

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

April 13, 1993 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor  
Joseph E. Priselac..... President  
Roger Callender..... Vice President  
Bill Gordon..... Treasurer  
Larry Lombard..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

**COPY DEADLINE** ALL copy for publication in the May, 1993 Rail Report is due no later than April 13, 1993!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, etc., to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

April, 1993..... No. 403  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

## APRIL 13 PROGRAM

"Seeing Denver...Learning Colorado." Between 1871 and 1950, streetcars were an integral part of Denver's landscape and were vital to the development and growth of the Queen City.

The Denver Rail Heritage Society and Club member, Russ Rigrup, will present a slide presentation, with musical background, on this fascinating subject. The presentation

covers a brief history of Denver's streetcars, the rebirth of vintage streetcar service on the Platte Valley Trolley, and other Denver Rail Heritage Society preservation projects and future plans for trolley line expansion. (Roger Callender)

## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

## MARCH PROGRAM

The 16mm films shown at the March meeting were well worth viewing. We started with Hatch's own black & white footage of Club trips to Longmont, and his pacing of a D&RGW narrow gauge freight between Alamosa and Antonito with the #491 on the head-end. Then, a most interesting film, taken by Bob Richardson (along with a taped narrative) of the Tionesta Valley Railway and the Sheffield & Tionesta Railway in 1941 Pennsylvania. Finally, a wonderful promotional film of the California Zephyr!!

We are indebted to Hatch Wroton for sharing these wonderful films with us and extend our collective "thanks."

**UNION PACIFIC**

**STEAM EXCURSION**

**SOLD OUT!!**



It was with great satisfaction that the trip committee announced that the May 15, 1993 Union Pacific 40th Anniversary Steam Excursion had sold out by the 1st of March. While all seats were taken, the Club was holding some thirty additional requests for cancellations.

The trip committee wishes to thank Club members for their support.

## PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the March 9, 1993 meeting are as follows:

Tom Lawry / Pennsy WWII Print, "Conquerors of Time and Space."

Erwin Chaim / Railway & Locomotive Historical Society's Railroad History No. 135

Erma Morison / R&LHS's Railroad History No. 136

Bryan Bechtold / Great Railway Journeys of the World

Dan Hogan / Colorful Colorado brochure

Rich Dais / Set of B&W postcards with old railroad scenes

Jim Jones / Set of timetables

Gail Rowe / Southern Railway playing cards

Chris Larscheid / Railroad Avenue

John Dolan / Trains of Discovery

Dave Salter / Official Guide of Railways, October, 1968

Sherm Conners / TRAINS Magazines (complete 1982 / 12 issues)

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



## RMRRC EQUIPMENT WORKDAY

As mentioned in the March newsletter, the equipment committee has set aside Saturday, June 12th as the annual workday at the Colorado Railroad Museum. Please set this day aside on your calendar and plan to be with us for some work, fun, food and comradeship.

Additional information about particulars for this workday will be forthcoming in future newsletters.

Colorado's newest ski area could soon be the SP yards at Minturn. The latest rumor says that the Tennessee Pass line is out of favor with the Southern Pacific, and there is talk of eliminating the entire yard facility with only the mainline kept in place for as long as the pass route remains. The land would then be sold to Vail for use as another base area to access their ski mountain which is just above the town. Trains requiring helpers would get them at Glenwood Springs. Stay tuned, I'm sure this will get stranger still.....The Denver Railway has gone belly up. This short line that took over for the Colorado & Eastern at both the Stockyards and the larger Airlawn division in Denver has filed for bankruptcy. A group of on-line shippers asked the ICC to step in and provide directed service since the Denver Railway had quit operating in November, 1992. The ICC in turn authorized The Broe Company, operator of several short lines (including the Great Western), to take over for 60 days using the name Platte Valley Railway. The D&RGW/SP is cooperating with the new venture by reinstalling a switch at the stockyards that will allow a single engine to service both divisions via the D&RGW/SP belt line. It is expected that Broe will take over permanently when directed service ends March 9th.....The UP and the ATSF have teamed up to steal away some coal traffic from the BN. This former BN coal train now comes down from the Powder River Basin and into the BN's 36th Street Yard via the UP, where engines change ends and proceed south on the ATSF to Amarillo, TX. The BN is not happy about this loss of business and does all it can to slow this procedure. The train features the newest Dash-8 power from both roads, and is symbolled on the Joint Line line-up as CDVAM or CAMDV..... New Mexico's new short line, the Santa Fe Southern, is now offering passenger service aboard their caboose between Santa Fe and Lamy. Call (505) 989-8600 for details. ....MAC light rail construction is really heating up this month as most construction contracts got under way March 1st.....BN's Desert Storm locomotive 1991, has been making a starring appearance on the coal runs from Wyoming to Texas in late February.



