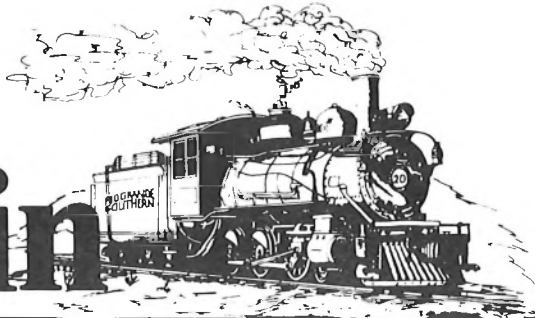


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 13, 1996 -- 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
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the March, 1996 Rail Report is due no later than February 13, 1996!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

February, 1996..... No. 437
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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

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, CO 80201-2391. 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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

FEBRUARY 13 PROGRAM

Past President, John Dillavou will present a slide program on "Trains of the Past." This program will be a potpourri of favorite slides of John's.

DUES RENEWAL

After April 1, 1996, anyone not renewing their membership will be dropped from the rolls with no further newsletters being sent. The member's number will also be lost

and the member will start over in the numbering sequence should they reapply.

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 Street, Denver, CO 80201-2391 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, CO 80201-2391.

JANUARY PROGRAM AND MEETING

A very full house was treated to an exceptional program at the January meeting, starting 1996 off right! Hatch Wroton presented a total of five films which included 1) C&S #638 in excursion service, including its last run from Denver to Trinidad where it was put on permanent display in 1962, and, in addition, Hatch treated us to a sound recording of the #638; 2) UP #8444 on a rare Julesburg, Colorado excursion in 1967; 3) a fine study of the Durango yards in December of 1968 showing original buildings, structures and equipment now long gone; 4) A Colorado RR Museum archives film with narration by Bob Richardson with some outstanding footage of Colorado & Southern Narrow Gauge, including scenes in South Park and Clear Creek Canyon!; and, 5) an extra 10-minute film as requested by the crowd depicting an excursion aboard C&S #4960 from Denver to Cheyenne and back.

If you missed this program...it's a shame! Our "Thanks" to Hatch for a memorable evening.

Four of our long-time members were noted as having become television "stars" overnight for their participation in KRMA TV's public television production of "Railroad Memories," a series production under the Rocky Mountain Legacy banner. Jackson Thode, Ed Haley, Ed Gerlits and Bob Griswold "starred" in this outstanding production, along with Colorado RR Museum director, and RMRRC member Charles Albi...the 5th "star" of the production! It was your editor's pleasure to note this outstanding event to the audience and advise that a copy of the program is available through KRMA. A review

of this wonderful program is available elsewhere in this month's Rail Report. Be sure to check it out!!

NEW MEMBERS

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

- Bud Game1 Roggen, CO
- Morley Hudson Estes Park, CO
- Judith O'Neale Lafayette, LA
- Gene Roller Englewood, CO

ASSOCIATE MEMBERS:

- Mary Hastie Arvada, CO
- Marie Lemle Colorado Springs, CO
- June Roller Englewood, CO

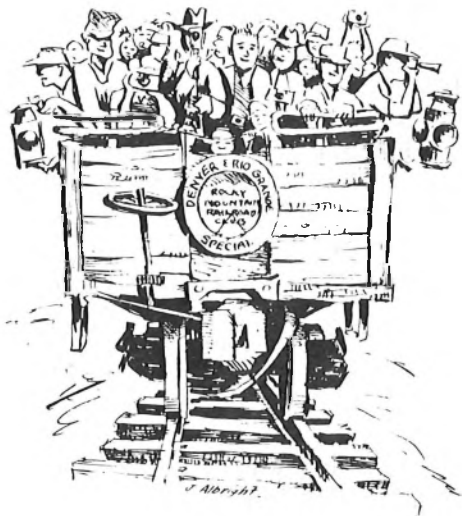
The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

- Robert Hiester Littleton, CO

SPECIAL NOTICE

We are requesting the help of our membership in finding a NEW member who sent in his check for membership with no other information as to his address, either on correspondence or on the envelope in which the check arrived. The check was deposited before it was discovered that no return address was available for William C. Himmelmann. If any members know Bill, will you please advise him of our problem and see that we get his address! We assume that we will hear from Bill, eventually, but we would like to square things away as soon as possible.

