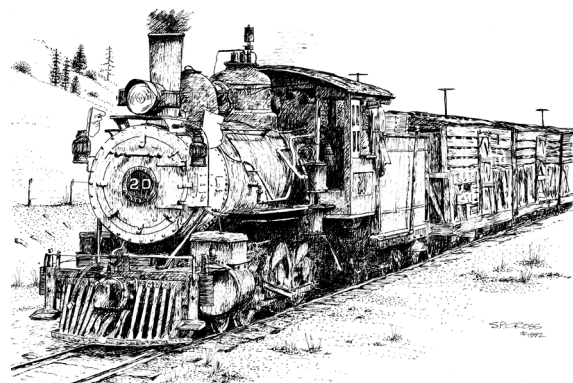


# ROCKY MOUNTAIN RAIL REPORT



JANUARY 1999

No. 472

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## ROCKY MOUNTAIN RAILROAD CLUB

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### A Taste of England

By Keith Kirby and Tom Lawry

January 12, 1999 • 7:30 PM

Plan now to join us at the January meeting for a preview of the upcoming September 1999, Rocky Mountain Railroad Club European adventure and a review of previous European trips.

We will meet in the southwest wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking is at the rear of the building, east of the meeting hall. Please use the building's south entrance.



Midland Terminal Gasoline Car #101 on the turntable in front of the old Colorado Midland roundhouse in Colorado Springs in 1938.

– Hugh M. Comer Photo, David W. Salter Collection

### Midland Terminal Tour Update

The February 6th Midland Terminal tour is currently sold out. If there is enough interest, a second motorcoach may be added to accommodate additional members. Contact the Club's ticket chairman at PO Box 2391, Denver, CO 80201-2391 if interested in this tour. The ticket cost is \$30.00 and includes

transportation, box lunch, beverages and admission to the Cripple Creek museum.

The first stop will be at the Colorado Midland Roundhouse in Colorado Springs. From there the tour will visit: Woodland, Divide, Water's Tunnel, Victor Station, Cripple Creek and other historical sites.

### 1999 Events Schedule

February 6 Event:	Midland Terminal Historical Tour
February 9 Meeting:	Program to be Announced
March 9 Meeting:	Mason Built Engines
April 13 Meeting:	Canon City & Royal Gorge RR
April 24 Event:	Union Pacific Cheyenne Shops & Station Tour
May 14 - 16 Event:	Powder River Basin Tour
May 11 Meeting:	Slide Potpourri
June 5 Event:	Canon City & Royal Gorge Excursion
June 8 Meeting:	Mines, Mills & Railroads
July Event:	LC&S Excursion
July 13 Meeting:	Program to be Announced
August 21 - 22 Event:	C&TS Excursion
September 4 - 20:	European Adventure
October 9 Event:	Georgetown Loop Photo Freight

## From the President

By Jimmy A. Blouch

First, I would like to wish everyone a Very Happy New Year. I think the year 1999 will be another exciting year for the Rocky Mountain Railroad Club.

On the front page heading you will note a different image of Rocky Mountain Railroad Club engine # 20. It was created by Steve Cross. Engine # 20 will be 100 years old this year having been built by Schenectady in April 1899.

As reported elsewhere in this newsletter, all the officers were reelected at the annual meeting held December 8, 1998. Of the six directors, three are elected every year for a two year term. This year two of the three who completed a two year term were elected for another two year term. The third, John Braselton, decided not to serve

another term and instead has offered to be the new Membership Chairman. We welcome Steve Mason as a new Director. I wish to thank everyone for their dedication and commitment to the club. I believe the deciding factor to run for office again was our desire to complete many projects in progress.

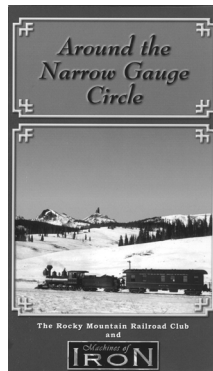
Two of the goals for the year 1999 are to update the bylaws, and to develop a policy and guide line book for all officers, directors, and committee chairs. We feel this booklet will protect club interests and benefit future members who want to serve on the board.

I look forward to another year of railroading Rocky Mountain Railroad Club style.



