

# RAIL REPORT

April 2010 • No. 600



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Durango & Silverton Narrow Gauge Railroad Battles The Snow

Video Presentation by Dave Gross

April 13th, 2010 • 7:30 PM

Durango, Colorado, was buried under 3-feet of snow following several storms that passed through the San Juan Mountains the week of January 17, 2010. The railroad was snowed in! Cuts north of Rockwood were filled with snow and a number of snow slides between Rockwood and Cascade Canyon had run. Dave Gross was on the scene to show how the flanger train and the maintenance of way crews and their equipment handled the snow.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

**Please note: Our meeting night will stay on the second Tuesday of the month.**

### RMRRRC Calendar

- |          |   |
|----------|---|
| May 11th | Tuesday Meeting, Cumbres & Toltec and Durango & Silverton Narrow Gauge. |
| May 15th | Tour of UP Cheyenne roundhouse and shops.                               |
| June 8th | Tuesday Meeting.  |

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at [pkmauro@yahoo.com](mailto:pkmauro@yahoo.com) or phone 303-838-7740 with program ideas.

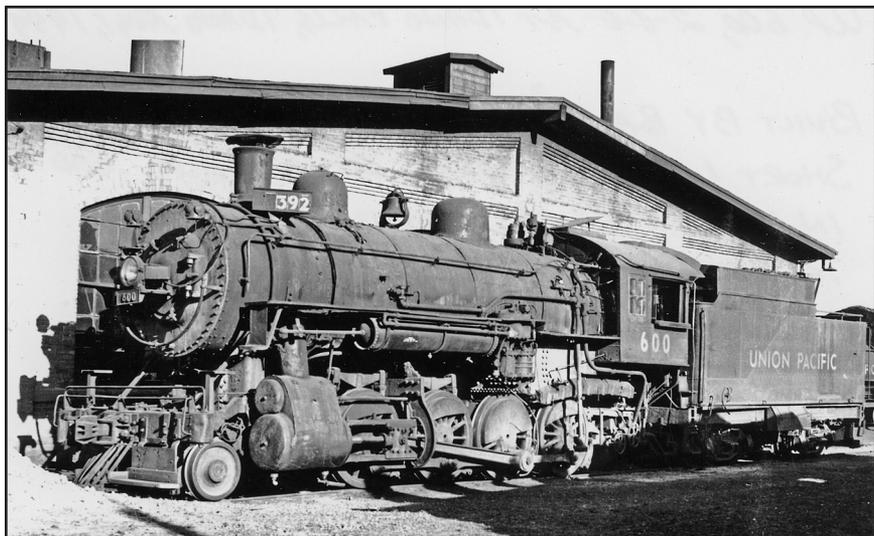
## Durango & Silverton Narrow Gauge Railroad Battles The Snow



The Durango & Silverton Narrow Gauge switches at Rockwood with their flanger on January 26, 2010. – Photo © 2010 Dave Gross.



The Durango & Silverton Narrow Gauge with engine 473, their flanger, caboose 0585 and caboose 0540 on January 27, 2010. – Photo © 2010 Dave Gross.



Union Pacific 600, a 2-8-0, at Idaho Falls, Idaho, on August 1, 1949. Built by Baldwin in February 1907 as Oregon Short line No. 1050, it was renumbered 600 in 1915. The locomotive was retired at Pocatello, Idaho, in February 1954.  
– Art Peterson photo from the James L. Ehernberger collection.

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## From The President

By Dave Schaaf

Welcome to springtime and *Rail Report* number 600. There are quite a few rail events coming up in the next few months, as noted in other parts of this newsletter. Here is a partial list:

- On May 15th, we travel to Cheyenne to tour the Union Pacific roundhouse and shops.
- One of our members is organizing a special train from Antonito, Colorado, on May 25.
- We hope to have a steam excursion at the Georgetown Loop in July.
- Later in the summer, the D&S Rail Fest has many great options.
- The 40th anniversary of the Cumbres & Toltec Scenic Railroad is this year.
- The San Luis & Rio Grande is planning a steam special in the Alamosa, Colorado area.

