

RAIL REPORT

April 2017 • No. 680



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

400 Years Of Railroad Family

Presented by Gary Emmons

April 18th, 2017 • 7:30 PM

Please Note That This Meeting Is On The *Third* Tuesday in April

Retired Air Force Colonel Gary Emmons worked as a Northern Pacific Railway telegrapher and train dispatcher for nearly ten years back in the 1960s. He comes from a true railroad family. Solid railroaders in his ancestry have produced more than 400 years of railroading! He will share some of the more interesting highlights including an interesting twist in his USAF career that demanded a person who had extensive railroad background to head up a “missile on trains” program.

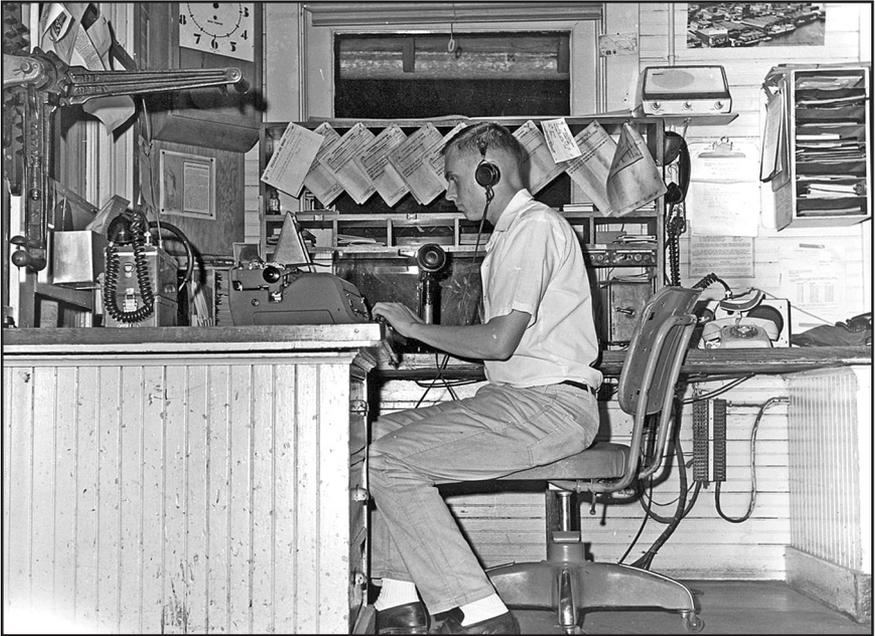
Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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

May 9th Monthly Meeting and Program by Jeff Badger and Phil Johnson.

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.

400 Years Of Railroad Family



Gary Emmons working for the Northern Pacific Railway as a telegrapher and train dispatcher. – Photo © Gary Emmons.

Rocky Mountain Railroad Historical Foundation 2017 Mini-Grant Program Applications Are Due By April 30th

The 2017 Foundation Mini-Grant Program is now in full swing, with the Request for Proposals available from our website. The deadline for applications is the end of April. If you know a railroad history or preservation-related project that could use \$1,000 for the summer of 2017, Please help spread the word and send them over to the website for more details.

In Remembrance
Frank R. Head

Frank R. Head, 85, passed away this month in Portland, Oregon. He and his wife were 16-year members. At the time of his death he held seniority number 389.

For Rail Report 680, the masthead photo features Union Pacific 680, a 4-4-0, at Ord, Nebraska, in 1914.

– Photo from the James L. Ehernberger Collection.



Can You Help? – Jim Ehernberger recently donated some more items from his collection to the Club's archives. This includes the above photo taken in 1993 when the Club operated its 40th Anniversary trip behind Union Pacific Challenger 3985 (renumbered at 3967 for this trip). Left to right are Jim Ehernberger; Mrs. and Mr. Bob Griswold, Stuart Anderson, R.H. Kindig, Ed Haley, Charles and Dorothy Max and an unidentified man. Can anyone tell us the name of the gentleman on the far right side? If you can, please call Dave Goss at 303-693-9933 or email Dave Goss (dave@dcgoss.com) so we can update the caption of this photo.

