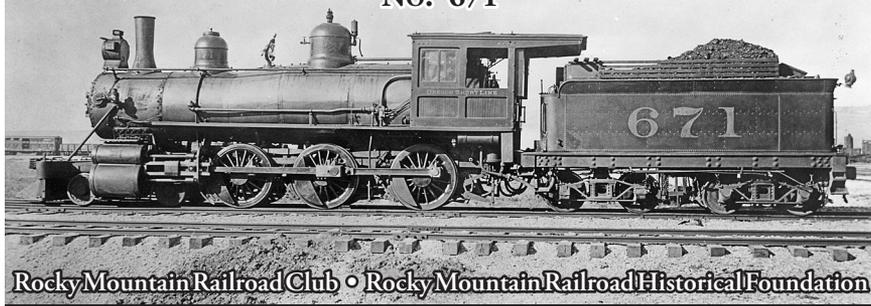


RAIL REPORT

June - July 2016

No. 671



Union Station in Denver

Presented by Rhonda Beck

June 14th, 2016 • 7:30 PM

On June 1, 1881, Union Station, opened as the largest structure west of the Mississippi. Portions of this landmark would survive fire, floods, and blizzards until the increased population and number of travelers gave need for a larger center structure, not once, but twice. For 134 years, Union Station has welcomed fascinating people from all walks of life. Prior to aviation as an option for long distance travel, Union Station was the center point for transporting every person, baggage, mail, and animal to Denver. After its revitalization and adaptive reuse, this historic structure is the centerpiece of the nation's largest transportation hub and the pride of Denver. Author Rhonda Beck explores the history and stories behind one of the Mile High City's most iconic historic landmarks. *Union Station in Denver* is the newest addition to The History Press' Landmarks series.

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 2016 Calendar

July No Monthly Meeting.

August 6th Car 25 Open House at the Federal Center.

August 9th Monthly Meeting and Program, "Highly Detailed Historic Models," by Robert Stears.

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.

Rhonda Beck



UNION STATION *in* DENVER



For Rail Report 671, the masthead photo features Oregon Short Line Engine 671. – Photo from the James L. Ehernberger Collection.



RGS 5 sits in front of the recreated Dolores depot when it's not out operating. One of the Foundation grants will go towards a new, more durable interpretive sign to explain the RGS "Galloping Geese" and their role in southwest Colorado's history. – Photo courtesy of the Galloping Goose Historical Society.

Notes From The President

By Nathan Holmes

It's that time of year again – time to announce the recipients of our 2016 Rocky Mountain Railroad Historical Foundation Grants. For those who are new, this is something we started last year to use our 501c3 charitable arm – the RMRHF – to further our mission of preserving the railroad history of the Rocky Mountain West. For the past two years, we've offered up to five small \$1000 grants to organizations with summer railroad history-related projects they want to complete. The criteria were largely the same as last year – a preference for small, manageable projects that make a significant difference in railroad history preservation or education relevant to our core membership area (Colorado, Utah, Wyoming, and New Mexico). The only thing we added this year was a preference for new projects over awarding grants to any project that had received funding last year. We had fewer overall applicants than last year (13 vs 16), but the overall

quality was higher and the decision a bit tougher to make.

Our first recipient is from a new applicant this year – the Golden Spike Chapter of the Railway & Locomotive Historical Society, based out of Salt Lake City, Utah. They've been restoring the D&RGW 223, a class C-16 narrow gauge 2-8-0 built by Grant Locomotive Works in 1881. It's one of only two Grant engines (of any road) to survive today. So far, they've completed rebuilding of the cab and tender, and have started on both boiler and running gear work. As part of that, they've asked for a grant to cover the cost of creating new drawings and mold patterns for the axle bearings. The originals were removed by the Rio Grande and replaced with wooden blocks when the engine was donated for display in 1941. The group intends to have the engine running again in 2019.