The Club's drumhead is likely to make some appearances on trains this year. Since we are planning to have a Club excursion on the Durango & Silverton during Rail Fest in August, it's probable that we will not have a meeting in that month. We anticipate holding our Annual Banquet on Saturday, October 16. Watch our web site for trip updates, photos, and more. Members may contact me by e-mail [ds5280@comcast.net](mailto:ds5280@comcast.net) or at (303) 988-3456.

In an interview with The Associated Press in mid-March, Union Pacific's CEO Jim Young said some key segments, including agricultural, automotive and intermodal shipments show signs of strength. He said automotive shipments are up 60 percent from a year

## From The President



Roscoe Snyder Pacific 600 in Roscoe, Texas. – Photo © 2010 Joe Blackwell.

ago, but far from their peak three years ago. Intermodal shipments, or transfers between trucks and trains, are up about 20 percent, said Young. Union Pacific's total shipping volume is up about 11 percent compared with last year. Some furloughed employees have been called back to work, but about 3,500 remain on leave. In the Colorado / Utah region, the railroad loaded 239 coal trains this February versus 233 trains in February 2009. UP averaged 8.5 trains per day, the highest mark since March 2009. Also in February, Union Pacific loaded 943 coal trains in the southern Powder River Basin (SPRB) compared with 914 trains in February 2009.

Union Pacific Railroad's historic steam locomotive #844 will travel more than 3,500 miles from its base in Wyoming on a 28-day, multi-state tour to South

Texas, to celebrate the railroad's history and heritage. The "Valley Eagle Heritage Tour" will begin April 2 when the 844 leaves Cheyenne, and the locomotive should return on the 29th after visiting Nebraska, Kansas, Missouri, Oklahoma, Texas, and Arkansas. This will be the first time #844 has operated south of Houston. Included in the train is the "Reed Jackson" concession car, which during 2010 displays a commemorative sign celebrating the National Model Railroad Association's 75 years of service to the model railroad community.

An ES44AC diesel loco numbered as UP 2010 is going to be decorated as a tribute to the 100th anniversary of the Boy Scouts. Union Pacific has done several "heritage" units that are EMD-built, but this may be their first commemorative logo scheme on a GE locomotive.

## From The President



Denver and Rio Grande Western 600, on 36, west of Leyden, Colorado, on January 10, 1948. – Bob Andrews photo from the Tom Klinger collection.

The 15th annual Association of American Railroads Research Review drew engineers, technicians and corporate leaders to Colorado in early March. Technical research is done near Pueblo at the AAR's Transportation Technology Center Inc., the 52-acre site northeast of the city's airport. Talks covered results from the ongoing Heavy Axle Load program designed to help haulers of coal and other commodities reduce wear on rails and wheels, new ways of monitoring track conditions to prevent derailments, and methods to extend the life of rail and rail cars and thereby lower costs. One of the highlights was a discussion of automatic inspections of rail cars. The center has patented some of its own devices that can spot problems on cars as they move past and methods are constantly improving. Besides wheels,

the cars' undercarriages can be checked, along with safety devices like ladders and hand brakes. The devices can check moving trains, traveling past at 40 mph or more so trains don't have to be stopped for inspections. Their vision is to have most inspections of rail cars done automatically, instead of having people walk through harsh weather.

Last year was the safest in U.S. freight rail history, with preliminary Federal Railroad Administration (FRA) data indicating that train accident, employee casualty and grade-crossing incident rates were all at record-low levels in 2009. The total number of train accidents involving freight railroads declined by 26 percent last year, with the rate per million train-miles falling 12 percent from the previous record established in

## From The President



Once assembly of RTD's 6th Avenue bridge is complete, the structure will be transported across 6th Avenue from south to north the last weekend in April.