President's Report

By Steve Mason

The Rocky Mountain Railroad Club Board meeting this month will be April 24th. Board meetings are normally the next Monday after a regular Club meeting. First we have supper at Nicolo's Pizza at 7847 W. Jewell Ave. at 5:30 PM. The meeting starts at 6:30 PM and lasts until 7:30 to 8:00 to handle Club and Foundation business. The Secretary reads the minutes and the officers present their re-

ports. Any member wanting to address the Board will be scheduled early in the meeting so it won't be necessary to stay for the entire meeting.

I personally urge any member to attend a Board meeting if you have any concerns you would like us to address. You will be at the top of the President's Report. We were elected to serve you,

President's Report

the members. We want input from you, in fact, we earnestly solicit it. Sometimes after the meetings we visit and it is more informal. Members are certainly welcome for that as well. We are not a clique, but here to serve the members who elected us. You are always welcome.

At the last meeting, we mostly discussed upcoming trips and field trips including the Pike's Peak trip on the Manitou and Pike's Peak which Nick Valdez is working on. Denny & Rhonda Haeefe and myself discussed details of the Corkscrew Turntable trip and side trips in the San Juans. We are shooting for August 11 to around August 16 as this is to be a multi day field trip. We will tour all three narrow gauge lines, the Mear's Roads. Pat Mauro is working on a Como work day and tour. The end of the good weather is jamming up with trips so we will probably do the Denver, Boulder & Western trip mid summer, possibly June 17th.

We also discussed Bob Brewster's proposal of a joint trip to the Sherman Hill Modeler's convention on May 20th. Also included would be a show pass to the convention hall. Joint sponsoring groups would be ColoRail and the Intermountain Chapter of NRHS. Bob asked the Club to be a co-sponsor with the other two. That would require a possible financial commitment if the trip did not fill up. Bob proposes to run a 55 passenger Bus to Cheyenne from several collection points here in Denver. There would be a two tier price structure: a lower price of \$29 for NRHS and ColoRail members and a cost of \$39 for non-members.

The sense of the Board is that people

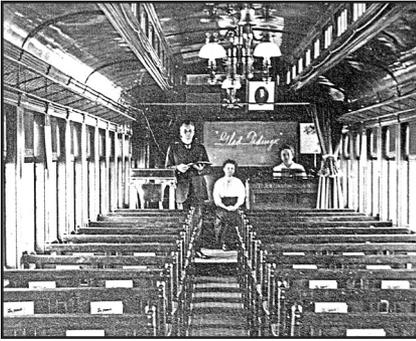
could car pool and split the gas and all pay the \$10 admission fee. For those wanting to participate in the bus ride, the announcement for the trip is on page 14 of this *Rail Report*. If you have any views on this, please let me know about it.

We also worked on membership. We laid out some ideas to secure more members. Working conventions is one, passing out newsletters is another, inviting people to our meetings is another. This is not just something the Board does, but also the membership as a whole like Dave Peterson did by inviting his next door neighbor at the last meeting.

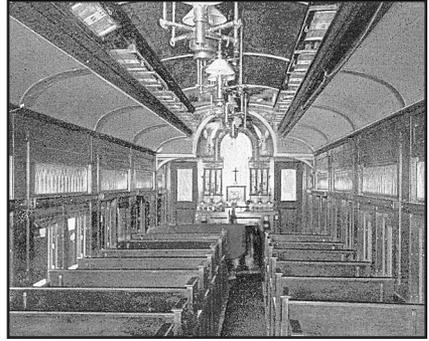
There were discussions during the Treasurer's report concerning leaving the regular membership dues at \$35 per year. The treasurer's report shows a deficit of \$2,168.57 in 2016. Many of our members on Social Security have a fixed income and we considered that. If you look at the balance sheet, we have surplus funds. If you have views on dues, please communicate them to me.

You elected us to run this Club and we are doing that. The decisions we wrestle with are not easy. If it was easy then anyone could do it. We want to hear from you on these issues so you feel like a participant

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know. I am here for you. Many of you are my friends going back many years and it is a pleasure to serve you. – *All Good Wishes, Steve*



The interior of Baptist car GLAD TIDINGS at Douglas, Wyoming, in 1914. – Photo from the W. C. Lindmier, Jr. Collection.



An interior view from The Catholic Church Extension Society of the U.S.A. post car, post marked 1912, of the Catholic Chapel car St. Anthony.