Notes From The President

The second grant goes to the San Juan County Historical Society for help in rebuilding part of the Silverton Northern Railroad north out of Silverton. The Society secured a 99 year lease on 2.5 miles of the old grade from San Juan County. Last fall, they built 220 feet of track, but only have enough track materials in Silverton to build another 180 feet. They've secured 1,200 more feet of rail, but need funding to cover the transportation costs and forklift hire to move the materials around. Their plan is to at least get the rail moved this summer, as well as keep extending their rebuilt line. When finished, it will provide a scenic stretch of narrow gauge for short trips along the Animas.

Third on our list of recipients is the Galloping Goose Historical Society from Dolores, Colorado. These are the fine folks who own RGS Motor #5 and keep it running. When not operating, #5 sits near the GGHS's recreation of the Dolores depot. The interpretive sign nearby is nearly 20 years old and is in rough shape. The GGHS asked for a grant to help fund a pair of new, more durable signs that will help educate folks on the history of the RGS, the Geese, and other historic RGS artifacts displayed. We agreed that this was a great opportunity to help educate the masses of tourists who stop to see what this curious silver beast might be each year.

Our only repeat recipient this year comes in with grant number four. The Ridgway Railroad Museum is constructing a 150' x 35' train shed this summer to protect their growing collection of equipment and have asked for a grant to help cover the cost. Without a doubt this a wise investment in maximizing their

preservation work, because as anyone who lives here knows, Colorado weather is brutal on anything left exposed for too long. The shed is large enough to hold their existing collection, plus the recently-acquired RGS 252 and the re-creation of RGS 36 that's currently under construction and supposed to arrive next year.

We've awarded the final grant to the Train Mountain Railroad in Chiloquin, Oregon, for the repainting of Rio Grande cabooses 01431. The TMRR is best known as an absolutely huge 7.5" live steam model railroad, but they also have a large collection of historic equipment, including cabooses, freight cars, and snow fighting equipment. One of those is DRGW 01431, which is looking a bit ragged. Our grant will help cover the paint and supplies needed, and Train Mountain volunteers will provide the estimated 100-150 hours needed to strip, prime, and repaint 01431 to her former glory.

There you have it – the 2016 Rocky Mountain Railroad Historical Foundation grant recipients. There were a lot of very worthy projects that submitted applications this year, but unfortunately we could only pick five. I want to thank everyone who submitted a proposal and those who helped spread the word – it's because of you that I feel we've had another top notch round of recipients.

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.

Information For The Railroad Enthusiast



The Fort Collins trolley runs on weekend afternoons through the summer. Motorman Jim Hebbeln was just putting the Birney car away after a special trip with school kids on May 25, 2016. The line runs along Mountain Avenue, with a short branch to City Park in this Colorado town. – Photo © 2016 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

Denver's RTD system will open the B line to Westminster on July 25. In May, they broke ground on an extension at the south end of the line along I-25 in Douglas County. Dave Genova has been with RTD for 22 years, and recently became general manager and CEO.

In southwest Colorado, the annual D&S RailFest will have a new name this year. The Railrocker festival gives a nod to the dogged determination of the people who mined, constructed the railroad, and settled Durango and Silverton in the late 1800s. The weekend will host hardrock mining competitions, railroad events, food, music and more on August 18-21. Restored engine #315 will make runs from Silverton during this event. The Grand Imperial Hotel in Silverton is now owned by the Harper family, along with the railroad. They have also recently acquired the Mount Rainier RR in Elbe, Washington. That line has a long con-

nection with logging history, and a new chief mechanical officer in Steven Butler. Mr. Butler has previous experience at the Texas State RR, SL&RG in Alamosa, and the Kettle Moraine in Wisconsin.

Union Pacific plans to spend nearly \$71 million on track and bridge improvements this year in Colorado. A while back, we had wrongly reported that the Pueblo yard tower was possibly being torn down.