### 1993 SCHEDULE OF EVENTS

April 13	Regular Monthly Meeting
May 11	Regular Monthly Meeting
May 15	Union Pacific Steam 40th Anniversary Excursion. Denver to Laramie & Return
June 5	Urich Locomotive Works Field Trip/Strasburg, CO
June 8	Regular Monthly Meeting
June 12	RMRRRC EQUIPMENT WORKDAY at The Colorado RR Museum
July 10	Denver & New Orleans RR Field Trip
July 13	Regular Monthly Meeting
August 10	Regular Monthly Meeting
August 21	D&RGW/SP Tennessee Pass Field Trip
August 22	Leadville and Colorado & Southern RR Excursion
September 14	Regular Monthly Meeting
October 1-9	Mexico/Copper Canyon Excursion
October 16	ANNUAL BANQUET
November 9	Regular Monthly Meeting
December 14	ELECTIONS and Regular Monthly Meeting

Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!!



## ANNIVERSARIES

Joe Priselac called the other day and reminded your editor that next month is a very special anniversary for RMRRC members. April 23 and 24, 1993 is the 10th anniversary of the last run of the Rio Grande Zephyr. Many of us remember being on an excursion planned by the Club to be among the last passengers on that great old train. It was quite an event with not only local coverage, but national coverage as well. Besides the hundreds of photographers chasing the train both days, the news media had helicopters swooping down on the train to photograph its passing. There was great celebration until we passed through the Moffat Tunnel and headed down the eastern slope for the very last time aboard a train that had come to be very special to all rail buffs. People stopped talking all together or only whispered in hushed tones as if we were now at a funeral. Along the tracks, as we neared Denver, we could see people standing in the cold, dark night to watch us pass into history. Even the band that played at Union Station for the hundreds of folks who had come to see this great lady arrive for the last time could not overcome the sense of loss that we all felt and many a tear was shed that evening.

So, it is with fond thoughts that we remember a better time when a great railroad, the Denver & Rio Grande Western, ran a train that was worthy of the name "Zephyr."

Looking back at information about the last Rio Grande Zephyr run, your editor was going through past issues of the Rail Report and discovered that another milestone had been reached. Your editor began his 10th year as editor with the March, 1993 issue of the newsletter! Nine years.....Yikes!! What has nine years represented? Well, as I sat at my desk, I began to play with my calculator. Nine years equals 108 consecutive newsletters, representing over 1,300 pages of typing of stories and other infor-

mation, 1,300 pages to be pasted up on art boards, and, over 3,000 man-hours [thats about one and one-half "work" years!] I don't exactly know why, but, after coming up with these figures...I felt very tired!!

## NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Susan Baker	Aurora, CO
H. R. (Slim) Blood	Fairbanks, AK
Randall Cape	Belmont, CA
Richard Erickson	Fort Collins, CO
Steve Kreisman	Englewood, CO
James Meehan	Denver, CO
J. Melvin Ott	Lakewood, CO
Bernard Roupp	Frankfurt, Germany

## ASSOCIATE MEMBERS:

Sally Meehan	Denver, CO
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## INCORPORATION ANNIVERSARY CELEBRATION— FLORENCE & CRIPPLE CREEK RR

The Phantom-Beaver Association is sponsoring a Centennial Celebration of the 1893 Incorporation of the Florence and Cripple Creek Railroad line. A simple program is scheduled at 10:00 a.m. on the 17th of April, 1993 with some historical remarks by Club member and author, Morris Cafkey. In addition, a short musical program will be included along with light refreshments.

For further information, please call Peg Piltingsrud at (719) 372-6918 or write to: 5019 County Road 123, Penrose, CO 81240.



An eastbound freight awaits the arrival of the westbound San Juan on December 31, 1949. It awaits on the "house track" behind the Cumbres Depot (now in the middle of the state highway). The section house that still stands is just behind us on the right. The snowsheds are still up, making it possible to turn helpers for the return to Chama. The freight will pull ahead and then back up to complete the train by picking up the other string of cars and caboose that we see to the left, just past the snowsheds. (Irv August Photograph)

## DURANGO TO ALAMOSA ON TWO CANDY BARS

by IRV AUGUST

Even though the temperature was well below zero, it did not dampen the enthusiasm of a small group of die-hard rail fans waiting on the station platform at Alamosa to board the famed narrow gauge passenger train, the Durango bound San Juan. Engine No. 482, a K-36 class locomotive, was about to couple to the train and we would soon be off.

