteer for such offices even though a substantial amount of work is put into securing people each year. You see many names continue to show up, year-after-year because so few offer their time and talents. Therefore, your editor is throwing down the gauntlet and challenging members to come forth and present their services to the nominating committee!!

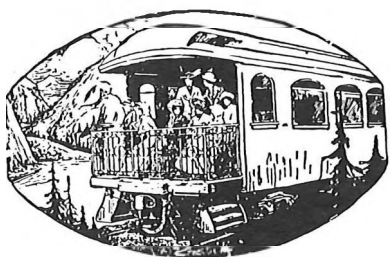
The nomination committee, made up of the hold-over board members, is composed of the following three men: Bryan Bechtold, Sherm Connors and Hugh H. Wilson. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates, please contact any of the committee members at Club meetings, via the Club's telephone or write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.



ANNUAL DUES NOTICE

It was probably not hard for you to notice the 1993 Membership Dues notification. To make life easier on our Treasurer, Larry Lombard, we request that you send in your payment just as soon as possible. This will also help Membership Chairman, Tom Lawry in recording your renewal, updating the Club's computer listing and renumber all members. Also, the sooner we get the vast majority of renewals in, the sooner we can send out membership cards!! Thanks ahead of time for your cooperation.



CHARTER CLUB MEMBER NO. 1, FOREST CROSSEN, PASSES AWAY

In April of 1938, twelve men met to form the Rocky Mountain Railroad Club. The numbering system we know today was first determined at this meeting. The twelve names were put into alphabetical order and those charter members received their RMRRC numbers--with Forest Crossen receiving membership No. 1.

On Saturday, September 19, 1992, the Rocky Mountain Railroad Club lost member No. 1. Forest died at his home in Boulder, Colorado at age 87.

Forest was probably best known for his books about old-time Westerners and railroading in the mountains west of Boulder--specifically his book *The Switzerland Trail of America*, which recounted the history of the Denver, Boulder & Western Railway Company. In addition, readers and history buffs also fancied Forest's "*Western Yesterdays*," a collection of interviews with characters of the West, including miners and railroad workers. Many of these character sketches were first printed in the Daily Camera, in his column "People I Meet."

Forest was born on September 11, 1905, in Laredo, Mo., the son of Everett Crossen and Tilla E. Wadsworth Crossen. When he was young, his family moved to a town in north-central Montana, considered one of the last western frontiers. In 1923, he moved to Boulder and graduated from Boulder High School. He was a sergeant in the Army assigned to trains from Aug. 1, 1942 to 1945. Forest studied at the University of Colorado for about a year, partly to learn more about mountain rails, and when he finished his courses, he took a job as a telegraph operator with the Denver and Salt Lake Line. (Boulder Camera, 9/22/92)

FROM THE PRESIDENT

Included in this November Club newsletter, is a membership renewal flyer soliciting 1993 membership dues to the Rocky Mountain Railroad Club. As originally reported in the June, 1992, Rocky Mountain Rail Report, the 1993 membership dues will increase to \$20.00 for primary member; \$10.00 for additional associate members (Spouses or Children). The \$4.00 enrollment fee for new members only will remain the same. To reiterate, the dues increase is mandated by the fixed expenses incurred in operating the Club. None of this dues increase is earmarked for the Club's restoration of its historic railroad equipment, ie. the #25 Trolley car, as these expenses come out of the General Fund excess from prior years revenues (trips, book sales, etc.) and the funds collected from monthly book drawings and the yearly book drawing. These additional funds are used for the preservation and upkeep costs of the Club's equipment at the Colorado Railroad Museum and periodic donations by the Club to other railroad oriented organizations in the State. Six annual Book Drawing chances are included with the 1993 membership renewal flyer and we "Thank You" for your generous support in the past.

At this time, I would also like to share with you brief notes of Club business that transpired at the Officers and Board of Directors meeting held on Friday, September 25, 1992 at the Conference Room of Denver Union Station. Lynn Willcockson, the Club's insurance administrator and Club member, was introduced by Larry Lombard, Club Treasurer. To familiarize the current Officers and Board, Lynn outlined, in detail, the various insurance policies now in force, as purchased by the Club, and after a question and answer period, the Officers and Board members felt comfortable that the Club was well covered in all areas of operation. If any members have any insurance questions pertaining to the Club's operation, they should be addressed to Larry Lombard. It was also approved to rent a safe deposit box at the Club's bank to secure the safety of all the legal documents of the Club. October 31, 1992, closes the financial books of the Club for fiscal 1992 and

Larry Lombard will cooperate with the audit committee, composed of Frank Stapleton and Jim Trowbridge, to do an audit of the books.