### Banquet Menu Credit Due

We regret proper credit was not given to the Colorado Railroad Museum as the source for the cover illustration on the 1998 Rocky Mountain Railroad Club banquet menu. This should have appeared on the menu itself, however it was overlooked and we sincerely apologize to the Colorado Railroad Museum for this omission. We are always grateful for the use of historical data maintained at the Colorado Railroad Museum.



### A Trip Around the Narrow Gauge Circle

By Dave Gross

The club is offering a new video "Around the Narrow Gauge Circle" featuring the 16mm films of Otto Perry and Irv August. Travel Marshall Pass to Gunnison, the Black Canyon and over Cerro Summit to Montrose, down the Ouray Branch then over the RGS. From Durango, ride the San Juan to Chama. See three engine freight trains on Cumbers Pass. Venture to Alamosa and up the valley line over Poncha Pass to Salida.

Special price to members is \$15.00 plus \$2.50 shipping. Send checks to PO Box 2391, Denver, CO 80201-2391 or pick up the tapes at a club meeting.

### Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at Post Office Box 2391, Denver, Colorado 80201-2391 for \$14.00 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, PO Box 2391, Denver, CO 80201-2391

### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed below. Members joining after April may send a payment of \$1.75 for each month remaining in the year.

An associate membership for spouses and children is also available for \$10.00 per year.

Annual dues notices are mailed in November.

### Club Information

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:  
<http://www.rockymtnrrclub.org>

### Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

The deadline for items to be included in the February issue is January 18th.

## Rocky Mountain Historical Foundation Fund Raising Update

As of December 10th, the foundation has raised \$4300.00 for the restoration of #25.

Dave Gross challenged members to donate at the December meeting and agreed to match their donations. Members donated five hundred dollars at the meeting and Dave Gross donated a matching amount for a total of \$1,000.00 for the foundation.

There are several other opportunities for everyone to support this restoration project. Restored seats may be donated for \$500.00 or a half seat, top or bottom, your choice, for \$250.00 each. The seats will be completed and delivered to us just after Christmas. Hopefully, one will be on display at the January meeting! Remember that one can honor a friend or relative with a gift to the foundation in his or her name for a birthday or anniversary.

Thanks to seat donors Don Zielesch and James L. Ehernberger for their financial commitment to this special campaign.

The foundation wishes to thank the following people for their generous support of this project which is showing great progress:

Robert Allen, Stu & Audrey Anderson, Warren Anderson, Perry Becker of Perry's Hobbies, Ronald Bill, Jimmy & Carolyn Blouch, John Braselton, Joseph Cammalleri, Erwin Chaim, R. D. Christal, Roger Cook, Dr. Dan Davis, The Rev. Francis Derick, Mr. & Mrs. John Dolan, James Duncan, Mr. & Mrs. Richard Erickson, Robert Fryml, Frank Gill, Ken Hampton, Mr. & Mrs. Charles Herman, Leroy Hester, George Hinds, Randolph Hunt, James Hurt, Robert Jones, Tom Klinger, Mr. & Mrs. Thomas Lear, Jonathan Lewis, Charles Livingood, James Mackenzie, Steve Mason, Gene McKeever, Neal Miller, Maj. Philip Morton, Ret., Bruce Nall, Robert Neher, Dennis Opferman, Beyer Patton, David Rainey, Donald Redmond, Joan Riley, Donald Robinson, F. L. Roller, Ardie Schoeninger & Cynthia Trombly, Harold Topping, Mr. & Mrs. Randall Vienot, Lynn Willcockson, Mr. & Mrs. Hugh Wilson, Edward Wright

## Rocky Mountain Railroad Club Rocky Mountain Railroad Historical Foundation Election Results

The following officers and directors were elected at the annual meeting in December:

### Officers:

President	Jimmy Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

### Directors:

David Gross  
Jim Ehernberger  
Steve Mason

They join these carry-over directors:

Matt Anderson  
Phil Klinger  
Don Zielesch

Election of trustees for the Rocky Mountain Railroad Historical Foundation was also held at the annual meeting in December. Two vacancies existed and elected were:

Art Ives  
Richard Loveman

David Gross, Jim Ehernberger, and Steve Mason, by being elected to the club's board of directors, automatically become Foundation trustees.