It was New Year's Eve, December 31, 1949. We had left Denver at 7:30 p.m. the evening before on Rio Grande train #15, having secured Pullman space as we would be most of

the night getting to Alamosa. The "we" being charter Railroad Club members Jack Thode, Dick Kindig, the late Les Logue, sometime rail fan, the late Jim Morroni and yours truly. No. 15 had arrived in Alamosa at 4:30 a.m. and we had turned out in ample time to have breakfast in the nearby hotel and be ready to leave on #115 at 7:00 a.m. We would ride in the parlor car which featured a small dinette, presided over by a genial attendant. We had taken the precaution to alert him to stock up with a good supply of steaks for our lunch, which he did.

It was a cloudless day and the ride over Cumbres to Chama was uneventful. This gave us ample opportunity to spend time on the

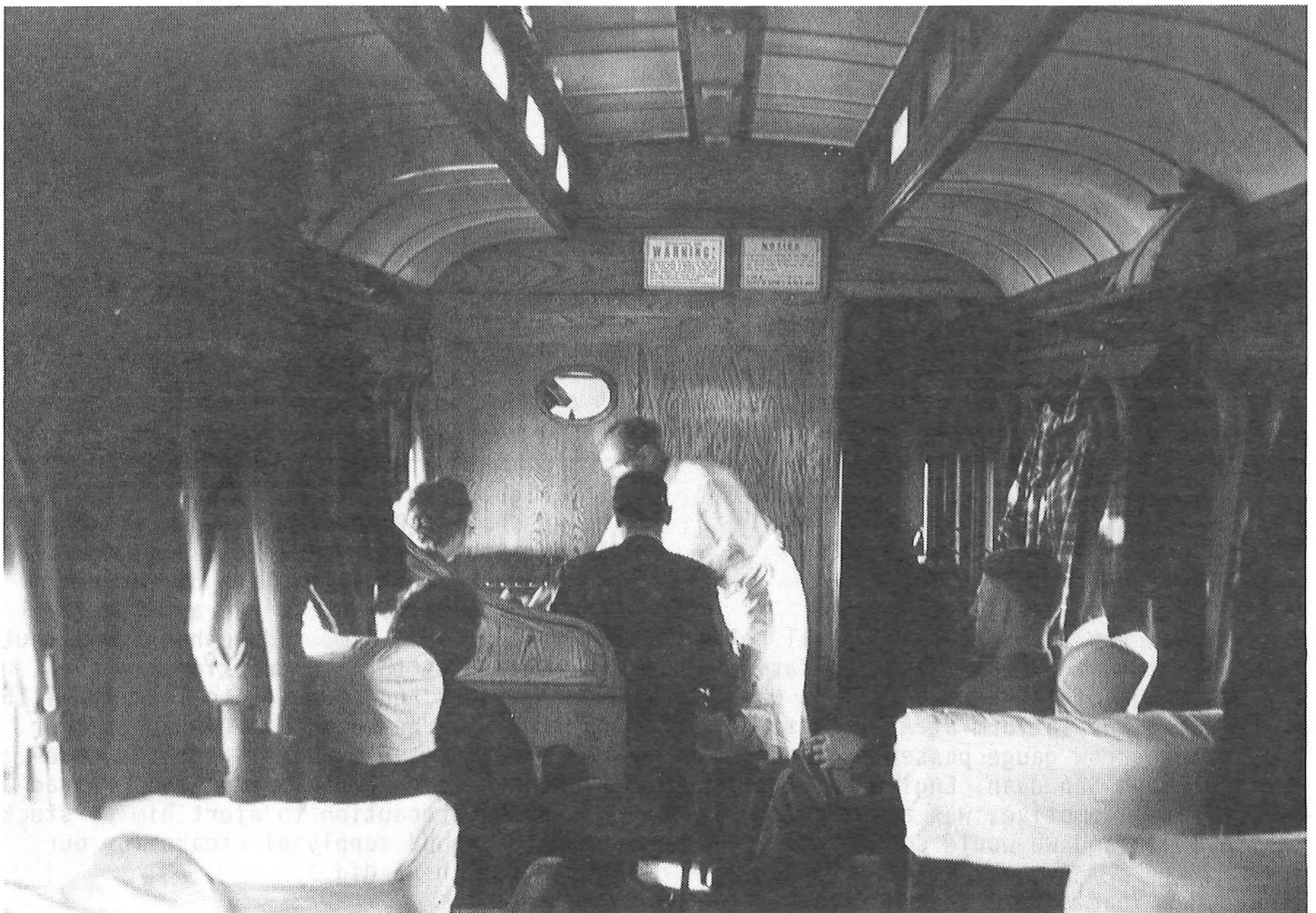
rear platform and take pictures. The snow on Cumbres was only moderate and there was an eastbound freight waiting for us before it proceeded to Alamosa. At Chama, there was a change of engine crew and engine No. 482 was traded for K-28, No. 473. This gave us time for more pictures.