P. R. (Bob) Griswold reported that the second printing of the Club's "50th Anniversary" book, *Georgetown and the Loop*, is almost "sold out!" There are approximately 20 copies remaining and close to 2,100 have been sold to date. At \$29.95 retail, the Board felt that the price is a real bargain in today's railroad publication market and that the Club should probably pursue the possibility of a third printing, but consider an increase in retail price to reflect increased cost to print and a more favorable profit. Bob will research the printing costs and report back to the Board.

Board member, Bryan Bechtold, has taken on the responsibility of compiling all the data from the Club Questionnaires returned by Club members. It was felt that the response was outstanding and more than anticipated, and, will prove useful in the future operations of the Club. The documentation will be published soon in a future issue of the Rail Report.

An ongoing issue for many years has been what should be done to maintain and preserve the 120, 400-foot reels of 16mm Otto Perry, historic and irreplaceable railroad movies that are in the Club's archives. The debate over the years has been whether to invest in "copy" 16mm movies for future showing and preserve the originals or continue to show the originals and create an internegative library. However, after careful consideration and research by Bill Gould, Films and Video Chairman, your Officers and Board at the July 24, 1992 meeting decided that the best solution was to have the entire collection put onto professional quality video masters from which copies can be made for Club showing and use in the lucrative and expanding market of historic railroad videos. Video masters will be produced by Wickerworks Transfer and Post Production as soon as possible. A contract with Wickerworks has been entered into for this work for a sum to reach between \$9,000 and \$10,000 which includes copying some 50,000-feet of 16mm film with needed repair and ultrasonic cleaning onto 1"x1-hr. analog videotape. Bill and Brian Gould will then computerize a data base to catalog all of

the scenes. All this process will take some time; however, when the project is completed, the Club will be in a position to sell footage to Video distributors as it so desires.

While Board meetings have always been open to all Club members, there seemed to be some confusion noted in the returned questionnaires. Please note that Board meetings are held on the fourth Friday of odd months at 7:00 p.m. in the Denver Union Station Conference Room on the third floor of the building. These meetings are open to attendance by Club members! (It must be noted, however, that there is limited space and that more than ten members visiting a Board meeting would probably create a problem and require scheduling to a larger room. Editor) If a member has an issue he wishes to have the Board address, please contact the President by letter to the Club's mailing address at least two weeks prior to the Board meeting, giving your name and phone number for home and work. This cooperation will be needed to add your issue to the Board's agenda. (Joe Priselac)

REPORT ON THE AMTRAK/MT. PLEASANT TRIP

Mt. Pleasant, Iowa, was the destination for 25 Railroad Club members over the past Labor Day weekend. Mt. Pleasant, Iowa, you say? Yes, this normally quiet southeastern Iowa town annually hosts hundreds of thousands of people for five days over Labor Day weekend--people who come to see a little Americana, or actually as much Americana as you can endure in one massive dose. For Mt. Pleasant is home to the Midwest Old Threshers Convention, perhaps the largest of its kind in the country. As to what is the biggest attraction depends on the person you ask. But any of Club members who didn't get their fill of coal smoke, steam whistles, trolley bells, home cooking and a lot of good company can't blame anyone but themselves.

Transportation for 20 of the Club members was Amtrak's California Zephyr overnight from Denver to Burlington where we stayed during our visit to Southeastern Iowa. The remaining 5 members, the Williams family from Santa Fe, New Mexico, arrived in near-



For the railroad enthusiasts, Mt. Pleasant provided this outstanding narrow gauge (3-foot) railroad with this English engine, an American Shay and Mogul. (Bud Lehrer Photograph)

by Fort Madison, Iowa, via Amtrak's Southwest Chief. [It is worth noting that both trains were basically on schedule!--both ways!!!] Ground transportation between Burlington and Mt. Pleasant, as well as for some very interesting side trips along the Mississippi River, was via Burlington Trailways. Our ebullient bus driver, Harry Thompson, a native of Burlington, Iowa, kept the group constantly entertained with stories, quips, facts and figures about the Southeast Iowa region.