This incident points out how important it is for ALL members to send a note, or renewal notice, or order form with any checks or money orders. With all the mail the Club receives for its various activities and other numerous interactions with Members, we need to have something substantial with your name and address. This is especially true when we receive checks for more than one item; ie, dues, trip fare and book order all lumped together!



October 12 ANNUAL BANQUET
 November 12 Regular Monthly Meeting
 December 10 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!

*Notice: Since the January issue of the Rail Report, the Annual Equipment Workday at the Colorado Railroad Museum has been scheduled for June 1 & 2. The Club's railroad equipment will receive cleanup, repair and maintenance during both days. The Museum will also have its first steamup of the year. Details will be forthcoming.

1996 SCHEDULE OF EVENTS

February 13	Regular Monthly Meeting
March 2 (or) March 9	Radar Rail Inc. Field Trip/ Plant Visit
March 12	Regular Monthly Meeting
March 31	Rio Grande Ski Train Trip
April 9	Regular Monthly Meeting
April 20	Coor's Railroad Trip
May 14	Regular Monthly Meeting
May 18	Denver Tramway Historical Sites Excursion/Field Trip
June 11	Regular Monthly Meeting
June 15	Ft. Collins Trolley/Picnic/ Swetsville Zoo Excursion & Field Trip
June 1 & 2	RMRRRC Equipment Workdays/ Colorado RR Museum Steamup
July 9	Regular Monthly Meeting
July 20	Denver Post/Cheyenne Frontier Days Special Train Excursion
July ?	Private Car Excursion: Grand Junction-to-Denver/D&RGW-SP- Amtrak
August 10	Colorado Springs Field Trip: Western Mining Museum and Colorado Springs & Manitou Traction Company
August 13	Regular Monthly Meeting
September 10	Regular Monthly Meeting
September 29- October 12	Great Britain Rail Trip

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the January 9, 1996 meeting were as follows:

Ron Booth / Set of Large Postcards
 Hatch Wroton / Set of Small Postcards
 Jack Morison / Complete set of TRAINS
Magazines, 1973
 Oren Whitwell / Thorobreds--New York
Central's Hudson
 Truman Young / Motive Power of the
Jersey Central
 Bob Tully / The Copper Spike
 Rich Berens / Poster: Rio Grande Freight
 Tom Klinger / Official List of Open &
Prepay Stations--Nov., 1974
 Bob Fryml / Video: Reflections of the D&RGW
(Historical Video Productions)
 Phil Scholl / Northern Alberta Railways
 Ray Fleisleber / This Is Colorado--
Centennial Edition
 Jackie Pockrandt / Long Island Heritage
 Tom Gill / TRAINS 1996 Calendar

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 the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

ANNUAL BOOK DRAWING

The Annual Book Drawing, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Prizes to be awarded at the April 9, 1996 meeting are as follows: 1st Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 2nd Prize--*Georgetown and the Loop* (Rky. Mtn. RR Club), Griswold, Kindig & Trombly; 3rd Prize--*Never on Wednesday--The First Decade of the Rio Grande Zephyr*. [All books are new!]

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!*



ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ANNUAL DUES

We would like to encourage members to renew their membership as soon as possible. Dues for 1996 are \$20.00 for Regular memberships and \$10.00 for Associate memberships.

If you have misplaced your dues wrapper from the November issue of the Rail Report, please use the following form:

DUES RENEWAL

NAME _____

ADDRESS _____

Zip _____

(9-Digit)

PHONE () _____

NAME _____ Spouse

NAME _____ Child

NAME _____ Child

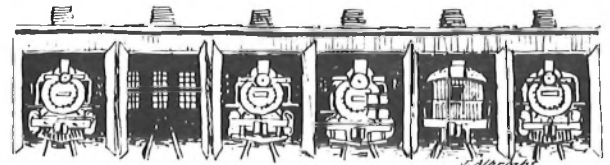
1996 Membership Renewal \$ 20.00

1996 Associate Membership

@ \$10.00 each [] _____

Number

Total payment enclosed... \$ _____



NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.