The system time-table from early 2016 will be the last one printed for Amtrak. A majority of users now prefer the on-line version, and it can be kept more current.

In late May, a conductor for the Royal Gorge tourist train fell and was killed during a reversing move near Canon City, Colorado.

In Remembrance
Cyril "C. J." Lehnhardt

C. J. Lehnhardt, 92, of Coal Valley, Illinois, was a club member for 61 years, joining in 1950. He held seniority number 10 at the time of his death on May 4, 2016.

At age 19, he entered the U.S. Army 10th Mountain Division ski troop. During World War II, he was sent to the Po Valley and Apennine Mountains of Northern Italy, where he served not on skis, but on snowshoes. After his military service, he worked as a pattern maker in Dubuque and Chicago before being hired at the John Deere Foundry.

C. J. was a collector of various things, including trains, model tractors, and old switchman lanterns. In addition to our Club, he was a member of the Central Electric Rail Fans Association, Railway and Locomotive Historical Society, Antique Engine Tractor Association, and was a charter member of the Two-Cylinder club (now the Deere Valley Collectors Tractor Club) and the Iowa Chapter National Railroad Historical Society. He was very active in the formation of the Midwest Thresher's organization at Mount Pleasant, Iowa, and continued visiting there until two years ago.

In Remembrance
Francis McGiverin Derick

Francis McGiverin Derick, 105, of Aurora, Colorado, was a club member for 29 years, holding seniority number 168 at the time of his death on May 5, 2016.

Francis was born September 6, 1910, in Bellwood, Pennsylvania. He graduated from Juniata College, Huntingdon, Pennsylvania in 1935 and from McCormick Seminary, Chicago, IL in 1941.

In Remembrance
Jakob H. Bakker

Jakob H. Bakker, 90, of Lakewood, Colorado, a club member on-and-off for many years, holding seniority number 341 at the time of his death on April 28, 2016.

Jacob and his wife, Margaret, recently rode the W Line trip and rode on many other trips and also attended many Club banquets.

C. J. Lehnhardt Photo Gallery



The rarity of this September 1952 “going away” view of UP Big Boy 4018 at Dale Creek, Wyoming, is that it shows trackage that was removed once CTC went into effect, and the semaphore signal system that was in effect on this portion of Sherman Hill in September of 1953. This view has a lot of historical detail, for example, the odd looking thing hanging off to the right of the closer signal, was an indication that there was an intervening track between the signal mast, and the track that it governed.

– C. J. Lehnhardt Photo from the James L. Ehernberger Collection.



The railfan paradise at North Platte, Nebraska, in September 1951. Four Union Pacific 9000 class (4-12-2) locomotives have arrived from Cheyenne and are awaiting servicing. Two 5000 class (2-10-2) locomotives have arrived from Grand Island and are being serviced. One additional 2-10-2 is stored at the far right. C. J. Lehnhardt and Ed Wilkomenn, mid-west railfans, were on their annual journey in search of steam operations when they made a brief stop at North Platte.

– C. J. Lehnhardt Photo from the James L. Ehernberger Collection.



The Colorado Eagle – D&RGW Train 4 north at Palmer Lake on July 6, 1953.
– George A. Trout photo from the James L. Ehernberger Collection.

The Colorado Eagle Remembered

By Michael M. Bartels

Fifty years ago, the last remnant of the Colorado Eagle disappeared on May 16, 1966, with discontinuance of Denver & Rio Grande Western Nos. 3 and 4 between Denver and Pueblo. Missouri Pacific planned to discontinue its portion with the last departure of No. 11 from St. Louis on April 1, 1966, and the last No. 12 from Pueblo April 2nd. A selective strike by firemen against MoPac, Union Pacific and six other roads on March 31, 1966, forced a premature end. Both Nos. 11 and 12 were halted at Council Grove, Kansas, early on the morning of March 31, 1966. Most passengers were taken to Kansas City on a chartered bus, but two bound for Leoti, Kansas, were driven west, to be met by relatives between Hoisington and Leoti.