Naturally, the Old Threshers Convention grounds in Mt. Pleasant was our main destination. The attractions are endless, but among the many things that Club members enjoyed during their day and a half at the grounds were the huge antique steam threshers whence the Old Threshers Convention gets

its name; eight beautifully restored restored trolleys which operate on a two-mile loop of track at one end of the grounds (one of which was piloted by our own Bryan Bechtold); a two-mile narrow gauge train operation which encircles the other end of the grounds; a building full of antique autos; dozens of food tents operated by virtually every church and civic organization in Mt. Pleasant competing for our tastebuds (and our waistlines); and building after building full of exhibits and midwestern collectibles.

As if this wasn't enough, the trip also included side excursions on and along the Mississippi River. The group enjoyed a pizza cruise aboard a beautiful yacht Sunday evening and enjoyed a sunset on the Mississippi; Sunday exploring took us to



Old cars and steam tractors were just some of the outstanding sights at the Old Threshers Reunion in Mt. Pleasant, Iowa.
(Bud Lehrer Photograph)

destinations including Fort Madison, Iowa, to visit the first U.S. fort on the upper Mississippi River region as well as witness some freight traffic of the adjacent Santa Fe line; historic Nauvoo, Illinois, which was the Mormon Church headquarters during the mid-19th century; Hannibal, Missouri, for a group lunch and a look around town; and Keokuk, Iowa, to view up close one of the many locks along the Mississippi River. We arrived back in Burlington in time to catch the on-time westbound California Zephyr for our return trip to Denver.

The entire trip was scouted out by Club members Keith Kirby and Carl Carlson and all trip participants agreed that Keith and Carl, along with the entire Trip Committee, deserve kudos for planning such a great trip. Thanks also to Bud Lehrer for

being our fearless leader, ably assisted by Club members Alan Greene and Roger Callender. Everyone agreed on one thing--let's do it again!!
 (Roger Callender)

MISCELLANEOUS

The "On This Date" Column of the Monday, October 12, 1992, Denver Post, under the heading "In Colorado" listed 1967: "The Rocky Mountain Railroad Club donated \$500.00 toward a \$3,500 feasibility study of rail transportation in the South Platte River Valley." Our thanks to Stan Oliner of the Colorado Historical Society for including this little gem showing the Club's ongoing interest in Colorado transportation.



Club members relax and enjoy a memorable boat ride on the Mississippi near Burlington, Iowa. This was one of the many activities during the excursion to Mt. Pleasant and the Old Threshers Reunion.
(Bud Lehrer Photograph)