These five members join carry-over trustees who are:

Matt Anderson  
Phil Klinger  
Thomas Peyton  
Donald W. Zielesch

These nine trustees will meet to elect officers for the Rocky Mountain Railroad Historical Foundation for the year 1999. Results of the meeting will be published in the next Rocky Mountain Rail Report.

**1999 Membership Renewal  
Deadline is February 1, 1999**

### Don't Forget to Renew

Membership renewals are due earlier this year to allow the club to distribute membership cards earlier. In order to maintain your membership number, your dues must be received by February 1st. Regular memberships are \$20 each and Associate memberships are \$10 each.

Chances in the annual book drawing are \$2 each and the money provides additional funds for preservation of the Club's historic railroad equipment.

Please send your check to the Membership Chairman at PO Box 2391, Denver, CO 80201-2391.

### Third Annual Jeffco Train Show

The Third Annual Jeffco Train show will be held on January 16th from 9:00 AM to 5:00 PM at the Jefferson County Fairgrounds, 15200 West 6th Avenue, Golden, Colorado. Contact the Intermountain Chapter of the NRHS at 303-298-0377 for information.

The Rocky Mountain Railroad Club will be represented at the show and volunteers to help staff the Club display and answer questions are always appreciated.

### Book Wanted

Member Chris Callaway is looking for a copy of Jackson Thode's *A Century of Passenger Trains*. Please provide book condition and price to Chris, care of Steamatic of Phoenix, 2223 South 48th Street, Suite "G", Tempe, AZ 85252.

### Headline Artwork

Thanks to Steve Cross for providing his drawing of club engine number 20 in revenue service for the *Rail Report*. Steve's railroad artwork is available from Colorado Railroad Graphics at 303-699-9174.

## OS Colorado

### Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

#### BNSF Heritage II SD70MAC 9900 Set

New BNSF SD70MAC's 9912, 9915 & 9914 (all fresh in the orange Heritage II scheme) rolled south across Colorado on 11/14/98. The units were on the Brush Subdivision near Barr, CO, at sunrise on train C-CRMHOH-116 (coal load from the Caballo Rojo Mine, WY, to Sunflower Electric Power at Holcomb, KS). The train moved into Denver and then south on the Joint Line. – *Louie, David & Steve*

#### RFG GP-7 in Denver

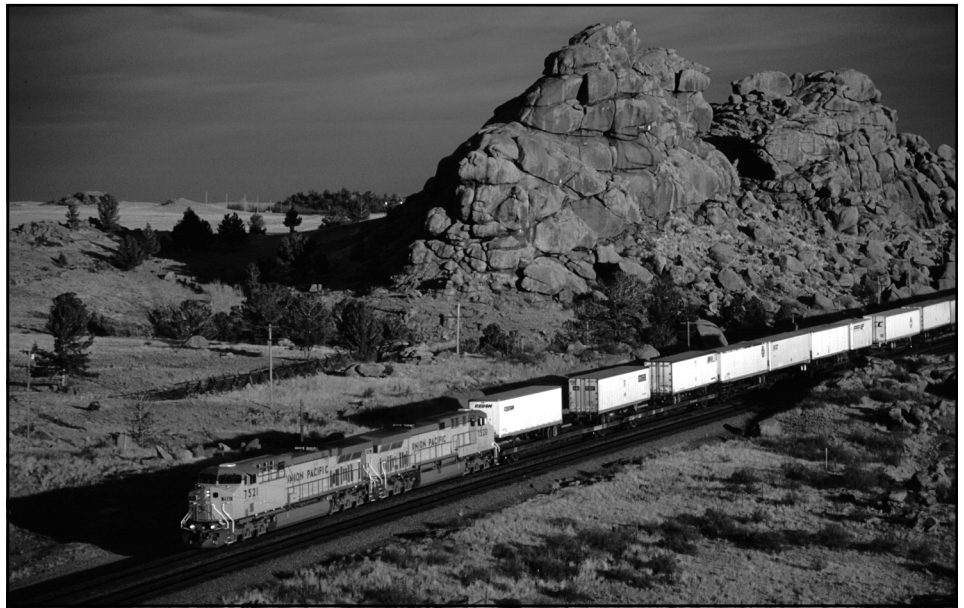
A mysterious switch engine arrived at BNSF's Denver Diesel Shop starting 11/15/98. Parked next to the old CB&Q/Burlington Northern wheel shop was a red, black with yellow stripes, locomotive model GP-7.

