

RAIL REPORT

October 2020

No. 720



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A October Meeting In Barnes Hall

Enjoy Another Online Virtual Meeting And Program Alaska Railroad And More

Presented By Frank Keller

October 13, 2020 • 7:30 PM

The Alaska Railroad is rather unique in that they still operate a full service railroad, operating both freight and passenger trains year round. As you might imagine trains are more frequent in the summer tourist season, but Frank will cover the full spectrum in all seasons from north to south and everything in between. As a bonus, see some favorite Rio Grande pictures from the some 20 years he spent in Colorado, not to mention photos from many trips before he moved to Colorado.

See Page Two For Information On How To Sign Up And Participate.

RMRRRC 2020 Calendar

- | | |
|-------------------|--|
| October 2020 | The Annual Banquet is Cancelled. |
| November 10, 2020 | Monthly meeting and program by Ed Dickens, Jr. |
| December 8, 2020 | Annual meeting, elections, 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.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drgw.net asking for the September RMRRC virtual meeting address and password. Please send your request no later than Monday night, September 7th, and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

The Club Has a New Mailing Address:

**Rocky Mountain Railroad Club
PO Box 620953
Littleton, CO 80162-0953**

This address is for membership address changes and renewals, new memberships and general correspondence.

The club email address is rails@rockymtnrrclub.org

For *Rail Report* 720, the masthead features the restored to operation Rio Grande Southern No. 20 at Colorado Railroad Museum on the back part of their loop on July 31, 2020. – Photo © 2020 Kenneth Jessen.

Alaska Railroad And More



Alaska Railroad 4006 brings a rare daylight freight south as Denali peak stands tall in the background. – Photo © 2020 Frank Keller.



Rio Grande 5355 leads a train westbound at Detour. – Photo © 2018 Frank Keller.



The transfer crane on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Into Indian Summer ... From RMRRC President Denny Leonard

Fall has started and is the favorite season of many Colorado residents. The virus, I think, is still with us. But we go forward. Fall color is in the mountains as our narrow gauge mountain railroads travel by. Eventually most of the narrow gauge freight is brought to a connection with a standard gauge railroad. Merchandise or commodities are transferred and products reach industries or consumers in towns and cities. The small transfer crane above is typical. As much as the narrow gauge was more cost effective to reach mountain towns and mines and loading pens, the cost of transferring freight caused most lines to be standard gauged or abandoned. The exception known to the author is Durango to Farmington.

Your board is still meeting monthly

via Zoom web conferencing to do club business and advance our club goals. A new opportunity has surfaced as we may be able to support a project to repair damage to the Palisades on the west side of the Alpine Tunnel.

We are still in Zoom for our general meetings. Wasn't the GN show a great presentation? The meetings are also concurrent on our YouTube Channel. Page 2 in this *Rail Report* explains access. Also, this is the fifth *Rail Report* that's also available via email. We are excited to continue this enhanced digital product and ask all members who are able to receive the *Rail Report* by email. We intend to continue the availability of both formats but we may propose a difference in dues for next year. This will allow us to help balance our budget.

Into Indian Summer ... From RMRRRC President Denny Leonard

We presented five groups with checks to further their railroad preservation efforts this year. The Rocky Mountain Railroad Historical Foundation had a strong part in the return to steam service of RGS No. 20. What a way to continue our mission to help preserve our Colorado history. So, one focus we all hopefully will support as the year concludes is to donate to the Rocky Mountain Railroad Historical Foundation to rebuild our reserves. Since there is no banquet, \$40 could go to the RMRRHF?

I have managed to do some reading this summer of some of the Colorado

railroad books that the club has published. It makes me again ask for stories and biographies of members, living or deceased. So, I hope to motivate some writers out there. If you go to our webpage, there are several members biographies to review. Please feel to send articles or biographies to me for consideration for publication in the *Rail Report* or on our web page. As always feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

Travel safe, watch for trains, and hopefully we will connect soon.

Current Railroad Happenings



One of ten diesel units newly decorated by BNSF to celebrate the BN-AT&SF merger of 25-years ago. – Photo © 2020 Dave Schaaf.

In Remembrance Shirley Lee Fagan

Shirley Lee Fagan, 93, passed away on July 26, 2020. She was a 55 year member of the club, joining in 1965, with a seniority number of 40.