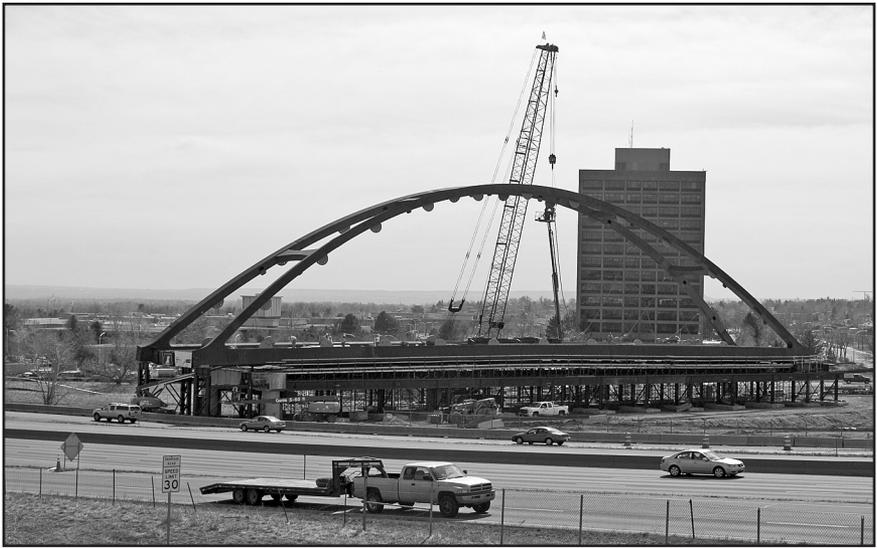
– Photo © 2010 Bruce Nall.

2008, according to preliminary FRA data. The number of employee casualties on freight railroads fell by 14 percent while the casualty rate declined 4 percent from 2008, the year the previous record was established. The number of 2009 grade-crossing collisions on freight railroads (1,670) fell below 2,000 for the first time ever, and the rate of 2.96 per million train miles bested the previous low set in 2008 by more than 9 percent. Also at a record low level was the total number of reported rail-related fatalities (497) on freight railroads — about 93 percent of them involved either grade crossing collisions or trespassers.

In Los Angeles, the city's beloved Angel's Flight began carrying passengers up and down a steep downtown hill again on March 15, nine years after a fatal accident forced an extensive overhaul of the

tiny railway's operating and safety systems. Fans of "The Shortest Railway in the World" waited eagerly to board the first ride at 6:45 AM, recalling childhood memories of riding the orange-and-black wooden cars — named Olivet and Sinai — which looked the same as when they were first put into service in 1901. Angel's Flight is a funicular, meaning its two passenger cars are attached by a cable and move in tandem, one going up the tracks as the other goes down. The railway climbs a 33-percent incline and both cars share a common middle rail, except in the middle of the route where they pass as one ascends and the other descends.

Our Club's internet address is listed in the back of this issue. Please check the web site for updates and color photos.



On March 18, 2010, this bridge was being assembled to span US Highway 6 east of Simms Street for the west corridor of Denver's light rail system.  
– Photo © 2010 Bruce Nall.

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## RTD West Corridor Light Rail Progress

By Dave Schaaf

On the new West Corridor of RTD Denver's light-rail system, a "roll-out" of the 6th Avenue light rail bridge across the freeway and the on and off ramps is planned for the last weekend in April. This visually dramatic structure is being constructed on the south side of 6th Avenue on the Federal Center property, and will be "rolled-out" across 6th Avenue from south to north, connecting to the structure already in place over the north frontage road.

The entire steel arch structure is fabricated from weathering steel and the arches incline inwards toward each other to form a "basket-handled tied arch" style of bridge. The tensioned cables that are yet to be installed will be 2-3/8 inch diameter galvanized steel and arranged

in a crossed-cable pattern that provide an important piece of the structural integrity as well as being visually attractive. The bridge is 286 feet long, 65 feet tall, and will weigh a total of 600 tons once assembled.