*Another piece of the Denver & Rio Grande Western rumbles into history as the last GP-30's were put into storage in December, 1995. Two years earlier, on November 15, 1993, GP-30's #3008 and #3003 are shown working the South Local on the Joint Line at Blakeland Siding (Chatfield Dam).
(Chip Sherman Photograph)*

THE COMBUSTION CORNER - CURRENT RAILROAD HAPPENINGS

by Chip Sherman

SANTA FE WARBONNETS ENTER JOINT LINE PUSHER SERVICE. Two Santa Fe 800 warbonnet-painted units showed up in Joint Line pusher service for about a week the last week of December, 1995. No. 890 was one of the units. Pushers on the Joint Line are usually older power, i.e., BN SDP-40 6397-99, ATSF C30-7 8100's or BN C30-7 5500's. (C.W., Littleton Tower Operator)

HEAVY JANUARY SNOWS BRING OUT SP'S PLOWS. The five to six foot snowfalls in early January, 1996, required Southern Pacific to send the ex-Denver & Rio Grande Western snowplow, based in Denver's North Yard, into action on January 4, 1996. SP C44-9W

#8174 was the power with the snowplow when it departed mid-morning headed west.

The heavy snowfall delighted skiers, but resulted in avalanches, closing Berthoud, Monarch and Loveland Passes for varying lengths of time, January 4-6. An avalanche near Vail Pass on Interstate 70 at the Narrows closed that major east-west highway for half a day.

SP's Belden Siding, located south of Minturn, CO, on the Tennessee Pass line, had an avalanche on January 5th which left 30 feet of snow on the siding. Belden Siding is located in the steep canyon along the Eagle River. The X067 snowplow at Minturn was pressed into service. (Jon B. & C.W.)

SP STORES RIO GRANDE GP-30's IN MID DECEMBER. The six ex-Denver & Rio Grande

Western GP-30's have been pulled from service, and most stored at SP's Denver Maintenance Shops in mid-December, 1995. The units were the regular power for West Local (aka Rocky Turn), Belt Job and the South Local.

The 3003 and 3015 were working the South Local in December when a signal abruptly changed from green to red and the crew put the train into emergency around Walnut Street. This resulted in flat wheels. The job was annulled at Blakeland (Chatfield Dam on the Joint Line, south of Littleton, CO) due to the flat spots. Thus, they were prepared and stored at the ex-Rio Grande Burnham Shops on December 21, 1995.

Replacing the GP-30's in late December, 1995, were SP GP-40-2 #7621 and D&RGW GP-40-2 #3121. In early January, 1996, two SP 7600's were holding down the South Local. (C.W. and Joe Snider)

SKI TRAIN OPERATES DURING CHRISTMAS WEEK. The Ski Train began this year's season the weekend of December 16-17, 1995. Different this year were runs mid-week, December 26, 27 & 29th. The train usually operates on Saturdays, Sundays, and some holidays. Using two Southern Pacific speed-lettered GP-60's, #9738 and 9750, the power looks sharp and clean!

December 27th found the train with 758 passengers, a good load for a Wednesday. The train has operated with dome-sleeper CALIFORNIA, lounge car UTAH, and business car KANSAS on the rear. Mr. Anschutz was aboard the train December 26th.

The Ski Train will continue to operate weekends until the last trip of the season on March 31, 1996. Fares are: coach \$35, Club car \$50 (includes continental breakfast buffet and complimentary apres-ski snacks). Trains depart Denver at 7:15 a.m. Call 303-296-4754 (ISKI) for your reservation(s). (C.W.)

SD-39's TO BE PAINTED RIO GRANDE FOR MOVIE. Helm Leasing has leased SD-39 #351 (ex-Copper Basin, ex-Southern Pacific) and HL 5325 to a movie production firm starting in December, 1995. The units were interchanged from the Union Pacific to BNSF at Denver, CO, on December 21, 1995. The units

spent December and early January, 1996, at the BNSF's 23rd Street Diesel Shop, and will be moved to the old Rocky Mountain Rail Car facility at Hudson, CO, for painting into a Rio Grande scheme. (Dr. Five Chime)

ENGLEWOOD JOINT LINE RELOCATION PROJECT NEARS COMPLETION. The 2.5-mile South Santa Fe Drive, Highway 85, relocation project in Englewood, CO, has almost completed the Joint Line track relocation portion of this huge project, as of January, 1996. The Joint Line, operated by Burlington Northern Santa Fe and Southern Pacific, tracks have been moved east to make room for South Santa Fe Drive expansion.