She frequently participated in excursion train rides and later adopted a new hobby of chasing trains.

Love Blossomed Along The Denver & Rio Grande Western Chili Line In 1912

By Mike Butler

Young forester Aldo Leopold was appointed superintendent of the newly created Carson National Forest of northern New Mexico in 1912. At this time the forest headquarters was in Antonito, Colorado. At a chance meeting in an Albuquerque drugstore in 1911, Aldo met the love of his life – Estella Luna Otero Bergere. Estella and her sister were visiting from their home in Santa Fe. To be closer to Estella, Aldo moved the headquarters of the Carson National Forest from Antonito to Tres Piedras, New Mexico.

“Here is where the Chili Line comes in. Aldo often rode the train to Santa Fe to visit Estella. He described the Chili Line as ‘slower’n a burro and just as sorry.’ Other old-timers added that D&RG stood for ‘Dangerous and Rough Going.’ At any rate, it was the Chili Line that took Aldo to Santa Fe to propose to Estella. They were later married in October 1912.

With wedding plans on the horizon, Leopold designed and built the cabin in Tres Piedras in which he and his bride-to-be would live, and which would serve as the headquarters building for Carson National Forest. The cabin had a kitchen, bathroom, bedroom, library, and dining room on the first floor.

In April 1913, Estella was pregnant and took the Chili Line from Tres Piedras to Santa Fe to be with her family, while Aldo was riding the range in the far northwest part of the forest. Aldo fell desperately ill and barely made it back to Tres Piedras. Encouraged by a friend to



Aldo and Estella on Chili Line tracks in Santa Fe, New Mexico.

see a doctor in Santa Fe, he also hopped aboard the Chili Line and headed south. In Santa Fe, it was discovered that he had Bright’s disease, a serious kidney ailment that would soon have taken his life had it not been discovered and treated. He spent the next eighteen months resting and recovering. His and Estella’s time at Tres Piedras was over.

Volunteers and the Forest Service restored the Leopold cabin at Tres Piedras in 2006. Since 2012, it has served as the home of the Aldo and Estella Leopold Writing Residency Program, which uses the cabin as a retreat for writers and artists to reflect on Aldo Leopold’s legacy of conservation and environmental protection. Residents can stay in the cabin for up to one month during the months of May to October.”

Love Blossomed Along The D&RGW Chili Line In 1912

Today, Aldo Leopold is most remembered for his book *Sand County Almanac*. However, it was Aldo's stay at the Tres Piedras cabin which really launched his career in conservation, and it was the Chili Line which enabled his courtship of Estella, and which brought Aldo to life-saving medical care

in Santa Fe. In a sense, it was the Chili Line which saved the career of one of America's greatest pioneers in the field of conservation of natural resources.

— Adapted with permission from Mike Butler's new book *Tracking The Chili Line Railroad To Santa Fe*, available from www.arcadiapublishing.com

Moffat Road Railroad Museum



Fresh paint and lettering was completed on the derrick at the Moffat Road Railroad Museum in July. Executive Director Dave Naples holds the new informational sign made with the collaboration of the Rocky Mountain Railroad Club.

– Photo © 2020 Dave SchAAF.

The derrick was built by the Industrial Works Company in Bay City, Michigan, for the Denver and Salt Lake Railroad, **The Moffat Road**, in 1913, as steam derrick #10300.

Originally operated as the centerpiece of work trains involved in the clean up of derailments and wrecks throughout the Denver and Salt Lake's system, the derrick played a key role in maintaining the Continental Divide crossing at Corona (Rollins) Pass. In service for nearly 75-years, it survives as an important example of a derrick (wrecker) designed to meet the need for heavy lifting capability deliverable by rail.



Locomotive 719 at Cheyenne, Wyoming, three years after being renumbered to 919. This view was made on July 8, 1954, by Roy Dunn, a UP Conductor who was shooting color while Jim Ehernberger made the same scene in black and white on his Graflex camera. The hostler spotted the engine. There was a railfan out from Chicago who arranged it, and Roy and Jim were friends and tagged along.
– Roy Dunn photo from the James L. Ehernberger Collection.

