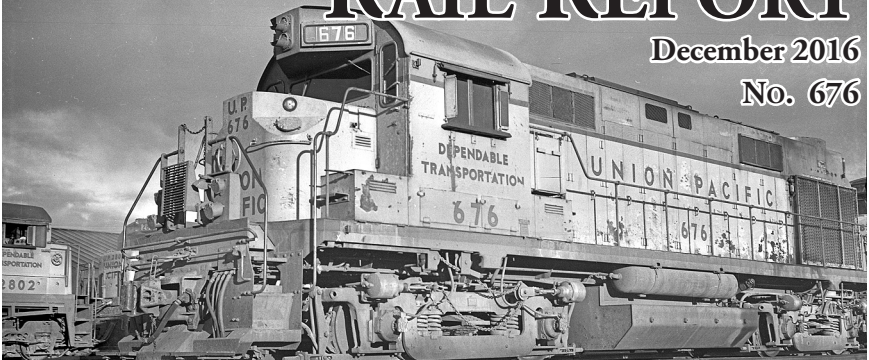


RAIL REPORT

December 2016

No. 676



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Annual Meetings and The Iowa Traction

Presented by Nathan Holmes

December 13th, 2016 • 7:30 PM

After the annual business meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation, president Nathan Holmes will present a short program on one of the last electrified freight railroads in the United States – the Iowa Traction – assembled from the historic images taken by the late Iowa railfan Charlie Franzen and others. We'll also have an update on the progress made by our 2016 grant recipients. After the show, stay for punch and cookies and talk to the new president and other officers and directors.

Please 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.**

RMRRC 2017 Calendar

January 10th	Monthly Meeting and Program, "Trains In My Life" by Bill Robie.
February 14th	Monthly Meeting and Program.
March 14th	Monthly Meeting and Program.
April 11th	Monthly Meeting and Program.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

The Iowa Traction



Iowa Traction #52 speeds westbound with three reefers it just picked up from the Mason City interchange. This old Baldwin freight motor has already seen 45 years of service, having begun on the Northeast Oklahoma Railway in 1919. Owned by the Iowa Terminal for only a year at this point, its career will end in a engine house fire only three years later.

– Charlie Franzen photo from the Nathan Holmes collection.

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 13, 2016, 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

For Rail Report 676, the masthead photo features Union Pacific RS-27 Alco Number 676 at Council Bluffs, Iowa, on October 9, 1967.

– Lou Schmitz photo from the James L. Ehernberger Collection.



Santa is still riding the rails on the Nebraska Central Railroad. This is a short line that operates several former Union Pacific branch lines in eastern Nebraska. This special was one of several operated over those various lines of the Nebraska Central, and was photographed by long-time Club member Forrest Bahm at his home town of Shelby, Nebraska. This train operated on December 8, 2001, with Santa in his overcoat and Elves who handed out treats to the children along the routes. Other Santa specials have been operated at various locations, providing a unique means of transportation for Santa, since there is no evidence of snow required for a sleigh.

– Forrest Bahm photo from the James L. Ehernberger collection.

Notes From The President

By Nathan Holmes

Well, this is it – it's time to say goodbye. This will be my final column as president. After three years, it's time to step back and let somebody else take the reigns. I'll still be involved with the club, but stepping back to just being another board member will allow me to focus on some of the behind-the-scenes projects.

In that spirit, I'll be using my new-found spare time to take up a few proj-

ects that have foundered. All of the current board members very much want to see the grants continue in 2017, but to do that we need to get back to fundraising. We'll be picking the book auction up again in January. It was one of those things that required much more time than I had available once I started traveling for work 2-3 weeks every month. However, it's important to both the grant program and to those who have

Notes From The President

donated items to find these assets a good home and use the proceeds to further our preservation goals. During 2017, I'd like to make the book sales an every-other-month thing.

My other project for the new year is to complete my long-standing effort to get our old newsletters all scanned and OCR'd as a historical reference. I put the project down several years ago after becoming president, and want to see it completed. While Dave Goss' excellent club history book captures much of what the club has done, our club newsletters are a fantastic treasure trove of historic notes and nostalgia that I hope to open up to everyone.