The latest phase of this nearly 10-year project, \$60-million effort, is designed to improve South Santa Fe Drive traffic flow, eliminate grade crossings at West Quincy, West Tufts, and West Oxford Avenue in Englewood, CO. Those highway grade crossings were closed in 1995.

ATSF GP-35's, #2326 and #2330, were working the ballast train on January 9, 1996, on the new north-bound track alignment. The north track is expected to be opened in January, 1996, followed in February or March by Southern Pacific's track which will carry the southbound traffic. The construction had resulted in a 7:00 a.m. to 1:00 p.m. work window on weekdays during which no trains ran through Englewood.

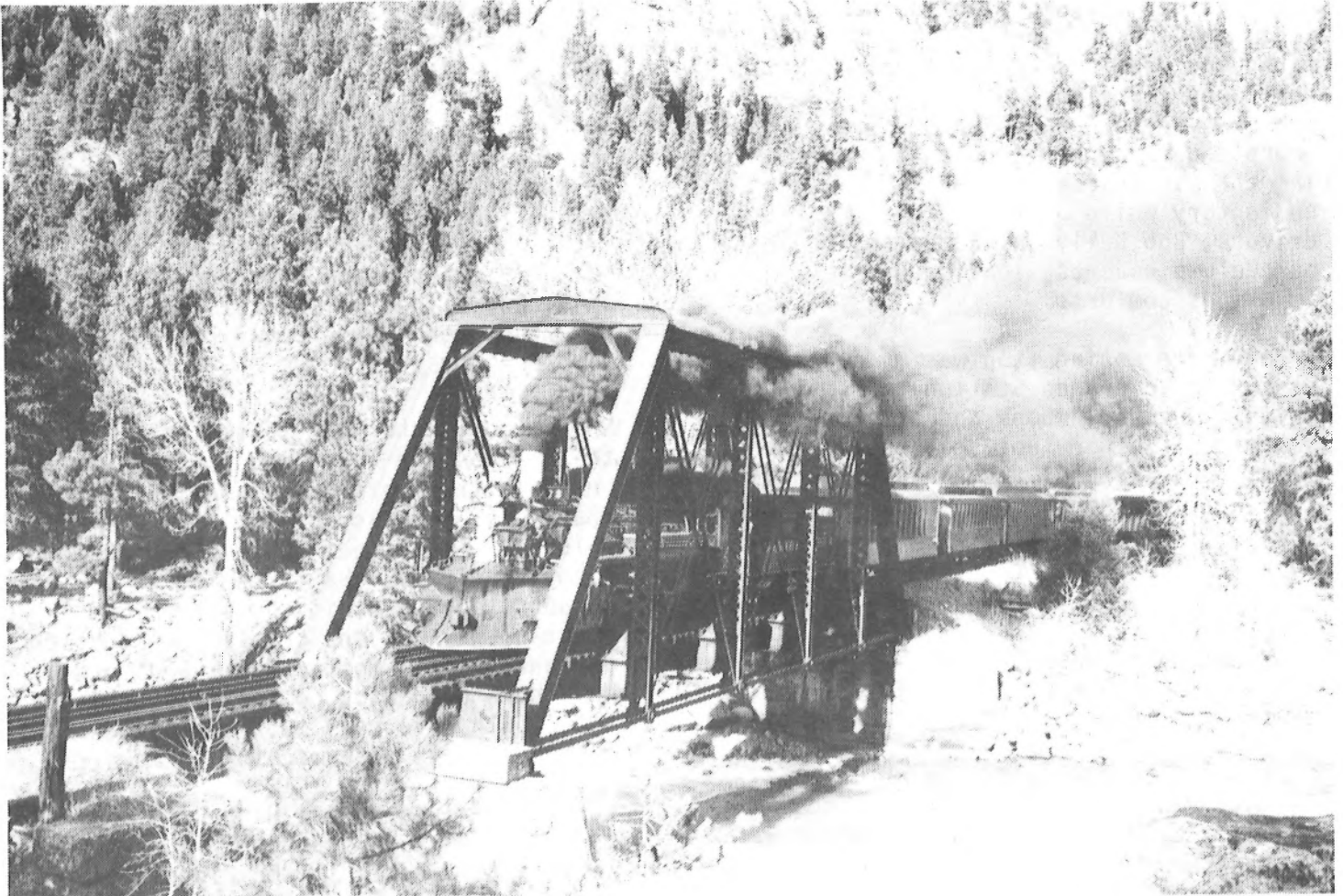
A key safety feature of the South Santa Fe project is the elimination of at-grade railroad crossings all along the corridor. There are now no grade crossings from South Denver Junction (near I-25 and South Broadway) all the way south to County Line Road. The only disappointed railfan is Darrell Arndt, who enjoyed hearing trains whistle for the West Tufts Avenue grade crossing.