Then, on to Durango. We met the eastbound train at Carracas where we again took some pictures. After a brief "confab" between the two conductors, we were once again on our way. The 4:05 p.m. arrival into Durango gave us ample time to walk to the Strater Hotel for a rest and cleanup before a most relaxing New Year's Eve dinner together.

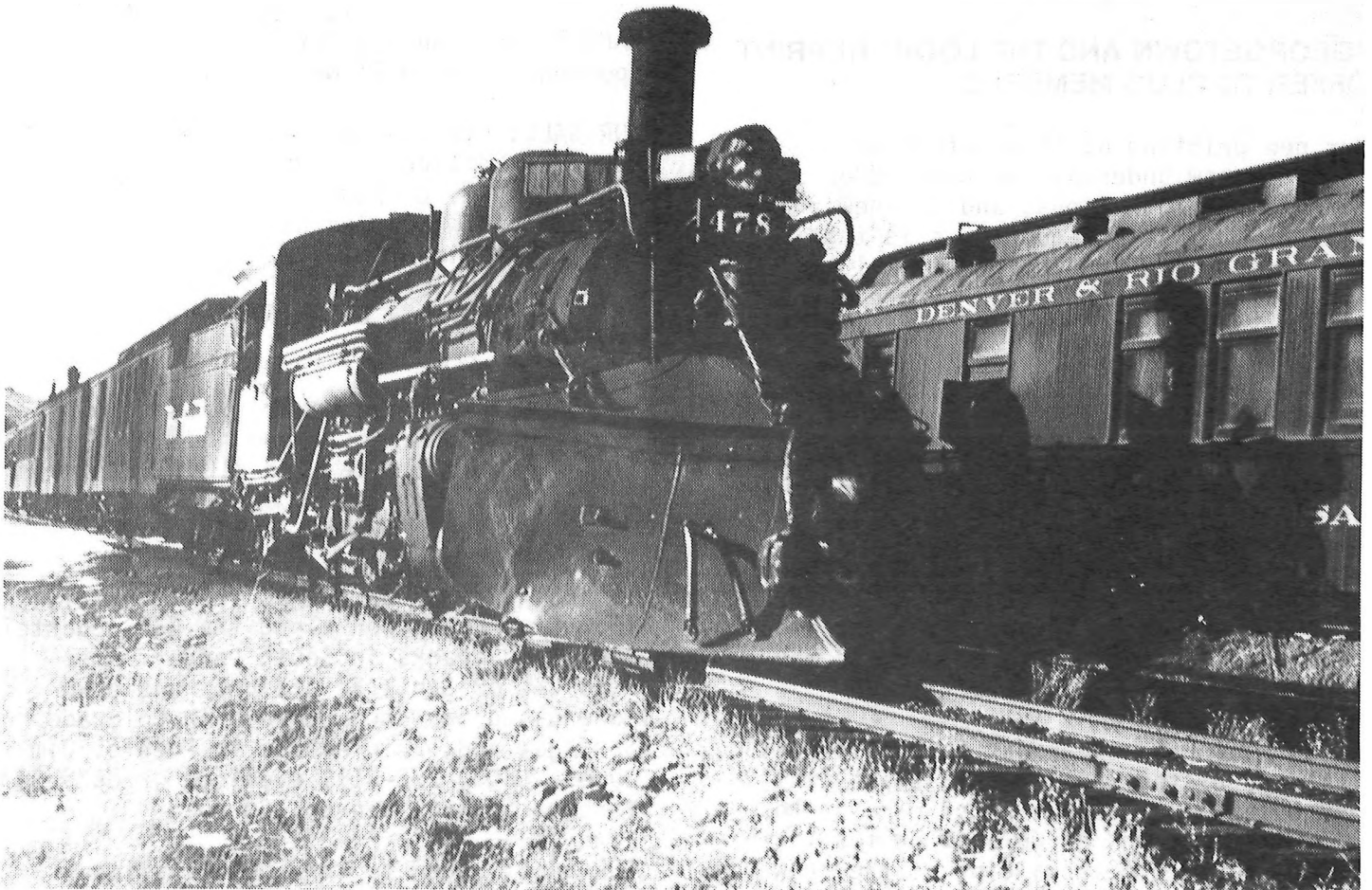
Next morning, New Year's Day, dawned clear and cold. Since #116, eastbound, did not leave until 11:15 a.m., we had plenty of time for more photos and we took full ad-

vantage of this opportunity. Before leaving Denver, I had been in to see General Passenger Agent, Harold Eno, and had obtained a cab permit, Durango to Alamosa. I was determined to play fireman all the way. When we got to Carbon Junction, the fireman handed me the scoop and said, "It's all yours." I made it to Chama with no trouble and then realized that I was hungry. So, I ate the first of two candy bars I had brought with me.