The Colorado Eagle debuted on June 21, 1942, without fanfare due to the war, providing overnight service between St. Louis, Kansas City and Denver, replac-

ing the old Scenic Limited. Local service between Kansas City and Pueblo was provided by Nos. 15 and 16, the Royal Gorge, via Salina, Kansas. It had a Kansas City – Pueblo tourist sleeper and a grill coach, but by 1946 boasted through St. Louis – San Francisco standard and tourist sleepers. It was discontinued west of Hoisington, Kansas, on June 28, 1950, and then west of Osawatomie, Kansas, on October 16, 1954, although local bus service was provided over the route until 1956.

The postwar Eagle included a Planetarium dome coach, as MoPac called them, which made its first trip west from St. Louis on June 20, 1948. It offered bargain accommodations in Thrif-T Sleepers starting in 1958 and travel tray meals in coaches. A parlor car was added between St. Louis and Kansas City in 1959.

The Colorado Eagle Remembered

New management in 1961 saw little future in the passenger business. The Wichita – Denver sleeper was discontinued March 1, 1961, and the connecting train to Geneseo, Kansas, left Wichita for the last time on January 3, 1965. A major curtailment saw elimination of sleeping and dining car service west of Kansas City, starting with No. 11 from

St. Louis January 31, 1964, and No. 12 from Pueblo February 1, 1964. The name would be dropped later that year and the railway post office would come off in June 1965. At this time Union Pacific and Norfolk & Western still provided overnight service between Denver, Kansas City and St. Louis on the City of St. Louis.

Work Days In Como

We will have two work days in Como this year to continue the track work started last year. We are working on continuing the grade from the depot to the roundhouse.

The dates selected are Saturday July 16th, and Sunday July 24th. Contact Pat Mauro at 303-838-7740 or 303-947-4369 for details. Head on out to South Park and lay some rail!

Denver & Rio Grande Scenic “Wagon Wheel Gap” Line Motor Car Excursion – Friday, June 24th

The Club’s motor car trip on the Denver & Rio Grande Scenic, the “Wagon Wheel Gap” line will be Friday, June 24th to align with The North American Railcar Operators Association (NARCOA) operations.



railroad to thank them for allowing us to run with the NARCOA folks.

Attendees will be responsible for their own transportation and lodging, and the seats will be for afternoon rides after the NARCOA

Club members will be able to ride along with any motorcar operator that’s willing to take on a passenger (which is usually most of them). The NARCOA operators are friendly folk, always interested in sharing their hobby with others who love railroading.

people get their first runs in.

We have a limit of 30 Club riders, at a price of \$40 each, paid on arrival (cash or checks payable to the Club only). This is a fundraiser for the Club and will provide for a donation back to the

To make sure we can contact riders quickly with the final details and if plans change, reservations will be by email at creede-trip@drwgw.net. When Club members sign up via the special email, they will receive a couple of recommendations for lodging. Lunch will be available for purchase at the Blue Creek Lodge, which is about half-way up the track. The large back room is reserved for this event.

The Denver & New Orleans Railroad
The First Standard Gauge South Of Denver
Revisited On The 80th Anniversary Of Its Abandonment
By James R. “Jim” Jones

The Denver & New Orleans Railroad was unveiled to the public on January 25, 1881. The ambitious charter consisted of a high level of over-confidence typical of time. After a number of amendments, a route along Cherry Creek – south to Parker was decided upon. The rails then tackled topography to Running Creek and Kiowa Creek, conquering the Continental Divide before descending to Manitou Junction, east of Colorado Springs. Then, on to Pueblo along Fountain Creek. To celebrate the railroad’s arrival in Pueblo, a special train left Denver Union Depot on the afternoon of May 3, 1882. Aboard were 148 VIPs, including former territorial governor John Evans, the D&NO’s primary promoter and visionary.