BNSF INTERNET ACCESS. BNSF announced in January, 1996, that it had established an Internet site on the Web for computer users. People looking for background information about BNSF can find it on the Web computer site <http://www.bnsf.com>.

The BNSF Web site currently contains general information about BNSF, including maps, recent announcements, history and

company facts. The site is designed to be an adaptable communications tool to reach

customers, the media, railfans and other audiences interested in BNSF.



Durango & Silverton Narrow Gauge Railroad's K-28, #473 provides an exciting photo runby at the Teft Bridge. About one hundred members and friends were treated to a wonderful day on the Silverton on December 2, 1995. (Bud Lehrer Photograph)

REPORT ON THE CLUB'S WINTER TRIP ABOARD THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

by Bud Lehrer

As December approached, the Trip Committee was carefully watching the weather reports from the San Juan Mountains as the Club was preparing for the winter special excursion train on the Durango & Silverton Narrow Gauge Railroad. Many of us recalled the heavy snows on the Club's first winter excursion in February, 1983. As we communicated with through last minute calls to the D&SNG, the snow conditions were not too promising.

The Scottish poet, Robert Burns, once said: "The best laid schemes o' mice an' men gang aft a-gley." This was never more true as Mother Nature decided that we would not have a "winter" excursion with snow and all those good things! Instead, we had three days of weather that was absolutely incredible, with blue skies and near "shirtsleeve" temperatures. It was apparent, from the start, that no one really seemed to miss the snow and its accompanying uncomfortable conditions.

The three-day trip was organized so that members could drive to Durango on their own, or, travel by chartered bus. Those who traveled by bus had a trip that they will not soon forget. Our two deluxe

coaches from Colorado Charter Lines were the latest in technology and comfort. From our gigantic windows, we viewed some of the West's most scenic and historic countryside. Jack Morison and Carl Carlson, longtime Club members, pointed out landmarks and provided a glimpse of the history that occurred along the 750-mile route from Denver to Durango and return. It just doesn't get any better than this for absorbing the magnificent scenery and wonderful commentary while our two professional drivers, Bob Kelly and Ed Degas, navigated our deluxe coaches, leaving us to relax in luxurious comfort.

A very interesting stop was made at the restored Rio Grande Station in Pueblo, which now houses shops and eating establishments. We were able to observe the mainline traffic of the Santa Fe, Burlington Northern and Southern Pacific. An added delight was the collection of many old coaches and the big Santa Fe locomotive #2912.

At South Fork, we pulled off Highway 160 to view and photograph the old water tank on the D&RGW branch line to Creede. The tank has been kept in good repair and is one of the few survivors of the steam age in Colorado.

Although our special train did not depart from Durango until 9:30 a.m. on Saturday, December 2nd, our RMRRC crew was up early to get everything ready for our passengers. It was a crisp morning with clear, blue skies. For our many passengers who have not ridden the Silverton for some years, it was quite a shock to see the development that has taken place in the beautiful Animas Valley, north of Durango--just one more piece of evidence of the migration of people to Colorado!