SPIKEBUCK by Clay Rollins

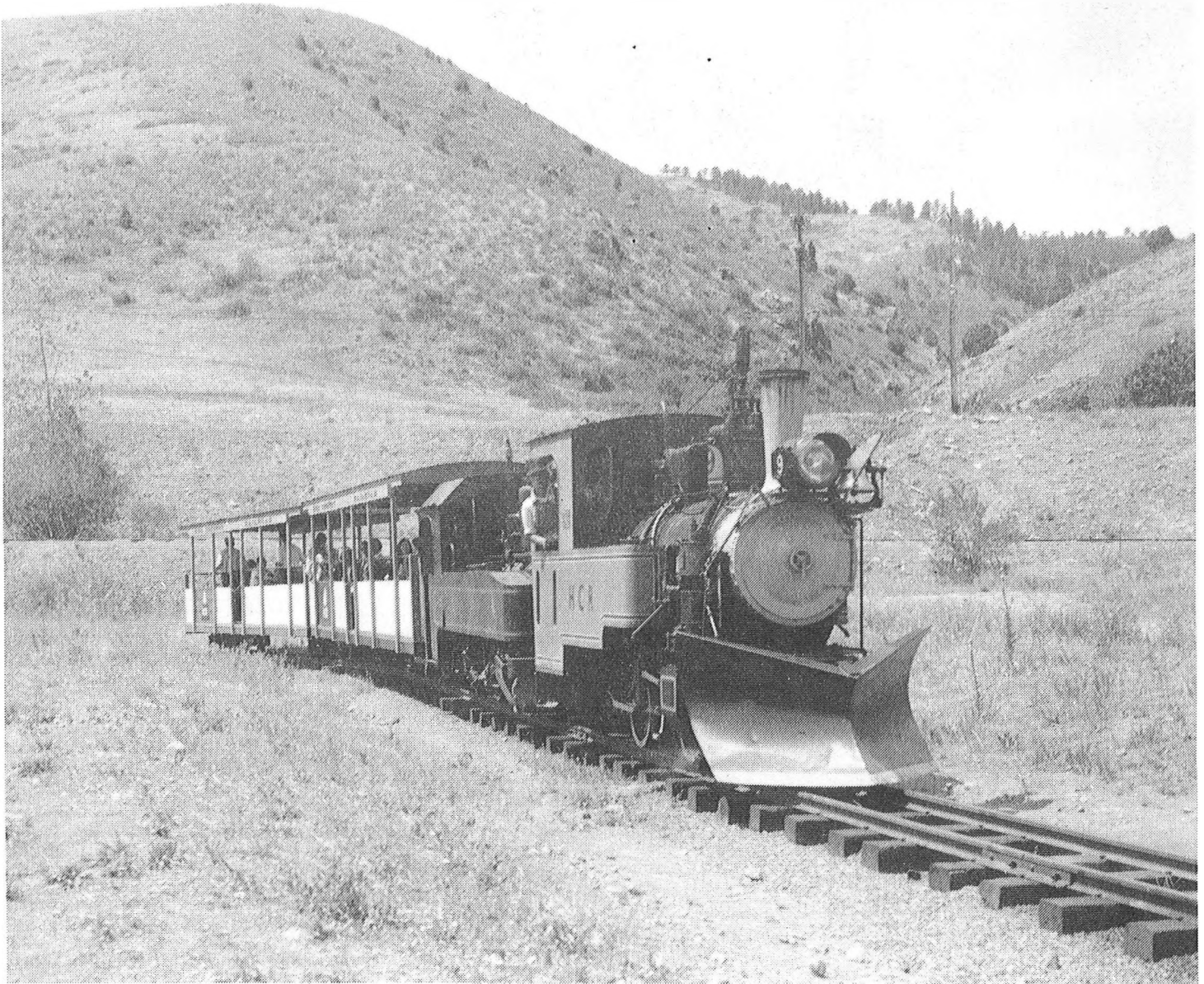
[Editor's note: This column was received after the October newsletter was finished early for your editor to leave for his C&TS trip and the 12th National Narrow Gauge Convention. While timing is somewhat off, the information is still useful and interesting]

Downtown Denver is gearing up for light rail with Utility crews moving water, telephone and electric service to make room for the MAC's track on both Stout and Champa streets. This work will continue through next Spring when rail construction will begin. Work was also planned to start

in September on the Light Rail Maintenance facility at 6th Avenue and Mariposa..... The platform shelters at Union Station are also coming down in September to make way for RTD's bus lane right-of-way through the station area.....The Santa Fe has started running a new coal train over Raton from the mine at York Canyon with three sets of equipment. You can expect to see this train on the Pass every other day. Service began on September 3rd using 6 of the new 800's doubling the hill with loads bound for Wisconsin. The empties will take the summit with only one trip.....The Wall Street Journal ran two interesting articles in August; The first one has GM accusing a GE employee of industrial espionage because he was caught photographing GM's new SD70

Canadian Pacific locomotives outside GM's plant in London, Ontario. The GE Locomotive Division employee claims he was only pursuing his hobby of railfanning, and not on behalf of GE. GM claims he photographed the interior, and took liberties beyond "normal" railfanning.....The second story describes the fine art of British "Train Spotting", in which a person hangs around on train platforms writing down engine

numbers from passing trains until he/she has seen them all--then starts over again. It can take years to "spot" them all, and photographs are rarely taken by "true" spotters. The hobby is described as both "The world's duller" and "...makes watching paint dry sound adventurous." Imagine trying that in Denver...you'd really be in for a slow day!



ANOTHER END OF A RAILROADING ERA

The High Country Railroad at Heritage Square in Golden ended twenty-one years of operation Sunday, September 27, 1992. The owners said that 21 years was enough time playing trains. Despite the fact that Heritage Square is doing well, the owners said they were not in the ride business and didn't care to buy the railroad. The equipment and track will be removed this fall and is for sale to any potential railroad magnates. (Dave Gross Photograph)

FIRST RAILROADING EXCURSION FOR 1993

The Rocky Mountain Railroad Club is pleased to announce the first trip for the 1993 season. The trip will be aboard the D&RGW/SP Ski Train to Winter Park. This ever popular trip has been scheduled for Saturday, January 30, 1993.