The "rolling out" of this bridge marks the first time this type of installation on this type of structure has been done in the United States. Instead of months of lane closures on 6th Avenue, the highway should only be closed for two or three days, currently planned to start Friday evening, April 23.

This structure will carry light rail between the Lakewood Industrial Park and the Federal Center Station and is a signature bridge for the West Corridor.

## Narrow Gauge Locomotive Photo Gallery

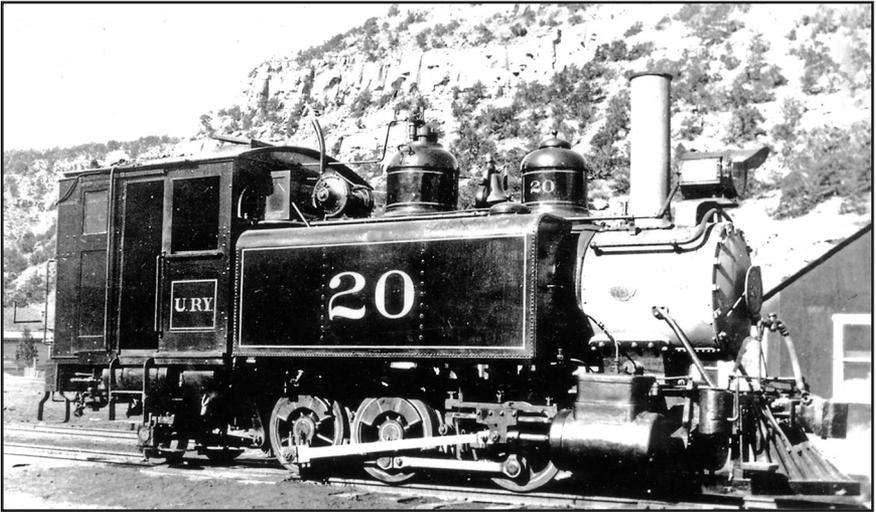


A variety of motive power operated on the Uintah Railway. In addition to the articulated type featured in the *March Rail Report*, there were seven Shay geared engines (over several years) on their roster. Number 7 (above) was built from spare parts in 1933. Its boiler came from the Lima Works. In 1939 this locomotive was scrapped. – Photo from the James L. Ehernberger collection.



Engine 12, a Baldwin 2-8-0, built in 1896 was acquired in 1917 from the abandoned Florence & Cripple Creek line. The Uintah sold No. 12 to the Eureka-Nevada Railway in 1937. Today it is part of a collection of locomotives in Henderson, Nevada, owned by the Nevada State Railroad Museum. Sister engines on the Rio Grande, Numbers 315 and 318 also survive. The 315 will operate at the Durango RailFest in August and the 318 is to be cosmetically restored at the Colorado Railroad Museum. – Photo from the James L. Ehernberger collection.

## Narrow Gauge Locomotive Photo Gallery



The Uintah Railway owned two 0-6-2T locomotives, numbers 20 and 21, built by Baldwin in 1905 and used primarily in passenger service. Their 34-inch drivers maintained schedules over the 62-mile line requiring 5 hours, 5 minutes in each direction. Both engines were scrapped in 1939.

– Photo from the James L. Ehernberger collection.



Uintah engine No. 30, a 2-8-2, was purchased new from Baldwin in 1911. This was the only outside frame locomotive on their roster. It was reported to have been a favorite with engine crews. Its tractive effort exceeded that of D&RGW K-28 series 470 class locomotives. This locomotive was scrapped in 1939.

– Photo from the James L. Ehernberger collection.

## Current Railroad Happenings



On Monday, March 15, 2010, the first photographers special ran on the newly constructed track between Virginia City and Moundhouse, Nevada. While the Virginia City to Gold Hill line has been operated for over 30 years by Bob and Tom Gray, the new line toward Carson City was just completed in 2009. A group of railfans chartered the all-day trip on the line with Virginia & Truckee #29 pulling two newly restored Erie & Lackawanna coaches.