I just want to remind everyone that it's renewal time again. You should have received a notice in the mail. Please don't wait until the last second to renew your membership – your continued support is key to keeping the club going (and I don't want anybody to lose their seniority number). Additional membership renewal information is on page 14.

I want to thank everyone who has made the club a success over the past three years – our board, our presenters, and most importantly, you, the members. Without your support and help, there wouldn't be a club. I'll end with the same thought I started my first column with – the club will be what we make of it. If there's something you'd like to see the club do, there's no better way to make it happen than volunteer to lead it.

Even if it's just inviting some of your friends to come along to a monthly meeting or giving the board a lead on an interesting program, you're helping the club. Let's keep the Rocky Mountain Railroad Club alive and relevant well into the future.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

A Call For Nominations For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

The election will be held during the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 13, 2016, 7:30 PM, at Christ Episcopal Church, 2950 South University Boulevard in Denver.

Steve Mason has been nominated for President. Current officers Dave Schaaf (Vice-President), Roger Sherman (Secretary) and Keith Jensen (Treasurer) and directors Andy Dell,

Debbie MacDonald and Mike Tinetti have agreed to serve another term. Nick Valdez and Nathan Holmes are nominated as new directors. Denny Leonard and Pat Mauro will continue their current term as directors.

Any member wanting to volunteer or nominate a member for either an officer or director position should contact the nominating committee, Andy Dell or Nathan Holmes through the Club website or by mail at the Club PO Box.

Information For The Railroad Enthusiast

By Dave Schaaf

Wick Moorman took the top spot at the national passenger railroad in September. His goals at Amtrak include making the company highly efficient, making a stronger safety culture and finding the right executive to lead the company over the long term. Moorman retired as CEO of Norfolk Southern in 2015. Before long Amtrak called, seeking help finding a new CEO after Joseph Boardman announced he would step down. At first he said no, but relented after the Amtrak board persisted in asking for his help. Encouraging news lately is that ridership and revenue are both up from 2015. Replacements are on the way for the aging P42 locomotives, and Moorman is working with the freight railroads to improve service with better cooperation.

Union Pacific sent its #844 steam locomotive to Memphis, Tennessee, in October for a bridge event there. It traveled through at least six states, and much of that trip was without a diesel in the short consist.

Lots of railroad modelers and buyers of books, magazines, and videos were shocked to lose the “world’s largest train store.” Caboose Hobbies closed in September, but a new owner plans to re-open as “Caboose” this month. The store location will now be at Alameda and Oak Street in Lakewood, Colorado.

Southern Pacific narrow gauge 4-6-0 #18 moved under steam power in mid-October. It was retired in 1954, and has been displayed in a park in Independence, California. A volunteer group has

been restoring this 1911 Baldwin since 1997, and their plan in the next few years is to have the engine make guest runs on other 3-foot lines in the west.

Florida East Coast 4-6-2 #148 is returning to the ownership of U.S. Sugar Corp. in Florida. The company plans to make it operate again after a long hiatus. Most recently, the engine sat in pieces for several years in Monte Vista, Colorado. This 1920 Alco worked more than 30 years on the FEC, and was sold to the sugar company in 1952. It later spent time in New Jersey, Connecticut and Michigan.

Durango & Silverton Railroad had it’s third year in a row of record passenger trips. The Colorado RR Museum had been talking with the D&S about bringing engine #493 to Golden for restoration, but that deal seems to have faded.

Chicago’s Metra system experienced the busiest day in its history on Friday, November 4th, as the Cubs hosted a baseball victory parade downtown.

In Maine, the Wiscasset, Waterville & Farmington Railway locomotives now have a place to turn around thanks to a turntable project that volunteers finished in October.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these services. Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.



Rio Grande engine 268 pulled caboose 0578 (later owned by the Club, now at the Colorado Railroad Museum) all decorated with a huge wreath and Christmas tree on top, handling the Santa Claus Special into Salida on December 22, 1950. The 268 was the last C-16 locomotive to operate on the Rio Grande, stationed at Gunnison, for the light railed Baldwin branch. Its last revenue service was handling stock specials eastward from Sapinero, Colorado, in 1953. The scrap firm also used this locomotive for dismantling both the Baldwin and Sapinero lines in 1955. – Robert W. Richardson photo from the James L. Ehernberger collection.