The unit appears to be from Habco Loram's Kansas City, MO, operation. The spartan lettering reads “RFG 1001” and “10-1-90 MAC KC.” The unit was transferred to Chemtron in Pueblo, CO. It may be a former Santa Fe model GP-7 with the early conversion large cab area (at least double the size of most units). – *The Colorado Zephyr*

#### Union Pacific SD90MAC #8500

Union Pacific SD90MAC #8500 rolled north on BNSF train M-ALTDEN1-15 (Alliance, TX, to Denver on 11/15/98) arriving Denver's 31st Street Yard, Denver, CO, 9:40 AM, 11/18/98. #8500 was trailing the other power; BNSF 700, BN 4038, ATSF 151, ATSF 5370, BNSF 988 and UP 8500.

The EMD 6,000-horsepower unit had been testing at the Pueblo Transportation Test Center. EMD's entry into the 6,000-horsepower race is slowly taking place.



Union Pacific's newest power, General Electric 6000-horsepower model AC6000CW's, #7521 & 7520, get a workout on the intermodal train Z-CSOA-24 (Canal Street, Chicago, IL, to Oakland, CA, train of 11/24/98). The train was chasing the sun westbound at Dale Junction, WY. UP rosters the GE units as 7500-7579. – Photo © Chip Sherman

UP currently has ordered 22 units, UP 8500 - 8521, with UP 8511 the highest numbered unit delivered in mid-November. BNSF has yet to order a single 6,000-horsepower unit. – *Joe S.*

#### UP's New 6,000-horsepower 7500's

UP SD90MAC-H (6,000 horsepower units) are running across Union Pacific's Wyoming main with intermodal trains. UP AC6000CW 7519 & 7518 along with UPB (no cab controls) SD40-2 3455 were running west through Cheyenne, WY, 11/25/98 on the North Platte, NE, to Los Angeles, APL double stack train (I-NPLA-24).

Running west later 11/25/98, UP 6,000-horsepower 7521 & 7521 were hustling the premium intermodal train, Canal Street (Chicago, IL) to Oakland, CA, (Z-CSOA-24). These units were just delivered from General Electric in November 1998. – *UPRF1*

#### BNSF Renumbering/Repaints

Since 09/01/98, BNSF has renumbered about 50 locomotives. Only seven of those were repainted (in Heritage I colors). VMV did two, Livingston Rebuild Center

(LRC), Livingston, MT, three and Barstow, CA, did two.

Significant are two ATSF C30-7's: 5165 (ATSF 8122 by LRC) and 5175 (ATSF 8132 by LRC).

BNSF is sticking with its program of repainting only those units which need to be redone. About 725 units have been renumbered since 1997. – *Robert C. Del Grosso*

#### Littleton's ex-D&RGW Depot Moved

The City of Littleton, CO, moved the old Denver & Rio Grande Western Railroad's Littleton, CO, depot back next to the tracks. It will once again serve passengers as Littleton's Light Rail Station on the Regional Transportation District's Southwest Corridor line opening in July 2000.

Back in the mid-1980's, Littleton, CO, relocated the Atchison, Topeka & Santa Fe (now the BNSF) and the Denver & Rio Grande Western (now Union Pacific) lines into a federally financed relocation – the Littleton Depression. The project required the relocation of the town's stations. Both were preserved. The ATSF depot was



Rarely seen in Colorado are Amtrak's GP40-TC units. Amtrak #199 was in Denver for almost a week with the Technical Training car 10501. The locomotive was built in 1966 for Government of Ontario commuter service, and sold to Amtrak in 1988. It was at Denver Union Station, Denver, CO, 11/19/98. – Photo © Mike McGowen.

moved to the east becoming the Littleton art depot. The D&RGW depot was moved in May, 1983. It was moved to the northwest and seldom used by the city – no indoor plumbing! An occasional art exhibit was about the only use the old depot has seen in the last 15 years.