The engine was formerly Longview Portland & Northern #680. She served the line out of Ryderwood, Washington, originally and later on the same railroad out of Gardner, Oregon. She was purchased by the Virginia & Truckee Railroad in the early 1980s and has been in service there since that time.

– Photo © 2010 by Martin E. Hansen.

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### *In Remembrance* **Floyd Alexander Jarvis III**

Floyd Alexander Jarvis III, Ogden, Utah, a Club member since 1972 holding membership card number 122, passed away on October 9, 2009. Floyd worked for the Union Pacific Railroad in Ogden for a short time then worked as a logistics technician at Hill Air Force Base. Floyd was interested in trains and was an active member of the Hostlers Railroad Club in Ogden.

A silent auction of Floyd's estate will be May 1st at the historic Ogden Union Station, 25th Street and Wall Avenue in Ogden, Utah. More information is at <http://www.hostlers.info/page12/estateauction.html> or call 801-394-4952.

## Current Railroad Happenings



Union Pacific SD70M 3850 and 4879 handled unit train of Suzlon wind mill support columns north over the Greeley line on February 24, 2010. The train originated in Mexico hitting UP rails at Eagle Pass, Texas. Destination was Arlington, Oregon, train symbol S EGARW 20. Nunn, Colorado, is at upper right.  
– Photo © 2010 by Chip.



Georgetown Loop Railroad No. 12 is back in steam for 2010. – Photo © H. Scott.

## Durango & Silverton Club Excursion at the 12th Annual Railfest

It's been nearly seven years since our Club had an excursion on the D&S, and this one will be something we haven't seen before. Over the next few months, a total of four cars, three passenger cars and one mail-baggage car from the 1880s will be painted Pullman green to represent a 1930s-40s era scheme. This set of cars will make their debut behind locomotive 315 at this year's 12th Annual Railfest in August. The green coaches will be further featured in a series of Photo Specials and private charter trains throughout the fall of 2010 and winter of 2011. The cars will stay green for a period of 12 months. This will be the first time that an entire train-set of cars has been back-dated. The cars will not run on regularly scheduled trains.

We have arranged with the railroad to have one car reserved for our members on the Thursday, August 19, special pre-event trip on pullman passenger extra! This is a positioning move for the train, pulled by engine #473. Morning departure from Durango. One-way Photo train from Durango to Silverton with 4-car Pullman Green consist and the observation car "Silver Vista". Silver Vista seats are available at extra charge. Numerous photo run-bys and opportunities to photograph passing trains! Passengers can either return on train or D&S bus out of Silverton.

Other happenings on this date include -- Denver & Rio Grande Western #315 on display in Silverton. Eureka & Palisades #4 and Rio Grande Southern Goose 5 on afternoon test trips to Rockwood. North American Railcar Operators Association (NARCOA): Arriving

in Silverton to set up for Friday's test trip.

This trip on August 19 is priced at \$219 for coach seats, \$259 for Silver Vista seats, with bookings and payment done directly with the railroad. A special reservation phone number is established just for Rocky Mountain Railroad Club members, and you can receive a 10% discount on either class of tickets. You must call 970-385-8806 and speak with Pam Ramsey before May 21 for our special rates. She will have a list of current members. Please respect the private nature of this phone number, and do not pass it around. There will not be online internet bookings for our special deal. Normally, there is a transfer fee to return to Durango via regular train (\$50) or bus (\$15), but our members will get the return trip on the 19th free of charge. Just tell Pam how you want your return trip to be made. All fares are subject to a 4% preservation fee, which is common in the Durango area. You may also consider staying over in Silverton, and riding one of the other trains on Friday.

Other trip times, fares and money-saving multi-trip packages will be posted on their website at:

<http://www.durangotrain.com/events/railfest-2010>

There may be Club discounts available on other trains during Railfest, and we will announce this if possible. On Friday evening, there will be historical presentations in the D&S Museum (such as slide shows), and our members are encouraged to show photos or videos that fit the theme.