In Chama, there was a change of engine crews and I had met the fireman, J. A. Peterson, before. He smiled, thinking of the easy time he would have the rest of the trip. Reaching the 4%, I started shoveling and when we reached the top, I had the pops open. It had been snowing on Cumbres the night before and there was about a foot of snow on the tracks and darkness had fallen.



*December 31, 1949. An interior shot of the parlor car "Alamosa" taken at Gato on the San Juan Extension of the Denver & Rio Grande Western's narrow gauge empire, aboard the west-bound San Juan.*  
(Irv August Photograph)



*Our westbound San Juan awaits the passing of the eastbound San Juan at Carracas Siding on New Year's Eve, December 31, 1949. The eastbound is pulled by K-28, No. 478. Another era is soon coming to an end as the San Juan will soon disappear. (Irv August Photograph)*

We checked the air and the engineer went back to the parlor car to visit with the rest of the group and I was left with Peterson (who was also a qualified engineer) to take the train down to Antonito. It was quite an experience. It was only necessary to toss in a few scoops of coal from time to time to keep up steam for the air compressor. I could now relax and enjoy the ride.

Looking ahead, there was no sign of the rails in the engine's headlight. Only a clear expanse of snow on the right of way and the plow would throw up a plume when we hit some of the drifts. Looking back, I could see the lights of the cars and all in all it made for a never to be forgotten picture. All too soon, we were at Antonito and the engineer rejoined us in the cab for a fast run into Alamosa. Oh, yes, I

had eaten the second candy bar coming down off Cumbres.

Rejoining my comrades at Alamosa, I was greeted with guffaws and a good natured ribbing. It seemed that I had acquired quite a layer of grime on my face, making me eligible for a black-face routine in a vaudeville show. We hastened to the hotel for a quick meal as No. 16 was due to leave in a little over an hour for the return trip to Denver. We arrived there, on time, 7:15 a.m. the next morning.

It was a great trip. Nearly 900 miles behind steam. Now, not only are there no passenger trains to Durango, the track beyond Chama has been removed. The memories are great and the trip proves that all it takes to power a train from Durango to Alamosa is two candy bars!

# Memo!

## "GEORGETOWN AND THE LOOP" REPRINT OFFER TO CLUB MEMBERS

Our new printing of "Georgetown and the Loop" is now underway. We have added some more color photographs, and the new price will be \$39.95. The good news is that our Club Member Pre-Reprint price will be \$34.00 for orders received before May 1st. This is a reprint of our 50th Anniversary Publication, a 270-page, 8½" x 11 hardback book. This is a photographic history of Colorado's "far famed" Georgetown Loop of the 1880's through the glorious years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad. Many Rocky Mountain Railroad Club members contributed an amazing amount of material to make "Georgetown and the Loop" an outstanding history.

"Georgetown and the Loop" is a different railroad history book with a short text and a fabulous collection of rare photos of the "Old Loop" as well as photos (some in color) of the rebuilding of the "New Loop" featuring the Seabees' "Operation Silver Spike." This unique history tells the fascinating story of just a few miles of Colorado narrow gauge and the mining towns it served. Every railfan will be thrilled to see the photos of old operating steam locomotives and even some of the newer narrow gauge diesels.

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Pre-Reprinting price \$34.00 plus shipping \$2.75. Colorado residents add sales tax \$2.45. Order from:

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Denver, Colorado 80201

## SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appaise them.

FOR SALE: (From non-member) Out-of-print, Memorial Edition of Denver, South Park & Pacific by M. C. Poor, 1976. Excellent condition. Two copies at \$120.00 each, cash. John Pirro, 8997 W. Maplewood Dr., Littleton, Colorado 80123. Call John at "THE NEWS," (303) 892-5167, 8:00 a.m. to 3:30 p.m.

FOR SALE: Railroad books. Most are of Colorado and the West, and many on the narrow gauge. Please send #10 SASE for price list. Leonard McCabe, 1249 N. Calaveras St., Fresno, CA 93728.