Chicago, Burlington & Quincy No. 719 And a Presidential Special

By Mike Bartels and James L. Ehernberger

Chicago, Burlington & Quincy K-4 4-6-0 No. 719, on the cover of the September *Rail Report*, would later be immortalized as No. 919 by James L. Ehernberger's photos of it on the mixed train from Sterling, Colorado, to Cheyenne, Wyoming, in the mid-1950s.

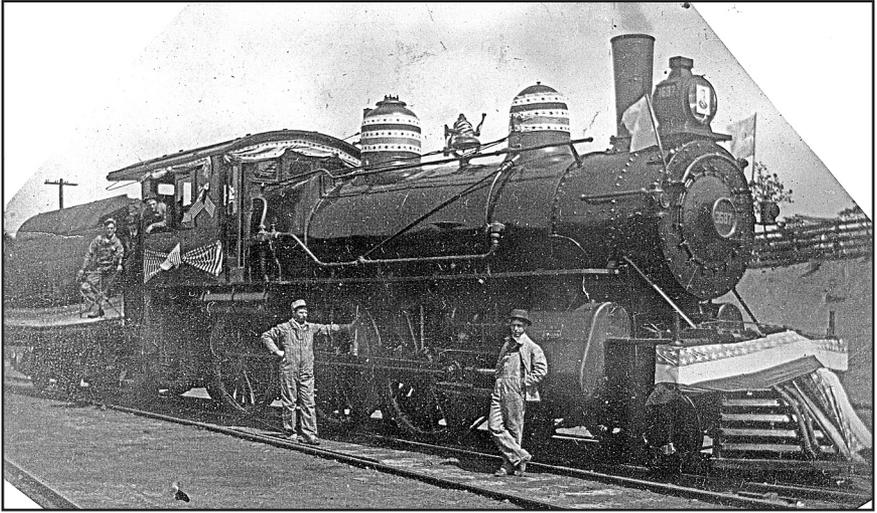
It was built in 1903 as Burlington & Missouri River No. 40 at the Havelock Shops near Lincoln, Nebraska, but was soon renumbered No. 3687.

Its early moment of glory came on April 25, 1903, when it powered President Theodore Roosevelt's special train east through Newcastle, Wyoming, after Roosevelt's "roughing it" vacation at Yellowstone National Park, with the president making a major speaking stop in the northeast Wyoming city.

Theodore Roosevelt doubled back west through Colorado and New Mexico and came through Wyoming again on the Union Pacific, including his famous horseback ride from Laramie to Cheyenne with ten prominent citizens on May 30, 1903.

The 4-6-0 soon became CB&Q No. 719 and during the second decade of the 20th century was assigned to the Sheridan Division and used between Greybull and Thermopolis, Wyoming, and later on the Casper Division after it was organized. In 1928 it showed up on the Sterling Division and was converted from coal to oil in 1932. On August 6, 1950, it powered a four-car "old-time" train from Bridgeport to Scottsbluff, Nebraska, to commemorate the latter city's 50th anniversary.

Chicago, Burlington & Quincy No. 719 And a Presidential Special



Burlington & Missouri River Railroad Engine 3687 at Newcastle, Wyoming, in 1903, decorated for President Theodore Roosevelt's special train. The locomotive number was later changed to 719 and then 919.

– Photo from the James L. Ehernberger Collection.

It was renumbered 919 in 1951 and received a modern visored headlight in 1953. Its days on the Cheyenne line ended with its last trip on August 4, 1956. A February 8, 1958, *Lincoln Evening Journal* article pictured mechanical officer C. E. Bloom standing on its pilot deck after arriving in Lincoln, Nebraska, being towed dead along with 2-8-2 No. 5129. Bloom said they were the last two steam engines used on the McCook Division. Ehernberger was told the 919 did work as a switcher at McCook and may have made at least one trip up the branch to Imperial, Nebraska. Bloom said the 2-8-2 would be laid up serviceable but the 4-6-0 would be scrapped.

Fortunately, it was saved, and backdated as No. 719, with an older headlight restored, and was placed on display

at Alliance, Nebraska, in May 1962. It has been moved several times since then and was cosmetically restored by Burlington Northern at the Alliance diesel shop in 1980-1982. After some controversy about a new display location, it was moved to its current site at West 18th Street and Box Butte Avenue, along with CB&Q wide-vision caboose No. 13701.