Our first photo runby was at the Tacoma Power Plant. The early morning mist gave our pictures a soft quality as opposed to the rest of the runbys where the bright sun was a factor. Our motive power for the trip was K-28, #473. It was evident that our D&SNG crew was really in the mood for a special train movement. The engine crew really had the #473 snorting, steaming and smoking for all the photographers. We had six runby locations plus the wying opera-

tion at Cascade Wye, which is the northern terminus for the winter operation. At Cascade Wye, we enjoyed an excellent lunch prepared by Rosewater's Deli. Many aboard took advantage of the outstanding weather to have their lunch at the outdoor picnic benches at Cascade. Just imagine doing this in December in your shirtsleeves!! Before returning to Durango, we added an unscheduled photo runby which we suggested to the D&SNG crew. This was done at Teft Bridge, just north of Cascade Wye. This site is not frequently used for runbys due to the limited space available for setting up a photo line. At some of the photo runby locations, the D&SNG crew provided us with double runbys.

Undoubtedly, the most sensational runby of the day was our last, made on the big curve on the High Line above the Animas River. The track, at this point, is on a shelf poised some 400-feet above the river. This runby really put the "frosting on our cake!" An advantage to having no snow along the right-of-way was the creation of this opportunity for a most unusual photo runby. Had there been snow on the line, this runby site would have been much too dangerous and would not have been made!

When we arrived on the High Line and de-trained, everyone scampered to various locations to find "just the right spot" for their pictures. There was no such thing as establishing a true photo line on the steep slopes above the tracks. It was late afternoon with shadows lengthening by the minute. We all stood there in silence and "at the ready" as the engine slowly came around the blind curve, emitting beautiful smoke plumes, steam blasting from the cylinder cocks, and, the whistle echoing across the canyon and down to the river, hundreds of feet below us. You had to be there to really appreciate the event!! It was truly one of the great runbys, and, to top it all off, we had a repeat performance!

After completing this last photo runby, we all returned to our seats to relax and enjoy the late afternoon and early evening scenic views as we traversed the Animas Valley back into Durango. After arriving back in Durango, our longtime friend from the Rio Grande days, Amos Cordova, gave an extensive tour of the shop facilities and



The most outstanding photo runby on the Club's December 2, 1995, Winter Trip aboard the Silverton Train came late in the day on the famous High Line. Locomotive #473 rounds the famous curve and ledge, some 400 feet above the Animas River.

(Bud Lehrer Photograph)

related the intense story of the roundhouse fire in 1989 that nearly destroyed the railroad. What the D&SNG, its ownership, management and employees did to save this historic railroad is truly a miracle-type story.

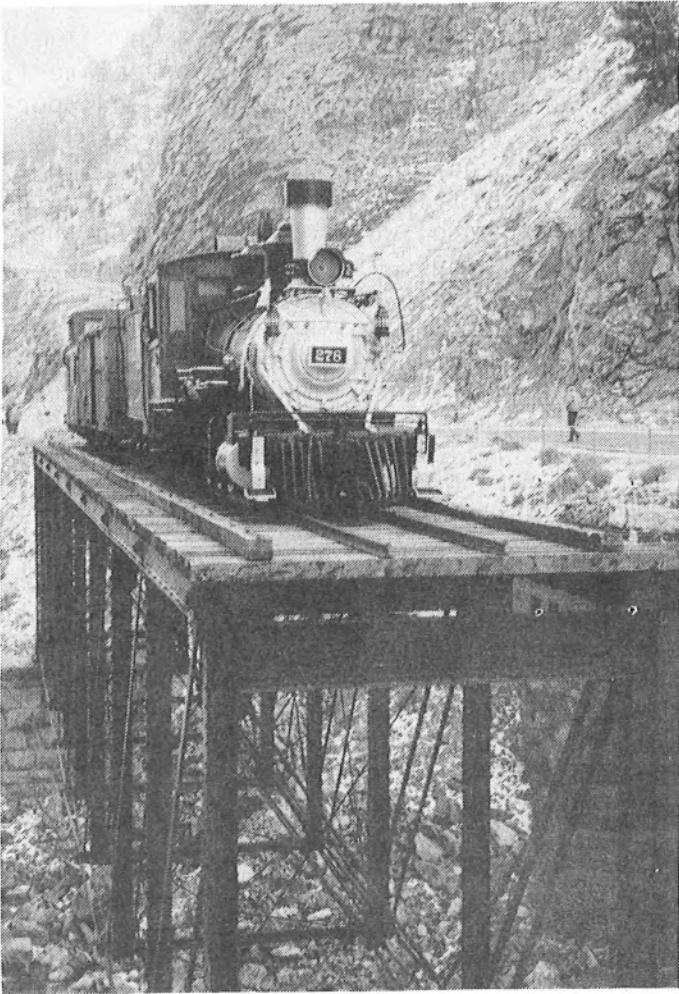
After partaking in some good food in Durango's fine restaurants, we met at the La Plata County Fairgrounds for a multi-projector slide program by our own Jim Ehernberger of Cheyenne, Wyoming. Jim is a retired Union Pacific employee and past President of the Rocky Mountain Railroad Club, as well as a noted author and photographer. His program was unique--great railroad photography interspersed with railroad folk songs, covering a variety of sub-