WANTED: Prints or slides from the May, 1962 Club Excursion along the C&S, Buchtel Boulevard tracks in South Denver. Also need C&S or Santa Fe freight runs down Moreno and Sahwatch Streets in Colorado Springs; and, Erie Avenue in Pueblo. Jim Jones, (303) 792-3111 evenings or 3625 So. Verbena Street, Denver, CO 80237.

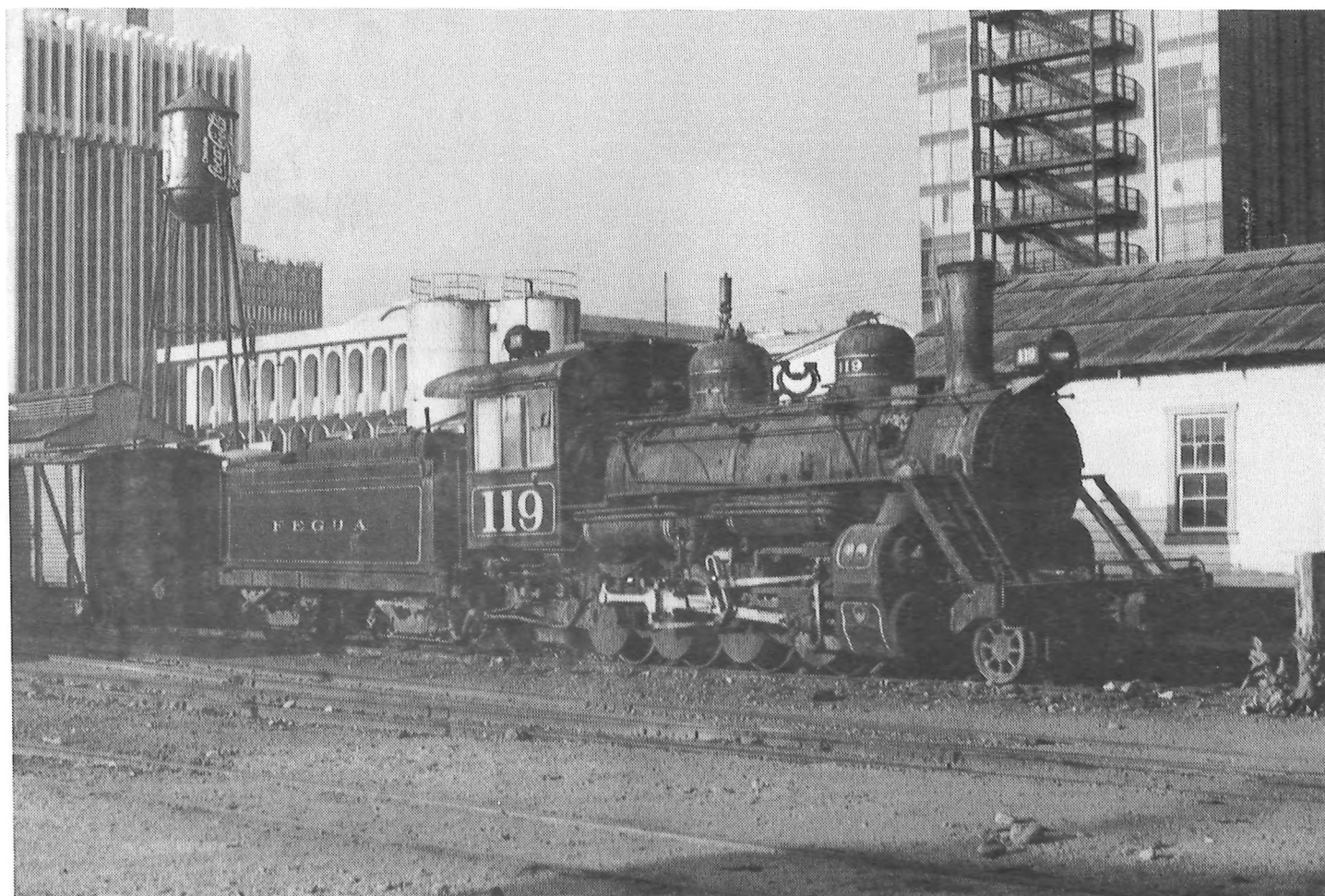
FOR SALE: Need to thin-out lifetime collection of railroad books, prints, mugs, buckles, frames, HO-Scale model train equipment, etc. John Holzman, 4120 Tennyson, Denver, CO 80212, or, call for information and appointment, (303) 433-1046.



## COPPER CANYON OF MEXICO EXCURSION

As a special mailing was just made to announce this spectacular trip, we will not belabor the event. Please give consideration to participating in the trip. Plenty of time has been given for you to consider the information and costs. Should the flyer not answer all your questions, you may contact the trip committee through the Club's phone, (303) 431-4354 or Al Miller at Alpine World Travel at 1555 Havana St., Aurora, Colorado 80012, (303) 752-0900.