The engine inspired the name of Brewery 719, which opened its tap room at 817 E. Third Street in Alliance, Nebraska, on February 8, 2019. A photo on the brewery's website poses the owners by the 4-6-0 and its logo features a locomotive bell. Kinkaider Brewing Company's tap room in Lincoln Station in Lincoln, Nebraska, has sister CB&Q 4-6-0 No. 710 and a BN caboose literally up against its patio.

A Complaint

By Dave Goss

Over the years the Club's officers have periodically received letters both complimenting and criticizing the Club's activities. In the Club's archive is a letter dated 1969 from Mr. Brown. While attending a Club meeting, he heard a

comment that copies of the Club's *Denver, South Park & Pacific* book (1949 edition) were selling through a book dealer for \$450 each. The dealer was also a member of the club, but not present at the meeting.

The complaint - Brown states (punctuated as he wrote it):

I am only 29 years of age, and have only "recently" discovered Colorado's Railroads, and my love for them. This began about four years ago when I acquired the book "Colorado Midland" by Morris Cafky. Since then, I have spent all of my vacations in Colorado, and finally moved here from Idaho. My love of the history, folklore, and roadbeds, of these abandoned or still-operating railroads has continued to grow.

I still think there is nothing as exciting as exploring, and "Discovering" an old railroad grade.

However, I am to be deprived of the knowledge, in depth, of a certain railroad in Colorado, "The Denver, South Park & Pacific", because I was only 9 years old when it was published, and because I cannot afford the \$300 or \$400 or \$500 for a copy of the book. A book, incidentally, which could have been printed in sufficient quantity to satisfy everyone's needs. The same holds true for several other books published by the club which hold the same status.

I deeply resent the attempts by certain members of the Rocky Mountain Railroad Club to make money for themselves, at my expense!

A final judgement. Will you have the guts to print this letter so all members may read it?

Signed, Mr. Brown, #1002

We cannot confirm that his letter was printed for all members to read, but it was answered. Dick Kindig and Ed Haley provided a detailed reply to Mr. Brown on behalf of the Board of Directors. Their response is too lengthy to include here but will follow in a subsequent issue of the *Rail Report*.

It is interesting to know that in 1969, The *Denver South Park & Pacific* was indeed a rare book commanding very high prices despite its original \$10 purchase price. That continued for many years.

However, now fifty years later, one can purchase on Amazon the original edition for \$175. That is still expensive for a book that is used but in "good condition." Unfortunately, the demand for the original edition as well as for the Memorial edition (\$40) and Pictorial Supplement (\$40) has declined as fewer readers are interested in this historic railroad.

The internet has made information not available to Mac Poor and other authors readily accessible, and hard cover railroad history books seem to be in de-

A Complaint

cline. At the time, Mac Poor's book was the definitive history of the South Park line. Today, it is increasingly difficult to even see traces of the roadbed that once were prominent across South Park.

The Club's reply to Mr. Brown will be enlightening and was well received.

Watch for Part 2 in a future *Rail Report*.

August Rail Report Correction

Geoff Hamway had the good fortune to attend one of George Hilton's classes when he was a student at UCLA. He sent in a correction to "Notable Contributions:" by Dave Goss in the

August *Rail Report*. Dr. George Hilton was a prominent member of the faculty and spent his entire academic career at UCLA, not USC as was noted in the article.

Watch for Renewal Invoices

In the first full week of September the temperature went from 101 to 38 degrees in two days with snow on the ground. Club meetings went to the current Zoom/YouTube Livestreams from the in-person meetings of February. Truly this has been a year of extremes and transitions.

Transition and change describe our membership renewal process. The goal of these changes is to reduce the process timeline. The club will mail the invoices to all members as in past years. The

revisions drop the January grace month. The club will sequence seniority in the second week of January and membership cards should be mailed out by the first week of February.

You can renew by mailing your payment and invoice form by USPS to our new address shown on page 2 of this *Rail Report*. Payment by mail is by check or money order only. We no longer accept credit card payments by mail. You can renew through the club web site that accepts payment by credit transaction.

2020 Spring Rocky Mountain Train Show Event Update

The Club was well represented at the train show held the weekend of March 7th and 8th by Directors Michael Tinetti and Nathan Holmes at the Club booth.