The City of Littleton paid \$250,000 to move the depot to its new location. On 12/5/98, Ryberg Construction lifted the rhyolite stone D&RGW depot off its foundation in preparation for the 12/6/98 move. The depot was moved about a half mile south taking it from West Crestline Avenue and Rio Grande Drive to the new location at Alamo Avenue and South Prince Street. It will be on the west side of RTD's Southwest Corridor again serving as Littleton's passenger depot. The depot was left on the moving truck trailer awaiting completion of its new foundation. – *Steve & Darrell*

### **Ex-Milwaukee Dome Joins AOE Fleet**

The American Orient Express (AOE) Equipment has purchased the ex-Milwaukee Road #58 full length, great dome. A defective journal bearing waylaid the car at Wray, CO, just 150 or so miles east of Denver around 12/10/98. AOE Rail Services had to build a new wheelset for the car. The requirement was

for a 6x11 bearing (minimum) on 5x9 centers with a 15-inch Milwaukee box. The shops will be building a pair of adapter boxes using old Milwaukee Timken grease type bearing boxes to fit over a pair of AP F bearings. The F bearings were mounted on an axle which was specially built at Amtrak's Beech Grove facility to allow the bearings to be pressed further toward the center. After the wheelset was completed, AOE Rail Services and BNSF Denver Car Department made the repairs at Wray.

The BNSF moved the car west to the AOE Rail Services shops in Denver where it will undergo complete inspection, interior paint, carpet and upholstery work, window repairs, car body repairs, new diaphragms, and installation of head end power. The car will be assigned to the Montana Daylight train in 1999 which was recently acquired by AOE. When out shopped it will be in the blue and tan livery of the AOE, but will have a slightly different distribution of the colors so as to allow it to run on either the AOE or the Montana Daylight. The new car number will be AOEX 800258. Delivery to Sand Point, Idaho, will be via Amtrak beginning at Denver, west to Oakland, CA, north to Portland, Oregon, and onto Spokane, WA, in mid-May 1999.

– *Info via The Net*

## **Durango & Silverton Railroad "Silverton Mixed"**

by Walter Weart

Saturday, December 5th, found 89 passengers at the Durango, CO, station of the Durango & Silverton Narrow Gauge Railroad. The group included riders from as far away as Japan and Canada as well as many states in the US. They had gathered to ride the first "Silverton Mixed" to operate over that line since the Denver & Rio Grande Western gave up freight service to Silverton, CO, in the early 1950's. The D&S staff went all out to recreate the most authentic appearing train as possible.

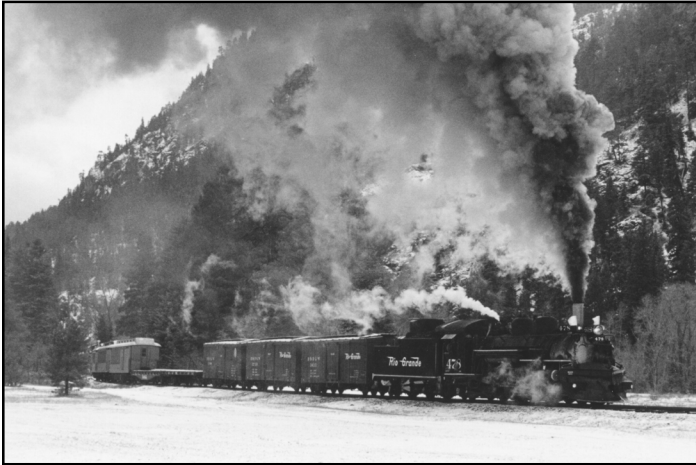
The Club Trip Committee began working with the D&S management to negotiate an agreement for a train that would recreate a 1950's era Silverton Mixed. Jeff Jackson, D&S Vice President, assigned Director of Marketing Kristi Nelson and Museum Coordinator Jeff Ellingson to work with the Club. December 5th was selected as the date since it offered the possibility of snow as well as fitting in with the schedule of the D&S. During this time, the D&S runs only as far as Cascade Wye. With the limited daylight, there would still be time for numerous photo stops between Durango and Cascade Wye. It would have been difficult to fit in a full Silverton round trip with numerous photo stops. The shorter route still included such scenic locations as the High Line, Tacoma, Ah! Wilderness and Tall Timber.