This year, we have decided to run a simpler and less expensive trip. The fare will be \$25 per person which will include a round-trip ticket aboard the Ski Train.

Activities available at Winter Park Ski area include cross country and down hill skiing, ice skating, sleigh rides, swimming, rollerskating, snowmobiling and tubing/sledding. There are also free shuttle buses between the ski resort and the towns of Winter Park and Fraser.

If you're considering a trip on the Ski Train in the near future, this may be the best time to book. Fares on the Ski Train jump to \$30 per person on the weekend following our trip. Tickets will be available at the November and December meetings or can be purchased by completing the form below and mailing it with a check and a stamped, self-addressed envelope to: The Rocky Mountain Railroad Club, c/o Hugh Alexander, Ticket Chairman, 700 So. Elizabeth, Denver, Colorado 80209.

(Alan Greene)

SKI TRAIN EXCURSION

Order Form

NAME _____

ADDRESS _____

Zip _____

Telephone () _____

Please send _____ tickets for the Ski Train excursion @ \$25.00 each.

Total Enclosed \$ _____

INTERURBAN "25" OPEN HOUSE

Come one...Come all!!

The Club will be sponsoring an "open house" (open carbarn!?) for the Rocky Mountain Railroad Club members and the general public on Saturday, November 14, 1992 to visit the Denver & Intermountain No. 25 restoration project at the Denver Federal Center.

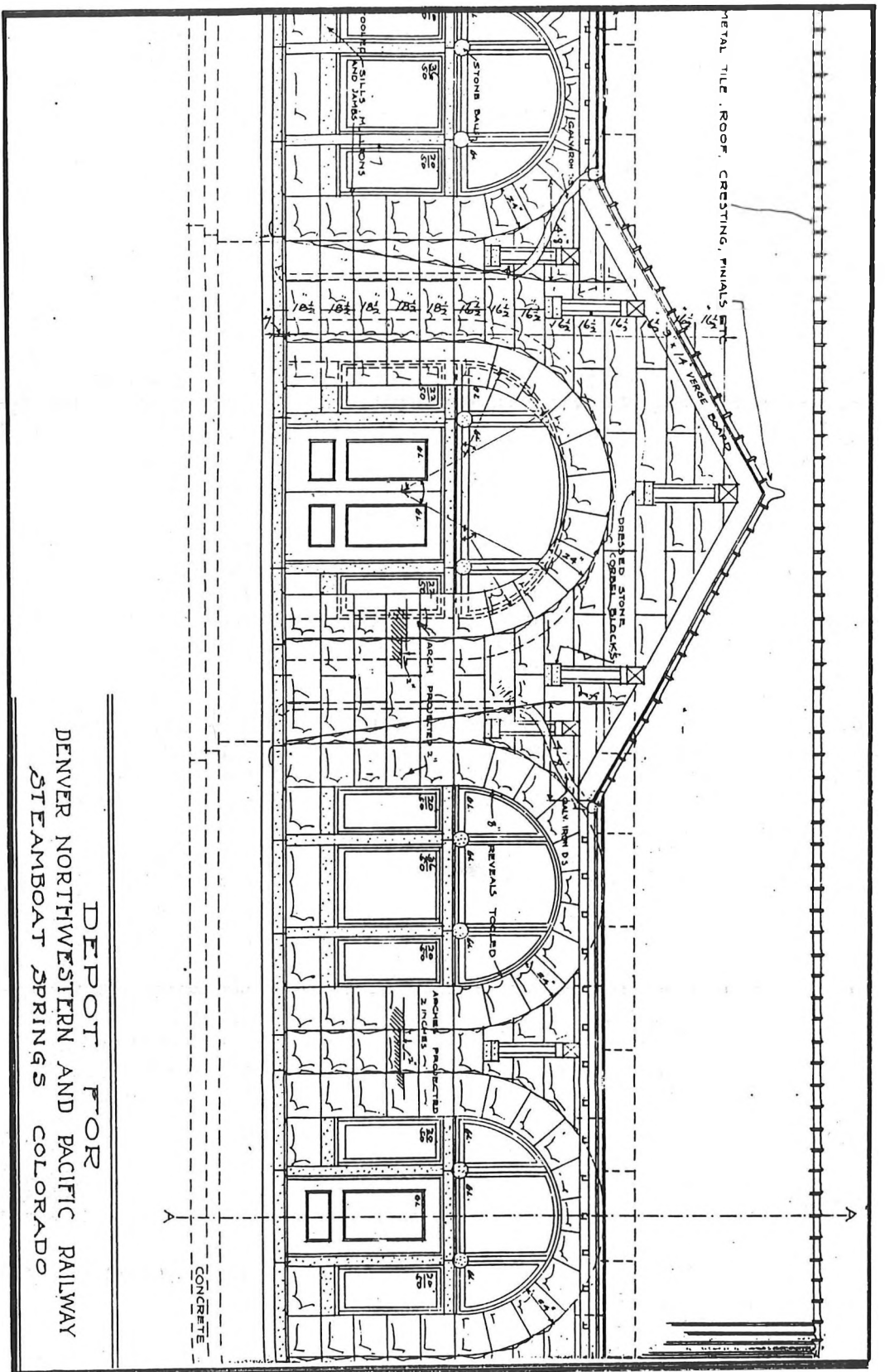
It is pleasing to report that work continued on the project through this past summer (a first!!!) in spite of the many typical summer distractions that affect all of us. Although much work remains, much has been accomplished. One notable milestone is the beginning of the electrical work that started in September with formation of an electrical crew within the group of volunteers working on the car. With winter approaching, it is hoped that more time will be spent on the car in the coming months. As always, the "welcome mat" is always out for anyone who wishes to contribute to this major undertaking. Much of the work is not complicated, such as wood filling and sanding, varnishing, parts cleaning and polishing, etc. Every hour given means the car will be completed that much sooner. Give Project Chairman, Darrell Arndt, a call at 572-7868 if you wish to help or have any questions.