SALIDA DAILY MAIL-RECORD

Friday, December 22, 1950

Santa Claus Arrives In Salida On Time By D.&R.G.W. Special

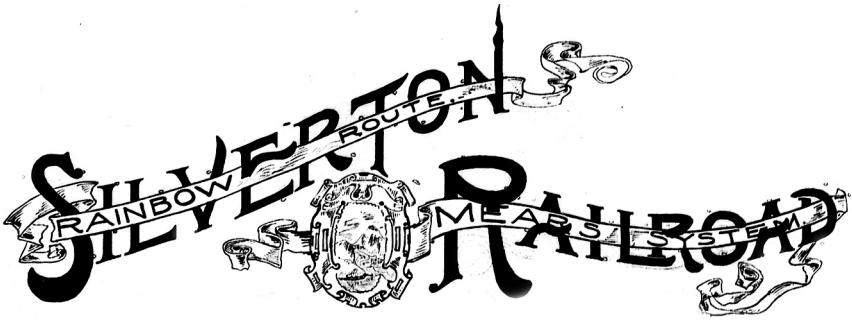
1,000 Children Greet Santa At Train Entertained At Theatre And Treats Distributed

Santa Claus kept his date with the youngsters of Salida today and arrived on time in a caboose pulled by engine No. 268, the old faithful of the Denver and Rio Grande Western railroad that has served the narrow gauge lines of Colorado since 1882.

L. R. Allen piloted No. 268 in as she roared down the track and came to a halt at the corner of 1st and G Streets. Santa Claus was dressed in his best and smiling and cheerful as he greeted the children and grown-ups that were on

hand to meet him on arrival. Santa's helpers had gaily decorated the engine and caboose with a Christmas tree, cedar boughs, an elk head and the words, "Merry Christmas."

Approximately 1,500 people were on hand to welcome Santa to Salida and, of these, 1,000 children were admitted to the Salida Theatre as special guests of Santa. After the show treats of big bags of candy, nuts and fruits were given out by Santa, a gift gesture arranged by the merchants of Salida.



The Silverton Railroad And The Corkscrew Gulch Turntable

By Denny Haeefe

It was mid-summer in the year 1850. Lewis Ralston was part of a wagon train going to California. The wagon train was following Clear Creek west from the Platte River. He dipped his pan into a small creek that went into Clear Creek and came up with a nugget of gold. It would be eight years before he would return to the creek that would to this day bear his name. So, in 1858 the discovery of gold here kicked off the gold rush to the Rockies.

First, lonely prospectors with a mule and a pick poked around the Rockies west of what is now Denver looking for the source of early placer gold found in Cherry Creek, Ralston Creek and Clear Creek. They followed the creeks upstream into the mountains looking for the veins in the rock the gold flakes came from. Trails came from nothing. Roads, toll roads and eventually railroads followed.

There was Clear Creek County, with Idaho Springs, Georgetown and Silver Plume. All just west of what is now Denver. Teller County west of what is now Colorado Springs had Cripple Creek and Victor. Gilpin County also west of Denver added in Blackhawk and Central City.

Lake County, almost a hundred miles to the west brought Leadville where black lead carbonate fouled the sluice boxes of the gold miners. Who knew it would be loaded with silver? Hundreds of towns sprang up and died as fast as claims were found and played out

Because of their ability to be built quickly and considerably cheaper than standard gauge, narrow gauge railroads by the handful launched from Denver and then Colorado Springs. Steep grades, sharp corners and spectacular trestles were the benchmark of Colorado narrow gauge railroading. Railroads clung to canyon walls to climb to the high passes where snowsheds were built in an effort to keep lines open all winter. A quick spring thaw could send a torrent of water from the melting snow from the passes downstream that would wash the railroads out of the canyons.

In the early 1870's, William Jackson Palmer's Denver & Rio Grande was building toward Mexico. The discovery of gold and silver in the San Juan Triangle and Leadville caused the railroad to make a right turn at Cuchara (Walsenburg). The idea was to cash in on the silver and gold being mined out of the

The Silverton Railroad And The Corkscrew Gulch Turntable

San Juan Mountains in southwestern Colorado north of Durango. The triangle was made up of Silverton, Ouray and Telluride. Tools, tents, groceries, black powder, whiskey and you name it needed to get to the ever growing mining districts. The D&RG would reach Leadville in 1880 and Silverton in July of 1882.