The combination of insufficient revenue and pressure from the hostile Tripartite Group – made up of the Rio Grande, Santa Fe and Union Pacific- was impossible to overcome. Rate wars dropped Denver to Pueblo passenger fares from \$5 to only 75 cents, and the Tripartite’s refusal to interchange traffic, spread red ink between Denver and Pueblo for all four companies.

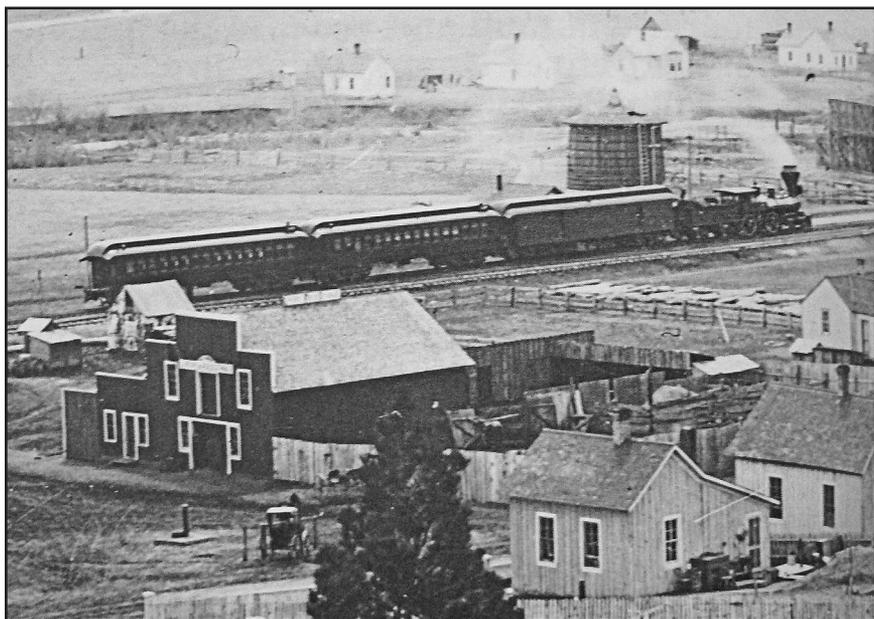
The Tripartite dissolved within four years, opening the door to the D&NO’s dream of connecting with two other railroads to form a seamless transportation corridor to the Gulf. The first through-train departed Fort Worth on April 9, 1888. The three Denver, Texas & Fort Worth lines soon merged into a north-south trunk line called the Union Pacific,

Denver & Gulf. The troubled common carrier was in receivership before 1893 was over. This lasted until 1898, when the Colorado & Southern Railway was born.

After July 1899, the former Denver & New Orleans tracks were downgraded when the C&S obtained traffic rights over the Santa Fe from Denver through Castle Rock, Palmer Lake, Colorado Springs Fountain and Pueblo. Immediate changes included service reductions over the old 124-mile D&NO. All but one daily passenger freight were re-routed over the Santa Fe. Freight and passenger facilities were combined in the three cities along the new joint line. Within a year, the tracks south of Manitou Junction were quietly taken out of service, except for a short stretch within Pueblo’s city limits.

While the southern end of the line languished, the tracks from Denver through Parker, Elizabeth, Elbert, Eastonville, and Falcon were a community lifeline. Officially, the demoted stretch was known as the Falcon Subdivision of the Colorado & Southern Railway, though folks along the route preferred the more informal “Polly,” short for Pollywog. Though the exact origin of the name is unknown, many believed that – like a pollywog, the trains wiggled along very slowly. Indeed, a rickety ride over twisting, winding, climbing, descending old D&NO consumed 5-1/2 hours from Denver to Colorado Springs.

The Denver & New Orleans Railroad



A southbound passenger train at Elbert, with a handsome 4-4-0 American type locomotive. – Harry Buckwalter Photo from the E. J. Haley Collection.