At any rate, plan on stopping by on November 14th, anytime between 9:00 a.m. and 4:00 p.m. Bring a friend or neighbor. Enter the Denver Federal Center at Gate No. 1 (Main Gate) off Kipling (2nd Gate south of Sixth Avenue Expressway) and tell the guard that you wish to visit the Project in Building 78. Follow the signs along the road to the building which is located between the two large water tanks.
(Darrell Arndt)



1992 SCHEDULE OF EVENTS

November 10	Regular Monthly Meeting
December 8	ELECTIONS and Regular Monthly Meeting



UPDATE ON THE CLUB'S PROPOSED MOFFAT TUNNEL BOOK

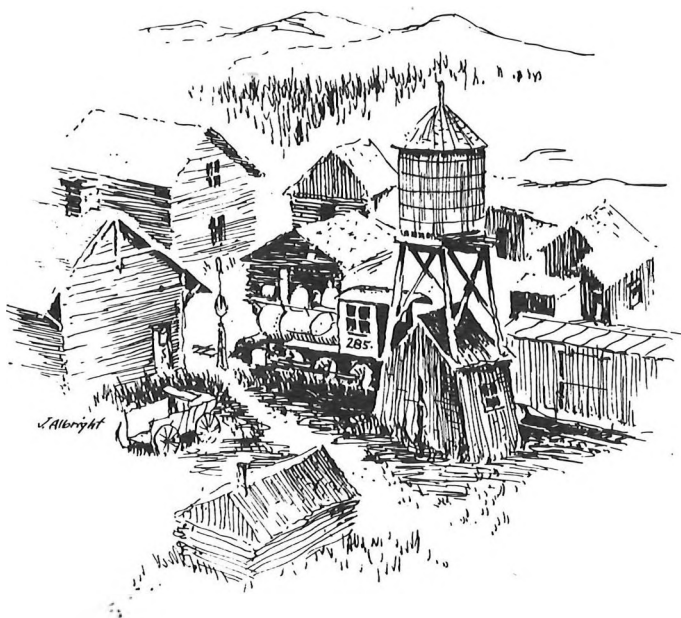
A part of the architect's original drawing for the Steamboat Springs depot by the famous architect, Frank Edbrooke. This beautiful 1908 plan seemed to resemble the Denver & Rio Grande depot in Glenwood Springs in some aspects. Unfortunately, this first plan was a bit too elaborate for the struggling "Moffat Road," and so Mr. Edbrooke drew plans for a less expensive depot in the fall of 1908. Construction of the Steamboat Springs depot was not completed until the late summer of 1909. The final plan also was used as the basic plan for depots in Hayden and Craig a few years later.