## Denver Rail Heritage Society Meeting

The Denver Rail Heritage Society, operator of the Platte Valley Trolley, will hold its next quarterly public membership meeting at the REI Flagship Sporting Goods Store near 15th Street and the South Platte River on Thursday, April 15 at 7:15 PM. Please park in the underground garage.

Before the "Age of the Automobile" electric transit systems covered much of the United States. Service was found not only in all significant metropolitan areas but in rural regions as well. Rail documentarian Everett White traveled the country from the 1940s into the 1960s capturing on movie film many of these operations. Our April program will highlight over 30 different lines that he photographed during his extensive journeys. Scenes will feature Chicago, the Iowa Interurbans, the Great Plain States, the West Coast including the giant Pacific Electric system in California and others.

Bring your friends. The public is welcome and light refreshments will be served. The next quarterly DRHS public membership meeting will be on Thursday, July 15.

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### "Springtime in the Rockies" Narrow Gauge Steam Special

In 1950, the Rocky Mountain Railroad Club had an excursion train led by Rio Grande engine #489. The locomotive had a dark green boiler jacket for that trip, courtesy of the shop guys in Salida, Colorado.

Club member Russ Sperry is organizing a photo special on the Cumbres & Toltec Scenic Railroad on Tuesday, May 25th. While this is not an official Rocky Club trip, it is a commemoration of our event of 60 years ago. This year also marks the 40th anniversary of the C&TS Railroad. The consist for this train is expected to be freight cars with at least one riding gondola, one of the old 30-seat rider boxcars, a souvenir / toilet car, and two long cabooses, pulled by #489 with a rare green boiler jacket.

The plan for this train is to leave Antonito, Colorado, at 1 PM and have several run-bys, including one timed to get

good light at Rock Tunnel. The train will turn at Osier, where there will be a night photo shoot with professional lighting. The train will then return to Antonito by 10 or 11 PM.

Passengers will travel in either a rider boxcar for \$215, or get a caboose spot for \$250. Rocky Club members who buy tickets by April 25 can get \$20 off the fare price, which will be booked directly with the railroad. The way to do this is to call 1-888-286-2737 and ask to speak with Ronnica. Tell her that you are a Club member, and she will have a list of current members to confirm this. Your ticket price is expected to include a box lunch.

This excursion will be listed as Springtime in the Rockies on the C&TS Railroad web site when details are firm:

<http://www.cumbrestoltec.com/>

## Colorado Railroad Museum 2010 Scheduled Special Operation Days

For information call 303-279-4591  
<http://www.coloradorailroadmuseum.org/event-listings>

### SCFD Free Days:

January 9, March 20, November 13

April 3                      Bunny Express Train  
May 8 & 9                Mother's Day Goosefest  
June 26 & 27  
GermanFest – Presented by MillerCoors  
July 24 & 25    Buffalo Bill Wild West Days  
August 21                      Wine Train  
August 21 & 22                KidFest

### Day Out With Thomas

September 11, 12, 18, 19, 25, & 26

October 30 & 31        Trick or Treat Train  
November 27 & 28  
Thanksgiving Goosefest  
December 4, 11, 12, 18  
Santa Express Train

### Saturday Special:

Ride in Goose 7 or in a 19th century passenger coach pulled by Locomotive No. 4. Rides begin at 10:00 AM Every Saturday, Weather Permitting  
Adult / Senior Fare: \$4 per ride  
Child Fare: \$2 per ride

### Operate A Locomotive:

Call for reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat of this diesel for an hour!

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

Please contact the volunteer coordinator at the CRRM, telephone 303-279-4591.

## Intermountain Chapter, NRHS 2010 Event Schedule

For information call 303-298-0377  
<http://www.cozx.com/nrhs>

Dinner Meeting at Lone Star Steakhouse  
April 16, 2010

Kathy Berumen, Public Information Manager for Denver Transit Construction Group (DTCG), RTD's contractor building the West Corridor, will be our guest speaker. Her presentation will focus on West Corridor current and upcoming construction activities.