High up on Red Mountain, eighteen miles from Silverton, the Yankee Girl mine was turning out ore that was assaying out at 88 ounces of silver per ton. Later, first class ore would yield 300 to 450 ounces per ton. Within a couple of square miles were the towns of Red Mountain Town, Congress, Guston, Ironton, Rogersville, Red Mountain #3. Pack trains of as many as 75 mules and burros each carrying 150 to 175 pounds were on the constant move bringing supplies up and ore down to the railhead at Silverton. Only the first class ore justified the expensive shipping. Tons of lower grade ore were stockpiled and forgotten about until the arrival of the railroad.

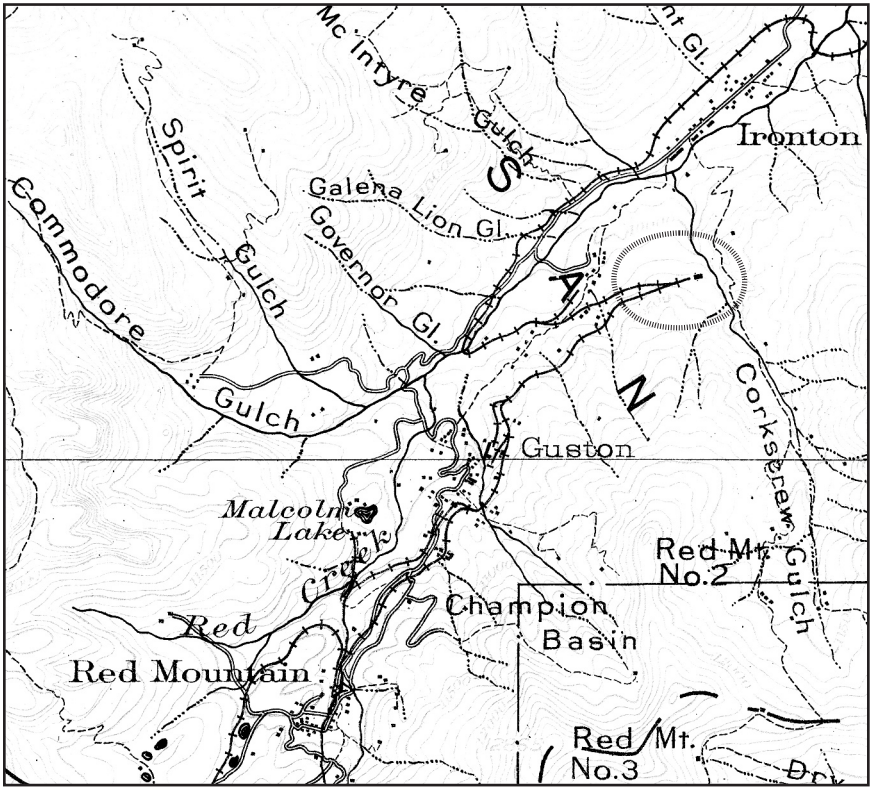
Otto Mears was operating 450 miles of toll roads from Nathrop to Gunnison and on to Montrose. Telluride was hooked up with the road from Silverton to Montrose, part of which would become today's Million Dollar Highway. Other toll roads worth a mention were Poncha and Marshall passes that the D&RG would use as a base path for the railroad some years later. Simply put, you could not get to some towns without paying a toll to Otto Mears

Operation of these toll roads would also provide the capital for four railroads. The most famous and well-studied by far being the Rio Grande Southern. Volumes have been written about its route, men and equipment. Three others would reach from Silverton to the mines. The Silverton Northern Railroad went to Animas Forks. The Silverton, Gladstone and Northerly Railroad went to Gladstone. The third and most spectacular was The Silverton Railroad, topping Red Mountain Pass.

In 1883 the D&RG surveyed a route to Red Mountain. Financial difficulties at the time as well the difficulty of the plan prevented the D&RG from building up Red Mountain. Otto Mears seemed to get a road to where he was going where ever the road would take him. In 1888 many mines were stockpiling lower grade ore because without more economical transportation it did not pay to move the ore to the railhead by wagon.