jects including construction gangs, romance, religion and historical events. Once again, you had to be there to fully appreciate it! This was an outstanding program, and, perhaps we'll have an opportunity to see it again (perhaps at a regular Club meeting... Editor). Our trip back to Denver, like the trip to Durango, was sensational and the weather continued to provide blue skies and lots of sunshine. We made our way back over Coalbank and Molas Pass to Silverton. Silverton, in winter, has few people and is shrouded in shadow much of the day. You get the idea, real quickly, that, in spite of little or no snow, that it is indeed winter! We made a stop to view and photograph the D&RGW's Silverton Depot. As we continued to move north over the "Million Dollar Highway" via Red Mountain Pass, the high peaks were well covered with snow and the views were spectacular. As we stopped at the Riverside Slide area (avalanche) and viewed the monument dedicated to the minister, his daughters and the snowplow drivers, we were instantly reminded that this beautiful country can bring instant death to the unaware.

From Ouray, we travelled north to Montrose where we descended upon McDonalds for a much needed stop. Heading east on Highway 50, we proceeded over Cerro Summit where we saw evidence of the narrow gauge and could visualize those little narrow gauge steam engines struggling to make the steep grades before dropping down to Cimarron and the Gunnison River in the Black Canyon.

We made a stop at Cimarron to observe the extraordinary railroad display where the railroad entered the Black Canyon over the bridge that now provides a display that holds D&RGW locomotive #278, a box car, and a caboose. At Cimarron, which is just up from and out of the Canyon, is a fine display of narrow gauge rolling stock with interpretive signs.

Continuing on to and through Gunnison, we enjoyed Monarch Pass and the old D&RGW branch line from the limestone quarry at Monarch that ran out of Salida. Again, Jack and Carl's commentary really brought all this to life. From here we cruised along Highway 285 past Buena Vista and across South Park and over Kenosha Pass, arriving back at Union Station in Denver.



Enroute to Durango and back to Denver, the group participating in the December 2, 1995 Winter Trip were treated to additional rail related sites including the unusual display at Cimarron (Black Canyon) where C-16 #278, a box car and caboose pose on a portion of the bridge that brought the rails out of the Canyon and up to the Cimarron Station area. (Bud Lehrer Photograph)

The Durango & Silverton Narrow Gauge Winter Trip provided three sensational days of incomparable scenery and exciting narrow gauge railroading. It just doesn't get any better!! The Club would like to give credit and its "Thanks" to all the following people who had a part in the planning or operation of this trip and who contributed many, many hours of their time and effort:

ROCKY MOUNTAIN RAILROAD CLUB VOLUNTEERS.

Hugh Alexander, Mat Anderson, Carl Carlson, Jim Ehernberger, Bud Lehrer, Erma Morison, Jacj Morison and Tom Peyton.

THE DURANGO & SILVERTON NARROW GAUGE RR.

Amos Cordova, Jay Slauter, Dan McCall, Neil Reich, Eric Braun, Chuck Johnson, and our fireman (whose name we apologetically do not have)

COLORADO CHARTER LINES.

Jim Powell, Bob Kelly and Ed Deges.

ALPINE WORLD TRAVEL. Al Miller.

MR. ROSEWATER'S DELICATESSAN. Neil Watson.

SKI TRAIN EXCURSION 1996

Join fellow Rocky Mountain Railroad Club members on our annual Ski Train excursion to Winter Park on Sunday, March 31, 1996. This is the last scheduled day for the Ski Train this season, and, with all the changes occurring with the Southern Pacific/ Union Pacific railroad merger, future trains to the ski resort could be in jeopardy. Experience one of the few non-government operated, winter trains in the United States and take in a day of powder skiing or relaxing by a warm fire at the nearby lodge.