Kathy has over 10 years of experience in community outreach. She has vast experience in communications and media relations, having worked to develop the criteria for Public Outreach during construction of the FasTracks program. As the project spokesperson, she has created strong working relationships with local and state elected officials, media outlets, and business / community leaders, keeping them updated and engaged in the West Corridor. It'll be informative.

PLEASE NOTE: Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 PM and should end around 9:00 PM. Supporting our guest speakers also supports your Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

## **Publishers Statement — Rocky Mountain Rail Report**

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

First class postage paid at Denver, Colorado.

Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

### **Club Information**

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391  
Web: <http://www.rockymtnrrclub.org>

### **Club and Foundation Officers**

President	Dave Schaaf
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

### **Club and Foundation Directors**

John Charles, Andy Dell, Don Hulse, Mike Tinetti, Dave Goss, Dave Wagner

### **Membership Information**

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

### **Board Meetings**

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

### **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)

**Items for the May Rail Report should be sent by April 16th.**

# Union Pacific Cheyenne Shops Tour

Saturday May 15, 2010

Join us on another memorable tour of the Union Pacific shops in Cheyenne, Wyoming. Home to the magnificent Challenger #3985 and the last of UP's 4-8-4 Northern locomotives #844, the shops are the heart of the railroad's steam and historic locomotive operations. Inside the roundhouse and on tracks outside, the UP has a fascinating collection of equipment. In addition to the only Centennial DD-40X in existence (#6936) the UP maintains in perfect running condition three E Units: 951, 949 and 963B. Several other diesel-electric locomotives for preservation and possible restoration are in storage at Cheyenne including former Chicago and North Western "F" units, #400 and #401. There are also three CNW F7Bs #315, #410 and #411. Also in storage are the UP E-9B unit #966B, UP SD40X #3042, former D& RG F "B" unit #5763, and SP SD-7 #1518, the first EMD SD unit built. In use as the "shop switcher" at the Cheyenne heritage complex is SW-10 #1234, a historically interesting engine in its own right that was built in 1951.

The tour will be limited to one coach (55 persons) leaving Denver at 8:00 AM from in front of Denver Union Station. This will allow Club members the opportunity to take light rail or to park in facilities downtown. We plan to arrive in Cheyenne by 10:00 for a tour of the shops and complex. During this tour, members will be able to purchase UP memorabilia from the Heritage Souvenir car. Following the tour, members will be shuttled to the Plaza in front of the Cheyenne Depot where a number of restaurants can provide a wide variety of meals, from fast food to gourmet brew pub fare. LUNCH WILL BE ON YOUR OWN. During the lunch break you will have the opportunity to visit the Depot Museum if you like (admission not included in the ticket price). The coach will leave the Museum at 1:45 PM for a photo stop west of town for some opportunities to photograph traffic on the busy mainline. We will depart Cheyenne at 3:00 and be back in Denver by 5:00 PM. Ticket includes beverages on the bus and driver's gratuity.

----- Cut Here -----

Ticket(s) for RMRRRC Members (or relative or friend) \$35.00 Number \_\_\_\_ Total \_\_\_\_  
Ticket(s) for Non-Members \$45.00 Number \_\_\_\_ Total \_\_\_\_

Name(s) \_\_\_\_\_ Home Phone \_\_\_\_\_

Address \_\_\_\_\_ Other Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_ ZIP \_\_\_\_\_

Email \_\_\_\_\_

Payment by (Circle one)    Check    Visa    MasterCard    American Express    Discover

Credit Card Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

Tickets can be ordered on line at [www.rockymtnrrclub.org](http://www.rockymtnrrclub.org). Send completed form (or a copy) to: RMRRRC, PO Box 2391, Denver, CO 80202-2391 for more information, call Dave Goss (Trip Guide) at 303-717-8941 or email at [dave@dcgoss.com](mailto:dave@dcgoss.com).