The Trip Committee worked out the details of the consist, starting with a request for a 470 class engine restored to its 1950's appearance. This meant, among other things, removing the spark arrestor stack and replacing the brakeman's "dog house" on the tender. We then asked for appropriately lettered and painted freight cars along with a combine, two San Juan coaches and a caboose to bring up the markers. Jeff chose three boxcars, two flat cars and caboose 0505. In addition, we selected combine 213, and coaches 312 and 327. The boxcars were lettered with either the "Flying Grande" logo or the circular herald from an even earlier era. The flat cars represented both the wood

Continued on Page 6, Column 1

## Durango & Silverton Railroad “Silverton Mixed”

Continued from Page 5, Column 3



The first run of the “Silverton Mixed” excursion train at Tall Timber. – Photo © Dave Gross

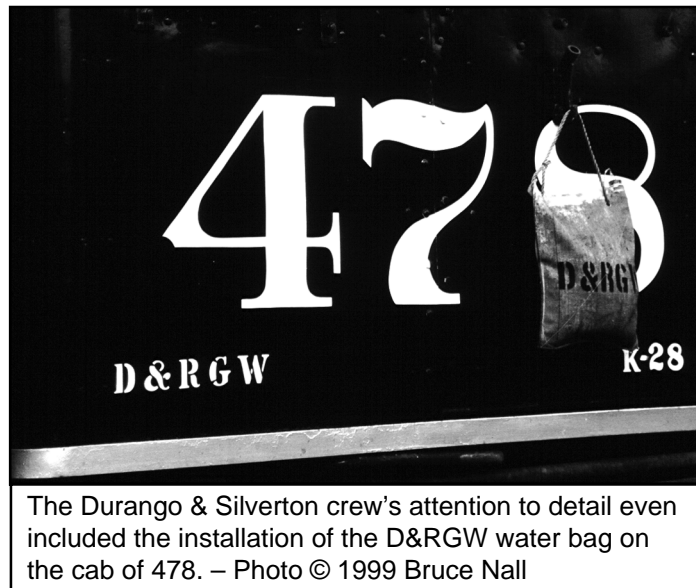


The excursion on the High Line on the way to Durango. – Photo © Wally Weart

frame truss rod equipped style as well as the more modern steel cars which the Rio Grande cut down from standard gauge. Magnetic strips restored “Denver & Rio Grande Western” to the letter boards of the passenger cars.

The appearance of the train exceeded our expectations. Not only were the cars correctly painted, such small details as shop dates were accurate to the era desired. Resplendent in Rio Grande paint and lettering, caboose 0505 had the correct kerosene markers installed. 478 was completely backdated with the typical plow the Rio Grande used. 478 even had the correct “class” lights to complete the transformation. It looked just as it did in 1952 as pictured on page 86 of *Colorado Memories of the Narrow Gauge Circle*.

The club excursion had the run of the entire railroad, as the regular train had been annulled for the special. This meant that we could stop wherever we wanted for photos. If the group liked the runby, the train crew could do it again! Neal Reich did an outstanding job of scouting our photo stops, going so far as to prepare a handout explaining which side of the train to get off and where to line up. His pre-planning really paid off.



The Durango & Silverton crew’s attention to detail even included the installation of the D&RGW water bag on the cab of 478. – Photo © 1999 Bruce Nall

The weather was perfect. There was an overcast which allowed pictures to be taken in both directions. Bright sun would have limited photography to basically southbound pictures since the northbound train would have been backlit. A recent snowfall was still on the ground, adding to beauty of the mountains and to the opportunity for great pictures!

The first runby was at the east switch at Pinkerton Siding; then two more in quick succession. At each runby, the train crew backed far enough away to allow the train to build up speed so that by the time it passed the photo line, it was at a speed to make outstanding photos. The cold air combined with an assist from the fireman

created high plumes of smoke for the still and video photographers.

The next photo stop was classic Colorado winter photography. As the group unloaded to set up the photo line, the snow started falling with large flakes and enough wind to create a mini blizzard. The falling snow and the appearance of the train through the swirling flakes made for some of the most dramatic photography that many participants could remember.

More stops were made at Mile Post 474 and Tall Timber on the way to Cascade. Upon arrival at Cascade Wye, the train backed into the wye and the riders unloaded for a group picture. Lunches were handed out and those that wished to could walk to the east switch for a picture of our train as it reentered the main line. The train then backed up to the bridge at Mile Post 477.8 for two runbys.