Using the D&RG's original survey, Otto Mears with a handful of local investors and an engineer by the name of Charles Gibbs decided to build a railroad to serve the Red Mountain District. Charles Gibbs was the main designer of the standard gauge Colorado Midland Railway. Having been no stranger to the mountains and the challenges that go with them they began. It was named "The Silverton Railroad." The road would go to the limits of railroading of the day. The corners would be up to 30 degrees, the grades up to 5%, yet up they went. The road would end at Ironton.

The Silverton Railroad And The Corkscrew Gulch Turntable



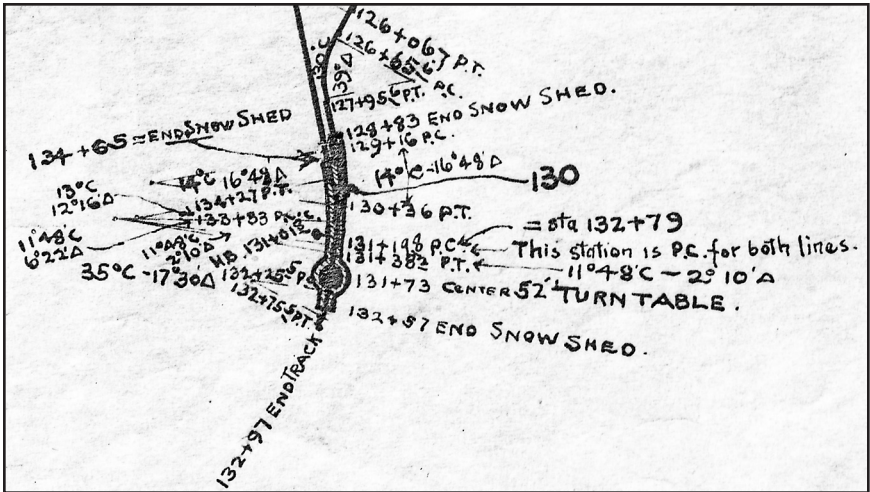
The Silverton Railroad track from Red Mountain Town to Ironton. The Corkscrew turntable location is circled. – From the 1901 USGS Silverton Quadrangle map (from the 1895 and 1900-1901 survey) from the Bruce Nall collection.

2,500 cars of ore would be shipped from the Red Mountain mines and 1,500 cars of coal would go up the mountain to feed boilers and heat cabins.

To get to Ironton the railroad moved toward Corkscrew gulch. It's a nasty piece of real estate to conquer for a railroad. There was not enough room for a loop. Bridges and tunnels were expensive. This was not a good thing for a railroad that needed to be built in a hurry. It was decided that a switchback would do the job.

The Silverton's first locomotive was number 100, later named "Ouray." It was a 2-8-0 purchased from the D&RG, a rebuilt collection of parts from two older D&RG locomotives. Number 100 did not like to back up loaded cars. The lack of a trailing truck caused Number 100 to have a tendency to derail backing and pushing cars on the grades. I don't know how the idea of putting a turntable in the main line of railroad would seem like a good idea or how it would even occur to anybody as a possibility. By now you know that there is no impossible task for

The Silverton Railroad And The Corkscrew Gulch Turntable



The Silverton Railroad track layout at Corkscrew Gulch. The track to Red Mountain Town is at the left, the track to Ironton is to the right.
 – Silverton Railroad 1892 re-survey map from the Bruce Nall collection.

Otto Mears. A turntable would and did allow for number 100 to always be on the front of the train.

The line from Guston rises to the turntable then right before the turn table the line descends. The line from Ironton comes from the valley floor and right before the turntable it also descends. The locomotive was unhooked from the train and turned on the 50-foot turntable. The locomotive was then pulled onto the track it was going to proceed on. Gravity dropped the train cars over the turntable to the spur on the far side. Then the turntable was lined up with the engine allowing it to back up to hook to the train and continue up or down the hill. It had to be an amazing process to watch. Somewhere even in the 1880's a rail fan with a camera was lurking I am sure. It was in short order the turntable was covered with a snowshed. Turntables

have been a part of railroading in the United States since the 1840's. Nowhere other than here in Colorado can I find where it was used as part of the mainline.