Ticket prices are \$35.00 for all passengers and are available from Hugh Alexander, RMRRC Chairman. Please send a SASE along with the following order form and your check to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh B. Alexander
700 South Elizabeth Street
Denver, Colorado 80209

SKI TRAIN 1996 ORDER FORM

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

_____ Tickets @ \$35.00 \$ _____



BOOK, VIDEO & AUDIO REVIEWS

Railroad Memories--Rocky Mountain Legacy. Video, 57 minutes. KRMA-TV, 1089 Bannock Street, Denver, Colorado 80204. 1-800-851-4542. \$24.95.

This video is a MUST for every RMRRRC member! Railroad Memories is a wonderful combination of stories, history and personal reminiscence by five Club members including Jackson Thode, Ed Haley, Bob Griswold, Ed Gerlits and Charles Albi, along with outstanding still photography and video/film (most with sound) to illustrate the material being discussed by storytellers, including photos by these men and other RMRRRC members including Otto Perry and the films of Irv August.

Some of the stories include Ed Haley's recollection of a trip in winter on the Colorado & Southern from Denver to Leadville in the 1930's during a heavy snow-storm requiring the Rotary to get him to his destination; Ed Gerlit's description of firing narrow gauge engines on the Farmington Branch; Bob Griswold's pre-tourist adventure on the mixed-Silverton train with numerous armed men; and Jack Thode's reminiscence of a RMRRRC group getting together to ride the very last train over Marshall Pass.

Add still and video shots of C&S narrow gauge operations at Como and in Clear Creek Canyon, along with classic D&RGW and Rio Grande Southern train movements, including RGS geese, and you have a perfect hour's entertainment...again, and again, and again!

This episode of Rocky Mountain Legacy (produced by Sherry Niermann) has turned out to be the most popular program that the station has ever produced. It will probably be used as a promotional piece for the station's next new/renewal membership drive, so...it will be available

for sale for only a short time. Be sure to get your order in promptly!! And, be sure to let the station know that you are a RMRRRC member and heard about the video in the Rocky Mountain Rail Report.

(Jim Trowbridge)

FROM THE PRESIDENT

My first year as your President was very rewarding for me. I received many cards and letters on ideas and suggestions for the RMRRRC. Some of these suggestions were acted upon in 1995 and others have been filed for review in in the future.

I would like to "Thank" Rich Berens, Art Ives and Ron Keiser for having a smooth election at our December meeting. Also, "Thanks" to Roger Callender for getting refreshments together and to the ladies who served them at the meeting.

We moved our Board meetings from Union Station to Christ Episcopal Church in 1995 as it was getting to be almost impossible to find parking spaces on Friday nights. My "Thanks" to Bill Gordon for arranging this for us.

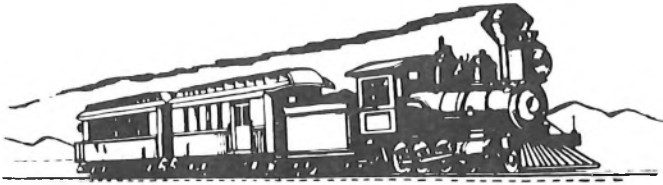
1995 was a good year for trips and we are looking forward to our 1996 schedule. It was with regret that we accepted the resignation of Bih Lehrer as the Club's Trip Chairman. At this time, we have not appointed a new committee chairman.

On June 1 & 2, 1996, we will have our annual Workday at the Colorado Railroad Museum to work on the Club's historic railroad equipment. Let's have a good turnout! (If you haven't been to the Colorado RR Museum lately, this would be a very good time to go).

The tender on RGS #20 is being restored by the Rio Grande Southern Modelers Club for the Club. We wish to express out many "Thanks" to them for the hard work already completed, as well as the continuing work during 1996.

Car #25 is slowly being finished with Club monies and we are looking for grants and other available funding to complete the job and repay the Club's treasury on loans to the Foundation.

I am looking forward to 1996 and meeting with members at our regular monthly meetings and on Club trips and events.
 (Mike Johnson)



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