Continued on page 11...

Work continues on the Moffat Tunnel Pictorial History around the collection of the late Clifford A. Betts who was Office Engineer for the Moffat Tunnel Commission from 1923 to 1928. It appears that many photographs in the Moffat Tunnel Commission files were taken by Mr. Betts, but seldom did he give himself credit for the photos.

We all know that several fine books have been published about the "Moffat Road," and so this work will have to be exceptional and cover some aspects of the railroad's history that have not already been published. Thousands of photographs have been taken of the "Moffat Road," and the problem is not so much to find photographs, but to find the best ones and those of some of the pertinent subjects not previously covered.

Who has a photo of the four-track engine house at Sulphur Springs before 1911? Who has a picture of the commuter train between Phippsburg and the Oak Creek coal mines? Who has a photo of Yard Master Fenn's office in the old litchen-diner car #800 at Utah Junction? These photos are just some of the items that would enhance our history. Then, there is the 23-mile extension beyond Craig! Research is sometimes like being a detective, but, the rewards result in a work that is a railfan's treasure. (P. R. "Bob" Griswold)



SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Original 5"x7" pencil drawing by Otto Kuhler, based on oil painting "Singing Rails," commissioned by Dr. James Arneil. Russ Rigtrup, (303) 279-7482.

FOR SALE: Railroad Frequency Database is now available for Western U.S., Western Canada, and Mexico. User supported current and accurate listings of all Main and Short-line, Industrial, Tourist and Museum railroads. Included is a Railscanning guide and Road channel usage guide for UP, BN, ATSF, and SP. \$5.00 ppd. Brian J. Gould, 700 E. Drake, #D6, Ft. Collins, CO 80525. (303) 224-1511. Also available on disk.

FOR SALE: Morris Cafkey's Rails Around Gold Hill. Best offer over \$200.00 plus postage and insurance.

Trails Among the Columbine, the first year (1985), soft-bound, \$20.00. (Sundance Publications, Ltd.)

Canadian Railways, In Pictures, soft-bound, by Robert Leggett. \$20.00. Printed in Canada, 1977.

John Dillavou, 1270 South Grape Street, Denver, CO 80222-3231. (303) 756-7965 between 6 & 9 p.m., please.

FOR SALE: Reed's History of Texas Railroads, 3rd ed., \$80.00.

Lee, Stone & Gale, Guide Book of the Western U.S., Part B, Overland Route, U.S. Geological Survey. 1915, ex-library copy. \$65.00. A. F. von Blon, 1699 Ewing, Waco, TX 76707.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody St., Lakewood, Colorado 80226.



Monday, September 14, 1992, saw an unusual train movement on the Cumbres & Toltec Scenic Railroad--a mid-train helper on the mixed train special that Jim Trowbridge organized in conjunction with the 12th National Narrow Gauge Convention in Colorado Springs, September 16-19, 1992. Road engine #497 (Class K-37) heads up a mixed freight at Hurley's Curve just east of Chama while mid-train helper #489 (Class K-36) helps to pull and push the 20-car train to Cumbres. At Cumbres, the helper was cut out of the train and the excursion, freight and passenger, headed to Big Horn Wye for a delightful day of narrow gauge railroading. From there, riders departed Chama to join another 900+ folks in Colorado Springs for the Narrow Gauge Convention. The Rocky Mountain Railroad Club was well represented by Frank Stapleton and his assistant, ye olde editor, in presenting an outstanding video presentation of Club trips and activities that had been photographed by Frank. Information and membership forms were handed out and the Club exposed to potential members.

(Jim Trowbridge Photograph)

PRESERVATION FUND AND BOOK DRAWING

There will be no monthly book drawing in October due to the Annual Banquet. A listing of door prizes and the winner of the Car "25" raffle will be announced in the December newsletter.

ANNUAL BOOK DRAWING

A flyer giving all details is included in this mailing. We encourage all members to participate and thank all for their past support. All proceeds from this drawing go toward the Club's preservation of its historic railroad equipment at the Colorado Railroad Museum.