Today you can hike to the remains of the turntable. County Road 31 follows the old grade from the top of Red Mountain to the Yankee Girl mine. A little bit of four-wheeling will get you through to Guston Road. Guston Road ends at the trailhead where a hike of eight-tenths of a mile gets you to the site. Evidence of both lines is easily visible. The turntable itself has been picked over and most everything that you don't need a truck for has been hauled off. The timbers that were the table remain. The wheels that were under the table are still there, the hand hewn ties are in the roadbed still evident on the hike in. The site has been declared a historical site. As funds

The Cork Screw Gulch Turntable



The center of the turntable remains on site. – Photo © 2016 Rhonda Haefele.



Wheels and hardware are still in place underneath the center of the turntable.
– Two photos © 2016 Rhonda Haefele.

and manpower allow, some restoration may take place. The harsh winters have a tendency to undo most light efforts at shining things up. None the less, the trail has been marked and improved over the last few years. If four-wheeling isn't your thing, the lower access from Road 31 from Ironton is fairly easy access to

the trailhead as well.

The remaining two Mears railroads, the Silverton Northern to Animas Forks, and the Silverton, Gladstone and Northernly to Gladstone are easily followed by roads out of Silverton. Both have their individual tales to be told.

Events of Railroad History: Nineteen Years Ago – Anniversary of the Arrival of the First Eastern Railway Train to the City of Denver

Rocky Mountain News, August 18, 1889

Contributed by Dan Edwards

The Present Depot

The new depot was owned by the Union Pacific and Rio Grande, and at first they undertook to keep all other lines out. The first fight was with the Denver and New Orleans, what is now the Denver, Texas and Fort Worth. This line was a competitor with the Rio Grande, and many encounters between the two lines occurred, some of them amusing. The Denver and New Orleans wanted to enter the Union depot, and after building a bridge across Cherry Creek they attempted to grade a line into the depot. The Rio Grande fought them in every way, and after applying to the courts for an injunction, they were informed that the New Orleans line intended to come in during the night. The Rio Grande folks were equal to the emergency. There was only one place on Wewatta street where they could enter the depot grounds. One of the new big mogul locomotives was ordered out, and loosening a couple of rails, the big engine was deliberately dumped down the bank in the very spot where the New Orleans rails must be laid. The engine lay there on its side for a week until the courts ordered it removed, and the New Orleans track entered the depot without further trouble.

A frame freight depot was built on one side of the grove by the Colorado Central, and that alone today is the only building left to show where the old union depot stood. In the fall of 1878 the foundation of the present handsome union depot was laid, and the building was completed in 1880. The ground in that vicinity was from six to eight feet lower than it is at pres-

ent, and during the winter of 1878-79, heavy snow and rain turned the surroundings into a large lake, in the center of which the foundation of the new union depot looked like an island, and the workmen had to be paddled out to it in flat boats. The year of 1880 worked many changes in this locality however. Thousands of carloads of gravel and dirt were dumped around the new depot, and as soon as two tracks could be laid in front of it, trains began running in, and in a short time all the roads in the city centered at this depot, and the old depots were destroyed or used for other purposes.

The Union Pacific had trouble also. It had no interest with the Rio Grande in keeping the Denver and New Orleans out; in fact it was rather pleased that the New Orleans got in. However, while it was still laughing at the antics of the Rio Grande and Panhandle, the Burlington came rustling over the plains, and the Union Pacific awoke one morning to the fact that its dreaded rival was headed right down Wynkoop street straight for the union depot.

That was a different matter, and when the officers realized what was about to take place, they became frantic. They had supposed the Burlington intended to locate their depot down on Nineteenth street somewhere, but they never should enter the union depot while they had anything to say about it: no, never.

The old Colorado Central track ran down Nineteenth street crossing Wynkoop. An engine and flat car were ordered out and on each end of the car

Events of Railroad History

was placed a pile of scrap iron. Twenty men were detailed, and for three days that engine and flat car moved back and forth over Wynkoop street loading and unloading that pile of scrap iron, while about 300 Burlington track-layers lounged around in the vicinity awaiting an opportunity to put in a crossing, so their line could be completed into the depot. The Rio Grande smiled in its turn, and all Denver laughed, but still the scrap iron was loaded on one side of the street and unloaded on the other, the men taking their own time to do the work, while the Burlington men looked on and geyed. At last, however, the courts again stepped in and peace once more reigned in the vicinity, and the Burlington trains arrived and departed from the union depot.