In 1908, the Chicago, Burlington & Quincy acquired the Colorado & Southern system. John J. Hill and his associates earned a well-deserved reputation for promoting agricultural improvements along their far-flung tracks. They believed traditional reliance on one crop farming should yield to a more balanced plan, featuring a variety of crops and livestock. This healthy policy benefited the Pollywog and people who relied on “her.” For the next three decades—rather tiny, ancient ten-wheel steam locomotives chuffed out of Denver Union Depot – with freight, LCL, livestock, mail and passengers in tow.

Economics on this former mainline were never good, and fewer trains ran as truck and automobile traffic increased.

The teens were a time of cutbacks and deferred maintenance. This coincided with a heavy increase in motor vehicle registrations as 100,000 vehicles rolled over Colorado’s improving roads by 1918.

The venerable old Pollywog probably would have endured for a few more years, had it not been for a major flood that wiped out the east side of the town of Elbert and much of the railroad on Memorial Day 1935. The line was temporarily rebuilt only as far as Elbert, with twice weekly runs. Several trucking companies gladly supplemented this service. The Colorado & Southern received permission to abandon the following year, and the last revenue run was made on July 3, 1936.

The Denver & New Orleans Railroad



A C&S mixed “Pollywog” train backs onto a siding at Gates Mercantile in Elbert during the 1920s.

– Photo from the Mary Larsen Collection, courtesy Jim Gibson.

The community of Elizabeth has the last surviving D&NO section house and creosoted bridge timbers have withstood the test of time quite well. Scattered stretches of grade can be seen today, eighty years after the last Pollywog snaked its way up the steep grade out of Parker to Hilltop, around a horseshoe curve and over three wooden bridges at Whiskey Gulch into the Running Creek valley. The construction process of cut, fill and span with wooden bridges was repeated many times, as the railroad crossed nearly 200 gulches in the 124 miles from Denver to Pueblo. Old-timers referred to this twisting and winding C&S route as the “Crooked & Slow.”

This colorful railroad was seldom photographed since most photographers devoted their efforts to the mountain

narrow gauge lines. Fortunately, many people along the line opened their hearts and scrapbooks, providing material for the long out of print 1997 Sundance chronicle, *Denver & New Orleans – In The Shadow Of The Rockies*. While the book is only available through used book sellers, a two hour DVD, *Denver & New Orleans: In The Shadow of the Rockies*, is available. Club members may purchase the DVD for the special price of \$10, shipping included from the website: coloradorailvideos.com.

The Elbert County Historical Society & Museum located in Kiowa, Colorado, is a valuable resource for anyone with an interest in Colorado history and is home to the Smoky Hill Trail exhibit – a fun, interactive exhibit that brings the story of the trail and transportation alive!

Events of Railroad History: Pueblo's New Union Depot

Denver Daily Times, October 31, 1890

Contributed by Dan Edwards

At noon on Saturday the first regular passenger train will stop before the new union depot. The passengers will alight upon a cement walk, pass through an ornamental iron gateway under a neat canopy that extends along the depot façade and enter a wide hallway extending through the building to the front entrance under the tall tower. Through passengers will turn to the left in the hall and enter either the lunchroom or the large and well-lighted dining room, which occupies a 40 x 60 foot space at the left of the main hall, the windows looking out upon B street and Victoria avenue.

The Pueblo union depot has a frontage along B street of 550 feet, the center of the main building with its tower of 140 feet in height standing at the foot of Victoria avenue. The exterior is constructed of Manitou red stone laid in broken ashlar over the windows and doors. The tower is 32 feet square at the base, and the \$2,000 Seth Thomas clock above has four dials over 7 feet in diameter. The main building is two full stories in height, with dormer windows and eyebrow windows in the steep-slated roof giving light for a third story and an attic.

The interior finish is in antique oak and comprises high paneled wainscoting, boarded paneled ceilings and handsomely carved window and door castings. Over the doors and windows are beautifully designed transoms with art glass corners.