Another stop at Tall Timber as well as at Tacoma led up to the double runby on the High Line curve. The last stop was at Rockwood where there was just enough daylight for one last set of great pictures.

Upon arrival at Durango, Jeff Ellingson provided an outstanding shops tour. After



Three 3600's climb Tennessee Pass on August 15, 1954 – Photography by Neal R. Miller. Since 1952, Neal has presented "Christmas Gift" copies of a photograph of his choice to members at the annual meeting. Neal also maintains a remarkable operating model train display and a museum display of rare antique model trains of various sizes.

a break for dinner, Al Chione hosted a slide show with pictures dating from 1950 through 1968. As pure coincidence, December 5, 1968, was the date of the last D&RGW operation from Durango to Alamosa. Al's slides provided great counterpoint for the experience of our trip and showed Durango before all the buildings removed all traces of the narrow gauge route to Alamosa and Farmington.

The Trip Committee wants to say a large "THANK YOU" to D&S employees Jeff Jackson, Kristi Nelson, Jeff Ellingson, Neal Reich, Charlie Moore and Steve Carr for the work they did to prepare our train. THANKS also to Engineer Bill Colley, fireman Dale Aanes, conductor Rick Millard and brakeman Mike Nichols for the superb way they handled our train and complied with all the requests made during our photo stops.

Also a big THANKS to Susie Weart, Mary Sue Alexander and "Bud" Lehrer for working during the trip.

The D&S staff invited the Club back. The Trip Committee will be working hard to top this great narrow gauge excursion.



In Durango for the D&S Excursion, from left: Jeff Jackson, VP D&S RR; Charlie Moore, D&S RR; Steve Carr, D&S RR; Wally Weart, VP RMRRRC; Kristi Nelson, Director of Marketing D&S RR; Al Harper, President D&S RR, Jimmy Blouch, President RMRRRC. – Photo © Susie Weart



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## **Out At The Museum - Equipment Committee Report**

By Steve Mason

November 14th found Duane Fields and I working on the caboose and the RICO. We installed and tested kerosene lanterns. On the caboose we painted the roof silver and installed guy wires on the chimney. We also talked to Andy Dahm about doing air brake work on the RICO. We have the bottom sheathing for the RICO on hand. We will jack up the car so we can roll the trucks while we install it.

On November 28th, Russ and Sue Stuska came out to work on the RICO. They have painted wood quarter round for the windows. They are removing putty from the windows and installing the quarter round. I removed the triple valve and air reservoir so it can be "hot tanked" in lye to clean it. We are overhauling the air brake system to make the RICO operable.

Our club provided hot chocolate and Christmas cookies to visitors in the RICO during the annual Santa Claus steam up on

December 5th and 6th. We dispensed Christmas cheer, answered questions, showed the RICO and the caboose, and urged interested people to join our club. Charles Albi, Executive Director with the museum, believes they had 2800 paying guests and that Saturday was a record day.

The Saturday volunteers were: Phil Scholl, Mike Steines, Matt Tomon, Duane Fields and myself. The Sunday volunteers were: Russ and Sue Stuska, and Rich Berens. The volunteers said they enjoyed talking to the public and answering questions about trains. Engine # 346 had big billows of steam in the exhaust due to the cold weather and this provided an opportunity for dramatic photos.

Volunteer work done on December 8th included making brackets to fasten the window shades in the caboose. They have been painted and are ready to be installed. After we get the shades up, inside work on

the caboose should be complete. If you get a chance, look at the step boxes for the caboose with our club logo on them.

The primary goal this year is to put the new oak end sills on the caboose and pilot beam on the # 20. The # 20 will get a new steel fill hatch deck, back coal board, rear coal bunker patch and new tender paint. As a side job, we want to put as many of the gauges back in the cab as we can. After the caboose is done it will get new exterior paint and lettering.

One of our purposes is to educate. It is desirable to put in interpretive signs and have an equipment brochure.

Over 500 hours of volunteer time were donated last year. As equipment chairman, on behalf of the Board of Directors, I wish to thank each one of you for donating your time to the Rocky Mountain Railroad Club.