The increase in railroads in Denver during the past nineteen years has been something wonderful, and no city in the country or the world can show a better record. Nineteen years ago last June there were no railroads in Denver, not even a street railroad. Today there are nineteen lines running into the Union depot, to say nothing of their numerous branches, and cable railroads occupy nearly every street, some streets having two of them.

There are few railroad men left who are aware that the old paint works at the foot of Twenty-second street was once the union depot of Denver or that the little coal office down on Sixteenth street was one of the main passenger depots of the city. The old Sixteenth street depot has been scattered over the country, a portion of it being used as a store at the Marshall coal mines. The rest of it was torn down only a few years ago.

The magnificent structure now called the union depot is 490 feet long

and 60 feet wide and was expected to last and furnish all the accommodations needed until the end of time, but already it is becoming too small for the rapidly increasing business, and plans are being prepared for enlarging it by building an addition to each end and putting on another story. The depot as it is proposed to be rebuilt will be 880 feet long, three stories high, and the tower in the center will be elevated 40 feet higher. It is proposed to turn the top story into a hotel, connecting it with the ground floor with elevators.

The improvement has been contemplated for the past two years and will doubtless be made early next year. When completed, Denver will then have the largest and finest depot west of New York city.

What cannot be prophesied [for the future]? At the past rate of one new railroad per year, Denver will then have at least thirty-eight railroads [in 1908], and it is hardly probable that the present union depot, even with its proposed additions, will be able to accommodate the enormous travel. To obviate any danger in this regard, the Santa Fe and affiliated lines have plans ready for a \$600,000 depot, which will be built on the West side and opened for traffic before May 1890.

In 1908 Denver will be a city of many hundreds of thousands of inhabitants, with suburbs reaching west to the mountains and miles out on the plains. Hundreds of suburban trains will be constantly arriving and departing from hundreds of depots scattered throughout the city. The changes of the past nineteen years will be more than duplicated in the coming nineteen years, and who can say how much will remain to indicate to the Denverites of 1908 what Denver was in 1889?

Did You Forget About Your Renewal?

The membership renewal invoices were sent out last month. If you cannot find yours please contact us by sending an email to rails@rockymtnrrclub.org and request a replacement which will be sent to you. If you do not use digital media, you can send us a request for a new invoice to the club post office box at Rocky Mountain Railroad Club, Membership Renewal, PO Box 2391, Denver, CO 80201-2391.

Each renewal form has spaces provided to correct any errors with your contact information. Members if you have an email account please make sure we have the correct information. We use an email notification service.

On the home page of our club web site, www.rockymtnrrclub.org you may renew electronically. Click on the highlighted **Renew Now** and fill in the information requested. Payment is by Master Card and Visa only when using the renewal page.

The membership year is January 1st through December 31st of each year. There will be no increase in dues for 2017. To maintain membership in RMRRRC, your dues for the upcoming year should be paid by December 31st.

Multimember households should return each membership form, but a single payment for the household is desired.

The club would greatly appreciate if all of our members renew by the end of year. We do allow for a month grace period in January. The re-sequencing of seniority numbers is performed the first week in February. If you wish to keep your seniority please make sure have renewed by then.

Membership cards will be mailed to each household with your March *Rail Report*. The *Rail Report* and your membership card(s) will be enclosed in an envelope. Make sure to open it when it comes and remove your membership card.

Colorado Railroad Museum

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

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.

Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Wednesday, December 21, 2016

Dinner Meeting at Red Lobster, 4455 Wadsworth Blvd., Wheat Ridge, Colorado

Dinner at 5:30 PM – Meeting begins at 7:00 PM

Hurricane Express — Episodes 7-9

Watch another installment of this John Wayne film from the 1930s.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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

Club and Foundation Officers

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nathan Zachman.

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

E-mail: selectimag@aol.com

Items for the January 2017 Rail Report should be sent by December 15th.

ROCKY MOUNTAIN



BOX 2391
DENVER, COLORADO 80201