Chapel Cars

By Jim Ehernberger

Both the Baptist and Catholic churches had chapel cars that were sent out on missions across the country. These cars were handled by the railroads and many times were just set out at a siding where people could come to church.

The areas served were so sparsely populated that they could not support a church. In many locations, where there

was enough population, but not an established church, the cars were used to build up a congregation, and sometimes remained until a church was built.

Most of the cars were former coaches, and the minister and wife had small living quarters, while the balance of the car was equipped with seats, and a pulpit at the front end.

In Remembrance

Neal Reich

Neal Reich, 85, passed away March 1, 2017, in Durango. He was a 54-year member of the club and held seniority number 27 at the time of his death.

Neal, a retired Durango & Silverton Dispatcher, who was born in Cheyenne on March 6, 1932. Neal was at one time Editor of the Club Newsletter, and was active on excursions, and other events for the Club in years past.

His father was a UP Conductor, but had formerly been a “boomer” telegrapher, having worked on the Rock Island, Denver & Rio Grande, and the South Park C&S Railway. He was agent at Pine, Grant, Dickey, Como and Leadville prior to moving to Cheyenne.



Royal Gorge Route 3104, CRRX 3104, a GP40 built by EMD as Western Pacific 3521. The unit was renumbered UP 670 and also operated/renumbered as CMNW 3004, GWWR 3004, Wisconsin Central 3004, PRLX 3104, SSRX 3104, and recently to CRRX 3104. The unit was painted by Midwest Locomotive in Kansas City, Missouri. Union Pacific (UP) moved the unit from Kansas City, Missouri, to Canon City, Colorado, with a layover at UP's North Yard fuel track in Denver on March 7, 2017. – Photo © 2017 by Chip.

Information For The Railroad Enthusiast

By Dave Schaaf

For the second half of April, U.P. #844 will travel from Cheyenne across Wyoming, Utah, and Idaho and return. It will likely visit the College World Series in Omaha in June, and Denver in July with the Frontier Days special.

The proposed federal budget would cut the U.S. Department of Transportation's budget by \$2.4 billion. This would stop support for Amtrak's 15 long-distance trains that offer the only Amtrak service in 23 of the 46 states the railroad serves. Eliminating funding for long-distance routes will impact many of the 500 communities served by Amtrak, losing trains such as the Empire Builder, California Zephyr, Southwest Chief, and Coast Starlight.

In the first week of March, E. Hunter Harrison was named as CEO of CSX Corp. He formerly has led railroads Illinois Central, Canadian National, and Canadian Pacific through business upswings. He has been able to reduce costs through what he calls "precision railroading." While at CP, he had tried for a 2015 merger with Norfolk Southern which did not occur.

Former Denver & Rio Grande Western narrow gauge engine #315 will steam over Cumbres Pass on June 3rd and 4th. This is for charter photo freight specials by the Friends of the C&TS. Information at (505) 880-1311.

Well-known D&RGW steam engineer Carl Jack passed away in March.

Information For The Railroad Enthusiast



Pullman built this wooden car for the Colorado & Southern in 1906, and a steel frame was added in the 1920s. Numbered 543, it was converted in 1949 to kitchen and bunk car #99092 for work train service. A victim of the 1965 flood of the South Platte River through Denver, it later was part of the Forney Museum collection for about 25 years. Seen here in March 2017 near Boulder, Colorado, it has now been acquired by the Western Maryland Scenic Railroad (WMSR). The WMSR feels that it is very similar to cars that their railroad once had, and they plan to have it restored and operating in the next couple of years.

– Photo © 2017 Dave SchAAF.

He worked the last passenger run to Silverton before the Rio Grande sold that line in 1981.

The hobby store “Caboose” has reopened at Alameda and Oak Street in Lakewood, Colorado.

White Pass & Yukon #61 will be coming to Colorado soon. This privately owned outside-frame 2-8-0 will start a long restoration, but it is not known where or when it may steam again. We will let you know as things develop with this 1900 Baldwin narrow gauge engine.

Nevada Northern Railway opens its 30th season on April 8. This standard gauge operation has both steam and diesel locomotives, and will run a solar eclipse special on August 21st.