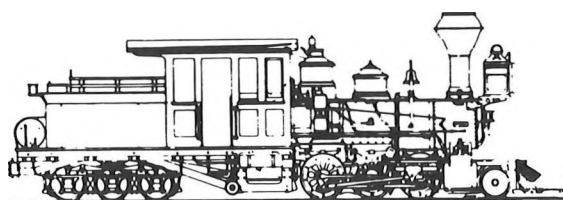
*FEGUA (Ferrocarriles de Guatemala) No. 119, a 1925 Baldwin 2-8-0, is seen in downtown Guatemala City in February, 1993. (Frank Stapleton Photograph)*

### 3-FOOT MOUNTAIN STEAM IN GUATEMALA

One of the last vestiges of 3-foot Baldwin Steam still exists in Guatemala--but not for long. I just returned from a ten-day trip to Guatemala and eight days of riding "FEGUA" (Ferrocarriles de Guatemala). The trip covered 510 miles of pure steam rail-roading, including 3.5% grades, the Pacific Ocean, the Caribbean, and a very short push into Mexico. Along the way, there were many trestles of over 100-feet in height and 750, or more, in length. Photo runbys were numerous and we enjoyed climbing all over the moving train, operating the locomotive, and seeing a live volcano. Most accommodations were excellent, noon meals were served on the train, and the remaining meals were on the local economy.

This is a true diehard railfan trip. It is a trip that should be considered by the Rocky Mountain Railroad Club before the

last two remaining outside-frame, 2-8-2 locomotives run out of time. Club member, Chris Skow, of Trains Unlimited Tours, runs an excellent excursion which includes a very knowledgeable in-country guide. Twenty-five to thirty-five people could make this trip, or a modified version, later this year or the first part of next year. Let the trip committee know if you are interested--the locomotives are not getting any younger. If you are a railfan, you can not afford to miss this experience. (Frank Stapleton)





*FEQUA (Ferrocarriles de Guatemala) No. 205, a Baldwin 2-8-2, built in 1946, crosses one of the many high and long trestles of the "Distrito Del Pacifico" section of the railroad. An English translation: Pacific Division. (Frank Stapleton Photograph)*

## FROM THE PRESIDENT

Yearly, the President of the United States delivers to the nation his "State of the Union" address and the Governors of the respective state of America deliver their "State of the State" addresses. Both presentations inform the citizens, more or less, where we, as citizens, have been, where we presently are, and where we are going from here. I also feel that it is appropriate that I share with all Club members, at this time, a brief synopsis of the "State of the Rocky Mountain Railroad Club."

For starters, one of the Club's officers recently stated, after reviewing the Club's financial records of yearly revenues and expenses, that "we are, in a way, a small, but vibrant business," and, I surely tend to agree with this observation. Looking

back at the 1993 Operating Budget that was presented in the November, 1992 issue of the ROCKY MOUNTAIN RAIL REPORT by Club treasurer, Larry Lombard, as approved and adopted by the officers and directors, you will remember that we anticipate revenues will be \$24,960 and expenses at \$30,545, with a net operating loss of \$5,585. As also reported, it is assumed that profits from various railroad excursions, book and preservation raffles and video royalties this year will offset the anticipated loss. Of course, in this day and age, it is very difficult to promote reasonably priced railfan/railroad trips and make a substantial profit, and, at the same time, squirrel away the profits for future Club investments. As we all know, it takes "up-front capital," in most cases, to fund Club projects such as a third reprint of the "Georgetown and the Loop" publication and transferring the Otto Perry 16mm movies to video tape for future marketing to the

public. When the yearly membership dues were increased this year by \$5.00, it was felt that memberships would drop off somewhat; however, we are gratified by the fact that memberships are keeping pace with last year; and, membership chairman, Tom Lawry, advises that he is processing many new membership requests. Tom's workload is very heavy this time of year as, in addition to memberships, he is also a member of the trip committee and the newsletter mailing committee; all the while, keeping on top of maintaining a 1000+ membership roll with the accompanying, necessary record keeping. A special "Thank You" to Tom, and, Cathy, Tom's wife, who has taken on the time-consuming task of typing Club members' names on the membership cards--no small job!