The chandeliers, the electric light and gas jet brackets, the hardware and the magnificent balustrade of the grand staircase are of Bower-Barft iron finish.

The first room to the right on en-

tering the depot from the train is the men's waiting-room, 85 x 40 feet in size. Ornamental iron columns support the ceiling. In this room are small rooms built out from the hall wall, designed for telegraph, news and parcel check stands. Beyond this waiting-room is that for women. There is a fireplace in this room with a decorative mantel. A lunchroom exclusively for women opens from this waiting-room and also a very completely furnished toilet-room. There will be easy chairs for the ladies, and a matron will be in attendance.

Between the two waiting-rooms is the union ticket office and the Pullman office. Drinking fountains of onyx are in each room. Beyond the women's room is the baggage room, 70 x 45 feet in size, with a large emigrant waiting-room still beyond. The other side of the main hall is devoted exclusively to the hotel quarters. There is a dining-room 40 x 60 feet, a 45-foot lunch counter in an adjoining room, a barber shop with baths, lavatories for men, kitchen laundry and cold-storage rooms. The hotel has been leased by Mr. E.A. Thayer, who has charge of the Denver & Rio Grande dining stations. The hotel is completely furnished and will be run as a first-class house. Mr. J.H. Wall, of large hotel experience in New York City, will have charge.

Across an open court from the main building is the express building, where will be quartered in separate rooms all the different express companies operating into Pueblo. The boiler house for furnishing hot and cold water and steam heat to all portions of the building occupies the extreme eastern end of the express building.

Events of Railroad History: Pueblo's New Union Depot

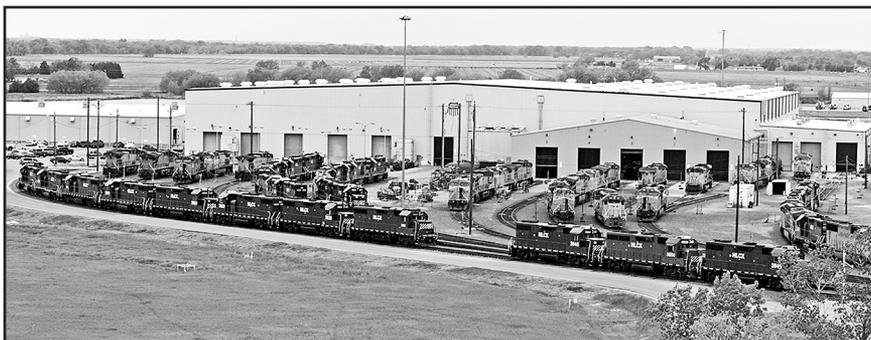
The second floor contains 35 office rooms, including the hotel office and parlors. On the third floor are 14 sleeping rooms finished in hard pine. A contract was let this week to finish off the remainder of the third floor, and 14 more sleeping rooms will be built. In arrangement and in the details of finishing nothing seems to have been omitted for the comfort of the traveler.

The offices of the C.C.&I. [Colorado Coal & Iron] Company and the lo-

cal D.&R.G. offices have been located on the second floor.

While in the city last week, **Jay Gould** visited the depot and pronounced it fine enough for a city of 100,000 inhabitants. **Charles Francis Adams** [President of the Union Pacific], after looking it over, said it is one of the finest depots he ever saw. Pueblo citizens are most thankful that after many years of delay they finally have secured a respectable station.

Current Railroad Happenings



Helm Financial HCLX (Helm Leasing reporting marks) burgundy units going back to lessor due to the 2016 business slow down were gathered at UP's North Platte, Nebraska, Locomotive Shop on May 15, 2016. The Helm Leasing units are expected to roll east (or elsewhere) in June 2016 as instructed by lessor.

– Photo © 2016 by Chip.

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>.

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

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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:

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E-mail: selectimag@aol.com

Items for the August Rail Report should be sent by July 15th.

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