The Angels Flight funicular railway in Los Angeles, California, closed in 2013. It is getting upgraded cars and other safety improvements, and should re-open by Labor Day. It first opened in 1901 on Bunker Hill.

Greenbrier is a company that makes freight cars in Oregon. They recently built their 100,000th intermodal well car, used to haul shipping containers.



The Boulder Valley Railway Historical Society had a collection that is now being dispersed. A quantity of rail, ties, and hardware has now moved to Como for re-laying. A batch of 56 pound rail had once been used on the CB&Q line from Broomfield to Lyons, and another batch was 75 pound rail from the IBM spur southwest of Longmont. Some of the older stock dates back to the 1880s. Jason Midyette (left) and Bob Schoppe (far right) helped load the rail. Bob is president and Jason is a director of the Denver, South Park & Pacific Historical Society. – Photo © 2017 Dave SchAAF.

Como 2017 Work Party Sessions

By Pat Mauro

The track work in Como is moving full STEAM ahead. Klondike Engine #4 is in Cheyenne getting minor repairs to be ready to steam up. Two truck loads of rail, ties, spikes and joints were delivered to Como on March 20th. If anyone has access to any rail tools we could use, it would be of great help.

We have six work days planned, so that will increase options for volunteers. The dates for the work days are listed in the next column. For those who are interested in assisting with the project, please contact Pat Mauro at 303-838-7740 (phone preferred) or pkmauro77@gmail.com. More details are on the South Park rail

website, southparkrail.com. Head up to Como, and watch the DSP&P and C&S come alive again!

Como Work Party Dates:

Saturdays: May 27, June 24, July 15
Sundays: June 11, July 2, July 30

The Key Tasks To Be Completed Are:

- Straightening and ballasting rail.
 - Constructing old highway crossing.
 - Completing spur line to turntable.
 - Continue laying main line.
 - Treating Depot passenger platform.
 - Minor maintenance to Depot.
 - Minimal electric supply to Depot.
-

Current Railroad Happenings



A westbound U.P. freight train derailed a few empty cars east of Pinecliffe, Colorado, on a foggy March 11, 2017. The Ski Train was canceled for that day, but rail traffic resumed later that afternoon. – Photo © 2017 Dave Schaaf.



BNSF 4729, C44-9W, moved southbound Army unit train on BNSF's Pike Peaks Subdivision from Joint Base Lewis-McChord, Washington, to Fort Polk, Louisiana, on February 6, 2017. Behind BNSF 4729 were Army D9 Caterpillar Defense Systems bulldozers on the flatcar. In the background is Denver 117 Siemens LRV, moving south to the Broadway Station, South Denver. – Photo © 2017 by Chip.

Current Railroad Happenings



BNSF 5015, C44-9W, was DPU on southbound BNSF manifest that used Pueblo Junction (UP control point RG 118) to arrive at BNSF's Pueblo Yard, Pueblo, Colorado, on March 14, 2017. – Photo © 2017 by Chip.

On May 20, 2015, one of the first major changes to occur on the Joint Line since the single track was created, took effect. On that date BNSF and UP placed into effect a swap of maintenance responsibilities.

BNSF took over all maintenance of right of way and signals for the southbound main, Main #1, South Littleton to Bragdon, including the single track section. This is BNSF's main loaded coal train route south to Texas. UP took over responsibility for Main #2, the northbound route. While maintenance was swapped, the respective company's still retain ownership of their property, and no change in dispatching took place, with UP controlling Main #1 and BNSF #2, the puzzle of the Joint Line remains in that respect.

Also on May 20, 2015, BNSF began a massive upgrading of the UP track as well as parts of their own on the southbound main #1. 12 and 14-hour track windows were the rule of the day as in many cases the sections of the UP owned track have been raised out of the mud. Undercutting and re-ballasting of the single track section being a major focus. Many of the concrete ties installed by UP in 2005 were replaced as they were defective.

A seven-mile section of I-25 through Pueblo is undergoing improvements with new I-25 overpass over the tracks under construction. The two-phase project is called the New Pueblo Freeway by Colorado Department of Transportation.