Another area that deserves attention as regards the financial aspect of the Club is the Profit & Loss statement for fiscal year 1992 which ended October 31, 1992. Total revenues were \$44,718.67, which comprises membership dues, annual banquet, profits from trips, book sales, video royalties off sales and preservation fund donations. Expenses totaled \$40,391.50. Direct expenses were \$12,058.09 which include Club trips, trip promotional materials, annual banquet and book projects. Indirect expenses totaled \$28,331.41 and includes such items as the Rail Report, postage, rent, insurance, advertising, office supplies, and miscellaneous contributions. All this adds up to a net profit of just over \$4,000. The Club's current accumulated assets are around \$96,000 of which \$16,000 is an accounts receivable (loan) to the Rocky Mountain Railroad Foundation for the restoration of Denver and Intermountain Car No. 25. Accumulated earnings from prior years have accounted for this surplus and reflect prior years' operations, book sales and royalty income from books and videos. This surplus will go down this year!

1,000 copies of the Club's 50th Anniversary publication "Georgetown and the Loop" are now being printed at a cost of over \$9,000 and it is estimated that it will take at least two years to recover the Club's initial investment. 2,200 copies have been sold since the book was first published in 1988 and we want to thank Bob Griswold

for taking on the responsibility of marketing the book through book distributors and Club members for their purchases that has allowed the Club to profit by this venture.

As reported recently, the Club will spend close to \$10,000 to transfer the 50,000-foot of historic Otto Perry 16mm railroad movie film to video tape. Brian Gould, and his father, Bill, are shepherding this project with Wickerworks Post Production to make sure that the Club get a quality reproduction. In scanning the current railfan magazines, we note that many video tapes offered for sale contain historic railroad footage captured many decades ago, suggesting that the Club has quite a product to offer, especially with Otto's name on it!

However, these two projects (the reprint of the "Loop" book and the transfer of the Otto Perry film to video) are "tapping" the treasury, so to speak, until the Club's return on investment is realized. In addition, the Club will need to protect the Irv August films as well and this will probably require additional cash outlay in the near future to also transfer these films to video. Overall, the Club is maintaining a healthy posture and taking a "cautious" but aggressive approach with spending to preserve valuable assets while not jeopardizing the Club's assets with too many projects that might strain the financial position of the Club. Yet, we must continue to address the problem of upkeep on the Club's rail equipment displayed at the Colorado Railroad Museum. While the outdoor setting is wonderful to view the equipment, the unfortunate truth is that the equipment is deteriorating and will require major, major dollars from surplus funds just to maintain, much less restore to good condition. Alternatives will have to be considered in the near future if funding and volunteer work from Club members is not forthcoming. Once again, we request your help to preserve and maintain the Club's equipment. Our June 12th WorkDay at the Museum is a good place to start. Won't you please step forward?!

With all projects considered, 1993 promises to be another aggressive year for the Rocky Mountain Railroad Club. The 40th Anniversary Union Pacific trip from Denver to

Laramie, Wyoming, on May 15th, with #3985 "Challenger" for motive power (masquerading as the #3967) has sold out! This commemorative excursion of the Club's first UP excursion sold out in a remarkably short time and certainly makes a positive statement for the Club.

The Rocky Mountain Railroad Club is a wonderful railfan organization with so many dedicated "Class" people currently involved along with those who led the way in the past to contribute to 55 years of enthusiasm, hard work, volunteerism, fun and comraderie. In addition, the general membership deserves a great deal of credit in supporting the many activities and projects that provide so much enjoyment and entertainment. We could go on about the many activities and projects that are currently ongoing as well as in the planning stages, but space restraints do not allow for indepth coverage at this time. Perhaps, we can cover some of these at a later date in the newsletter. Suffice to say that if any member is interested in actively participating in any of the Club's functions, please step forward and let us know who you are and what you would like to do. Your involvement is always welcomed. Thanks to Jim Trowbridge, Editor of the Rail Report, the Club is able to provide first class information to the membership with an excellent portrayal of current western railroad topics as well as historic retrospects. The ROCKY MOUNTAIN RAIL REPORT is the glue that binds us together, no matter where we live and rail related photographs and articles are always wel-

come. Feel free to send them to the editor.

To each and every one of you, THANK YOU for your support. (Joe Priselac)



## ANNUAL POTPOURRI NIGHT

Last notice!! The Annual Potpourri Night is coming at the May meeting. You have one last chance to submit slides at the April meeting.

You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Ye Olde Master of Potpourri Night, Erwin Chaim, can be sure that they are in proper order, should you not do so. However, we would appreciate your putting your slides in the proper order for use in a Kodak Carousel [first slide to the front and last slide to the rear]. If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!!

Please bring your slides to the April meeting. This will be the last chance to submit slides as Erwin will be leaving for Germany about a week later and name slides will have to be made during this time period.

**ROCKY MOUNTAIN**



**RAILROAD CLUB**

BOX 2391

DENVER, COLORADO 80201

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