Show organizers report that attendance in 2020 was lower due to Covid. The 2019 attendance was 11,696 and the 2020 attendance was 9,984. Had the show been scheduled for the following

weekend it would have been cancelled by the March 10th state emergency order.

The organizers are looking forward to hosting more shows in the future, providing a platform for museums, historical societies, education, layout exhibitors, other train clubs, non-profit organization, manufacturers and vendors to accomplish their missions.

Events of Railroad History: Rio Grande Southern Railfans: A Photo Story Being an Account of an Excursion by the Rocky Mountain Railroad Club – Part 3

By S.L. [Les] Logue and J.C. [Jack] Thode, July 13-14, 1946

Contributed by Dan Edwards

[Note: A continuation of the rare document by Logue and Thode. Now, 74 years later, we too can accompany them on a “virtual” excursion on the RGS! An asterisk (*) in the text indicates a photo taken either by Les or Jack.]

In the last part of this story, the light was fading as the group headed into Durango.

Thus, into Durango about 7 in the evening—tired, dirty, hungry—but happy with all we have seen, and eager to resume our trip on the morrow.

Having partaken of a good supper, we loiter along Main Street of the colorful little town of Durango. A crossing whistle sounds in the distance, and we arrive at the depot just in time to see 454, another of the ‘Mudhens’ pull in with the well-known mixed train off the Silverton Branch. She is very late, but the large number of passengers are laughing and talking as they disembark. We are reminded of the times we have ridden and photographed this celebrated trackage. We have been back from the wars only a short time, but the southwestern section of Colorado was one of the first places we visited in resuming our ramblings in search of trains—we fortunately found an opportunity for some excellent pictures just this spring when we watched 453 and 454 double-head out of Durango with 30 cars for Silverton.**

We return to our hotel for a good night’s sleep. Eggs, bacon, and hot biscuits with gravy for breakfast Sunday morning prepare us well for the return

trip. We rise early—we are scheduled to leave again before seven. At the depot we get an early-morning shot of the first Goose into Durango in nearly four years; on the next track stands the renowned narrow-gauge “San Juan” of the D&RGW—lacking only an engine to make it ready for its return trip to Alamosa via the flats of New Mexico and towering Cumbres Pass.*

On the return trip to Ridgway we spend our time admiring the scenery from the opposite end of the line—taking only those pictures necessary to give us a well-rounded series on this little pike. What is more natural, then, when we stop at Mancos for registering, than to gather a view of our mode of travel? There’s nothing quite like it, we agree.

A short distance west of Mancos we pass an off-track ditcher and bulldozer. Yesterday, when we passed in the other direction, they were silent beside the track; today it is satisfying to see them hard at work as we swing round a curve past them.*

We climb out of Mancos Valley, top the till at Millwood, and start dropping toward Lost Canon. At Glencoe, where we meet 462 waiting yesterday, we find old No. 20 and the 462 sitting on the main track with 14 cars of lumber bound for Durango. Our Goose lurches into the siding, but not before we have unloaded to get some photos of the freight.* This is only a brief pause, however, and as we watch the caboose disappear around a curve upgrade we are on our way to Dolores.

Much to our surprise we find the

Events of Railroad History – Rio Grande Southern Railfans

5-spot has been fixed—she is waiting there in front of the depot! While some of our party transfer over to the 5, we get some good pictures of the depot, with the two Geese waiting to depart. We cannot resist the temptation to show one of the fellows in action.*

#5 soon departs into the weed-grown right-of-way; we on the 4 are not far behind. But bad luck is pursuing No. 5 again today, for at Stapleton, only six miles east, she stops and it is again necessary to change back to #4. That connecting rod has burned out again!

Uneventfully we move up along the Dolores River, pass through Rico, and soon approach Lizard Head Pass. Today, although it is dark, there is no rain; two miles west of the top we stop for a photo of our Goose and this barren, 13,156-foot pillar of stone.* Two of our travelers decide the top offers the best view, and after making sure they are safely seated we complete the grind to the top of the hill and register with the Dispatcher. Our two brave adventurers want to continue decorating the top, but Supt. Boucher thinks it best they ride inside. It doesn't take long to understand his reason, for when Trout Lake swims into view we are really rolling. Old #4 rattles and rocks and sways around the curves and over the few short stretches of tangent—seeming to enjoy this speed after the long, relatively slow climb from Dolores.