Treasurer's Report

Keith Jensen

Rocky Mountain Railroad Club

PROFIT & LOSS 2016

INCOME

Dues	\$ 17,564.05
Other Income	\$ 2,856.02
Total Income	\$ 20,420.07

EXPENSE

Newsletter	\$ 11,919.80
Rent	\$ 2,489.00
Insurance	\$ 2,244.37
Miscellaneous	\$ 5,935.47
Total Expense	\$ 22,588.64

Net Income (\$ 2,168.57)

Club Balance Sheet As of December 31, 2016

ASSETS

Checking/Savings	\$ 121,512.30
Accounts Receivable	\$ 181.42
Other Current Assets	\$ 2,304.79
Fixed Assets	\$ 5,376.81
Total Assets	\$ 129,375.32

LIABILITIES

Unearned Dues	\$ 4,490.00
Accounts Payable	(\$ 2,533.95)
Total Liabilities	\$ 1,956.05

Total Equity \$ 127,419.27

Total Liabilities & Equity \$129,375.32

Please refer questions to the Treasurer, Keith Jensen, preferably by email kjensen@earthnet.net or 303-781-8616.

Rocky Mountain Railroad Historical Foundation

PROFIT & LOSS 2016

INCOME

Contributions	\$ 3,715.43
Interest	\$ 6.48
Total Income	\$ 3,721.91

EXPENSE

Grants	\$ 5,000.00
Other	\$ 179.19
Total Expense	\$ 5179.19

Net Income (\$ 1,463.76)

Foundation Balance Sheet As of December 30, 2016

ASSETS

Checking/Savings	\$ 72,104.14
Total Assets	\$ 72,104.14

LIABILITIES

Total Liabilities	\$ 0.00
Total Equity	\$ 72,104.14

Total Liabilities & Equity \$ 72,104.14

Note: The Club is a 501(c)(7) nonprofit for which donations/dues are not tax deductible. The Foundation is a 501(c)(3) nonprofit for which donations are tax deductible.

Note: In the past I was Chair of the Education Committee for a larger 501(c)(7) club that also sponsored a 501(c)(3) foundation. I was told by their foundation president that foundation funds could not be used for club expenses, even education. That foundation president was an employee of the IRS.

Events of Railroad History: World Record Set by Zephyr on Speed Run

Denver Post, May 26-27, 1934

Contributed by Dan Edwards

[The Burlington Zephyr has made its run of 1,015 miles to Chicago in 13 hours and 5 minutes.] Before the steel train flashed out of Colorado, it had already touched 112.5 miles an hour between Yuma and Schramm, Colo. The burst of speed in eastern Colorado put the Zephyr within a hair of the all-time American speed record for a railway train. This was set in 1904 by a Philadelphia & Reading train, which made a 4.8 miles run at 115.2 miles an hour. The previous world long distance, non-stop run, held by the Royal Scot for covering the 401 miles from London to Edinburgh at a speed of 56 miles an hour, fell when the Zephyr whipped thru Harvard, Neb. This 401.5-mile-run from Denver had been covered in 5 hours 4 minutes and 20 seconds, giving an average speed of 78.6 miles an hour.

The day [May 26] is warm outside, and most of the curious folk standing outside are in shirtsleeves, but inside this train the controlled air condition system keeps the thermometer at 70 degrees. Only one passenger thus far has had a mishap. He is Zeph, the Colorado burro, which was taken [yesterday] from his home high on Berthoud pass to be shot across the country to the Century of Progress Exposition at Chicago. Zeph got train sick for a while but was revived with a drink of water and some breakfast food, the closest approach to hay available in the train's

buffet kitchen.

The trip would have been made well within the 13 hours of allotted time had not bad luck dogged the train. A few miles out of Denver a wire on the compressor broke. If the track did not run down the Platte valley at a good grade, the nonstop run might have ended right there. The power was cut off, and the train coasted for nearly 30 miles as mechanics worked feverishly to make the repair. The speed slackened to 40 miles an hour before the wire was refastened near Brush, and the power could be cut in again. From there on the Zephyr sailed on with never a mishap.

Between Otis, Colo., and Stratton, Neb., a new world record was set. For the 96.3 miles, an average speed of 90 miles an hour was maintained, the longest distance ever made at such high sustained speed.