We slow a bit as we approach the high line of Ophir Loop, for, though the trestles are strong and there is no vibration, we have no desire to tempt fate. Besides, picture opportunities—fine views of our track on stilts—are abundant here.* The view straight down over the edge of this shelf is absolutely breathtaking—there lies the track we shall

soon traverse—a hundred feet below.* It is a long way to the bottom of this gully!

We safely negotiate the loop past the station and the trackage on the great trestle; the motor roars, and we are off in a mad dash for Placerville. This time there is no waiting, no delaying—where we would expect Engineer Wolfert to apply the air he guns the motor, pulls her into high gear, and feeds her a nourishing shot of fuel. We storm around curves, swoop over trestles, rocking, swaying, bouncing—actually galloping over the rails! Vance Junction hurtles into view. Another spurt of encouragement as we zoom into the siding around the stored cars. Vance Junction is gone! We plunge down the hill—lunging, surging—a flying, narrow-gauge rampage!

We charge into Placerville yards and joyfully welcome the hiss of air as brakes clamp wheels. Whew!

We are still rolling as Superintendent Boucher pulls out his switch key, unloads, dashes to the nearest switch. The iron is bent and he lets us in off the main. None too soon—the reason for our mad rush—sounds in the distance and #3, today's train 371, moves into view from behind the bushes along the river bank. We have made the meet!

It doesn't take long to back out onto the main line clear with the Dispatcher, and start the last lap of our long trip. Near Dallas Divide on the climb up Leopard Creek, we run into a stretch of rail slippery-wet from a summer shower, and old No. 4 falters a bit. But judicious use of the sander and a little coaxing and nursing make it unnecessary for us to get out and push. Thus we creep over the top of the hill and, contrary to some expectations, ease slowly and carefully down the 4% grade into Ridgway.

Events of Railroad History – Rio Grande Southern Railfans

Upon arrival at the depot, many of our group gather their cameras and luggage and detrain. However, there are some, ourselves among them, who intend to squeeze the last inch of travel out of our excursion—we want to help put our faithful Galloping Goose away.

The gang who debarked at the depot get some good photographs of the Rio Grande Southern's yards and roundhouse*, as well as caboose 0400* and Business Car B-20,* the only maintained piece of passenger-type rolling stock remaining on the railroad. They are successful, also, in having #6, the Galloping Goose work car, brought out of the house for its portrait,* and complete their pictures with a photo of the mournful remains of No. 22, another F.&C.C. ten-wheeler, now being dismantled.*

But the proper climax to our trip

comes from #4. She has rolled on down to the yard switch and started slowly back toward the engine house. The goal is never reached! A sudden jolt; an equally abrupt stop; the ringing exclamation, "She's on the ground!"

We jump to the ground ourselves in a second. What a woeful sight meets our eyes! No. 4 has lost her left rear driver!*

It is with great reluctance that we depart from the scenes of our recent extraordinary experiences, carrying with us a last view of the Roundhouse Foreman contemplating the sorry plight of our fast-running, faithful little Galloping Goose.* We agree—this has been the most enjoyable trip ever.

Superintendent Boucher has summarized it neatly with his succinct: "On this one trip you have seen seven day's normal operations!"

— FINIS —

Colorado Railroad Museum

Polar Express

Polar Express Train tickets will go on sale on September 24th for museum members and October 1st for the general public. Because of reduced capacity for safety, ticketing is only available in pairs. Purchase tickets together in the same transaction in order to be seated together. A limit of 16 standard passengers (8 pairs) can be seated in a single coach.

New To The Museum

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance

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

Colorado Railroad Museum Admission

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.

Intermountain Chapter, NRHS Events

For current meeting information email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

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Please use this address for legal, commercial, Foundation donations, and general business: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Club Information

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Club and Foundation Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

Club and Foundation Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953
Regular membership dues are \$35.00.
International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$70.00.
Patron membership is \$100.00.

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
Email: selectimag@aol.com

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

Items for the November *Rail Report* should be sent by October 9th.



PO Box 620953
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