The great prairie states of Iowa and Nebraska had never been crossed by train with such swiftness before. The 360 miles across Nebraska were covered in 281 minutes. Across Iowa 274 miles flashed past in 212 minutes. Three men, alternating at the controls of the train in two-hour shifts, were responsible for the success of the run. Total fuel consumption for the run was 418 gallons of crude oil, which cost \$16.72.

The train came thru to a sunset finish [in Chicago] at 6:09:44 p.m.,

Events of Railroad History: World Record Set by Zephyr on Speed Run

mountain time. The last 70.1 miles between Earlville and Chicago were covered in an average speed of 82 miles an hour. Immediately after the finish tape had been broken, the speed was slackened, and the new train rolled into Chicago and across the trestle that leads out over Lake Michigan to the Island where the Century of Progress Exposition is being re-opened. As the train [came to a stop], a thousand boats out

on the lake set up a deafening uproar of whistles. Ten thousand people cheered wildly, and many placed pennies on the track to be flattened for souvenirs. The large group of newspaper correspondents who had made the trip knew that they had had the thrill of their lives and could hardly believe they had left the Rockies in the morning to be at the shore of the Great Lakes at night.

Palmer Lake Remembered

By Steve Patterson

I climbed across the Palmer Lake crest for 19-years of my ATSF life as a hoghead,.

I made this photo eight days before the Palmer Lake depot closed, on March 23, 1967, when Division Superintendent Kurtz from La Junta stopped in to visit the Agent.



country depots were on the chopping block.

An interesting tradition was the holiday season illuminated Star on Sundance Mountain at Palmer Lake. It is 500-ft. from tip to tip. For years airline pilots have commented on seeing it.

That is his company Ford (maybe a 1962 model), and I was his secretary. The Division Transportation Inspector got the state authority to close the agency. He went on to become Supervisory Agent at St. Joseph, Missouri, in charge of several employees.

I was later promoted to a Transportation Inspector at Temple, Texas where I closed 18 agencies before ATSF got me out of there and promoted me to California. Those were the early 1970s when

Note: There is a lot of interest in Palmer Lake. For those wanting to read more, a book by Dan Edwards, *A Century of Railroading at Palmer Lake 1871-1971*, is an illustrated account of rail operations & facilities at the town on the D&RG and AT&SF lines on the Divide between Denver and Colorado Springs. Information is also included on four other railroads that operated trains on this route, ice houses, blockades, accidents, robberies, an eating house and a fence war.

Bus Trip To Cheyenne Depot Days

The Intermountain Chapter - NRHS and the Colorado Rail Passenger Association (ColoRail) are organizing a bus trip to Cheyenne Depot Days. The bus will originate at the RTD Broadway & I-25 park and ride at 9 AM on Saturday, May 20, 2017, making a second stop at the RTD Wagon Road park and ride, 120th & I-25 at approximately 9:15 AM. The return trip will leave the Cheyenne Depot at 4 PM, arriving back in the Denver area between 5:30 and 6:00 PM.

Members of the Intermountain Chapter - NRHS and ColoRail will pay \$29 for bus and Depot Days wristband. Non-members including RMRRC members will pay \$39 for bus and wristband, plus they are entitled to complimentary memberships in the sponsoring groups through the end of the year. If additional trips are planned, the complimentary memberships will qualify for the member rate.

The wristband includes access to all Cheyenne Depot Days activities including:

- The Union Pacific Shop Complex (844 may be displayed outside).
- The Cheyenne Depot Museum.
- Sherman Hill Model Railroad Club train show, Frontier Park Exhibition Hall
- Free shuttle buses connecting the venues.

Payment, checks only made out to Intermountain Chapter - NRHS, should be mailed to: INTERMOUNTAIN CHAPTER - NRHS

c/o COLORAIL

PO Box 9613

Denver, CO 80209

All payments must be received by May 13, 2017. Please send name(s), address, phone number(s), email address, bus stop preference and note your organization.

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, April 19, 2017

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

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

“Fogg in the Cockpit” – Howard Fogg, Master Railroad Artist and WWII Fighter Pilot

Speakers Richard and Janet Fogg

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	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

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. New members who join in-person at a meeting will be given a free copy of the Club history book

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 May 2017 Rail Report should be sent by April 14th.



BOX 2391
DENVER, COLORADO 80201

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