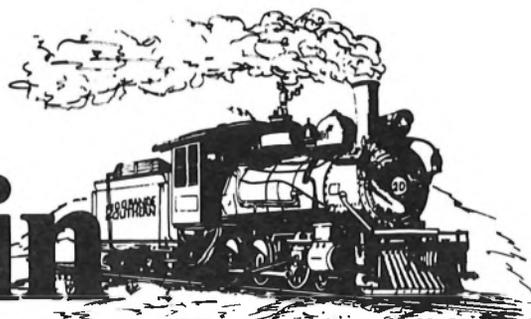


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

ANNUAL BANQUET

October 12, 1996 -- 6:00 p.m.

WHERE: The Regency Hotel
I-25 and 38th Avenue

WHEN: 6:00 p.m. -- Cocktails
7:00 p.m. -- Dinner

Ample Free parking. Look for the Gold dome!

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 November, 1996 Rail Report is due no later than October 12, 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

October, 1996..... No. 445
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

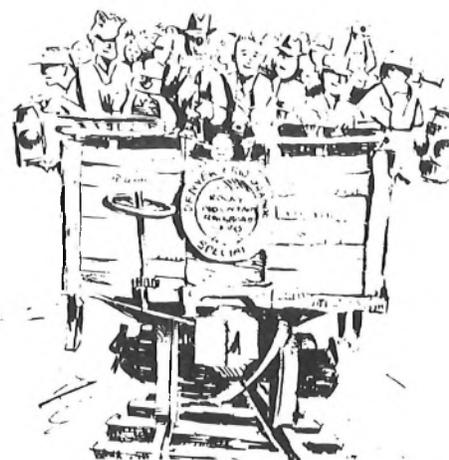
Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current years.

OCTOBER PROGRAM - ANNUAL BANQUET

The Annual Banquet program this year will feature Jim Ehernberger, long-time member, past president, noted author, and photographer. Jim's program will include great railroad photography, interspersed with railroad folk songs, covering a variety of subjects, including construction gangs, romance, religion and historical events.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report, (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 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, P. O. Box 2391, Denver, Colorado 80201-2391.



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.

Bulletin

ELECTIONS

Your editor's Editorial in the July Rail Report pointed out the need for members to reappraise their position on volunteering and nominating persons to serve on the Board and as Officers. The December Elections are approaching quickly and the Club needs your help in submitting nominations.

The nominating committee, made up of the hold-over board members, is composed of the following three men: Jim Blouch, John Hallinan and Don Zielesch. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December Elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates for officers or board members, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201-2391.

1996 SCHEDULE OF EVENTS

September 29- October 12	Great Britain Rail Trip
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!



EARLY DEADLINE FOR OCTOBER NEWSLETTER LEAVES SOME NORMAL INFORMATION OUT!

Several features normally found in the monthly newsletter are missing this issue due to your editor's C&TS narrow gauge trips and the National Narrow Gauge Convention.

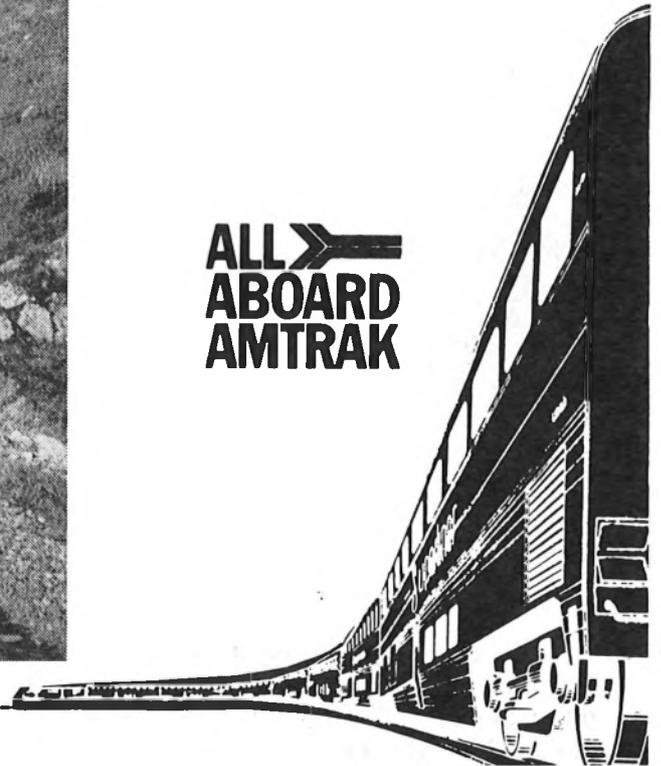
"New Members," "Monthly Program Review," and "Book Drawing" pieces will be caught up with the November issue of the Rail Report.



Amtrak's P32-8BWH (Cutter) #504 makes a rare appearance on Amtrak Train #5 about to enter Southern Pacific's Tunnel No. 1 on May 18, 1995. Tunnel No 1 is located in Coal Creek Canyon on the Moffat Tunnel Line of the ex-D&RGW mainline

Chip Sherman Photograph

**ALL
ABOARD
AMTRAK**



THE COMBUSTION CORNER – CURRENT RAILROAD HAPPENINGS

by Chip Sherman

AMTRAK CONSIDERS CUTTING THE PIONEER, THE DESERT WIND AND THE TEXAS EAGLE DUE TO CONGRESSIONAL BUDGET CUTS. Amtrak's Board of Directors reacted August 7, 1996, to the accelerated reduction in federal funding by announcing three train routes to be cut come November, 1996. The plan restructures the national system with trains like the California Zephyr becoming daily, and three

routes being discontinued.

Driving Amtrak's board is a federal transportation appropriations bill which lowers Amtrak's operating grant to \$200 million. Amtrak needed \$250 million to maintain its current operations. With no dedicated source of federal funding essential to the railroad's survival (i.e. half a cent from federal highway gas tax fund) identified, Amtrak had to rethink its national operations.



Amtrak's AMD-103 #835 is seen being fueled at Denver Union Terminal on a late Train #5 on February 13, 1995. (Chip Sherman Photograph)

Amtrak's plan will restore several trains to daily operation from their current less-than-daily service, i.e., The California Zephyr and The Empire Builder between Minneapolis-St. Paul to Seattle/Portland. The California Zephyr currently runs only four-days-per-week between Salt Lake City, UT, and Oakland, CA. Effective November 10, 1996, the train would revert to a daily Chicago-Denver-Oakland train.

The three-days-per-week Pioneer, trains 25/26, between Denver-Laramie-Ogden-Seattle, WA, will be discontinued November 10th. This will leave Wyoming without Amtrak service. These Colorado and Wyoming cities and towns lose service: Greeley, CO, Cheyenne (Borie stop), Laramie, Rawlins, Rock Springs, Green River, and Evanston, WY.

The three-days-per-week Desert Wind, trains 35/36, will be discontinued, leaving no Amtrak service over Union Pacific's Salt Lake City, UT-Las Vegas, NV-Los Angeles, CA, route. Amtrak is looking at alternatives that may provide short-distance service between Los Angeles and Las Vegas. Chicago to Los Angeles, CA, service is still available on the Southwest Chief, which stops at La Junta and Trinidad, CO.

The third major cut is the three-times-per-week Texas Eagle, trains 21/22, between St. Louis and San Antonio, TX. Daily service between Chicago and St. Louis will be maintained at the current level of three daily trains each direction. This will leave the Fort Worth-Dallas, TX, metroplex without passenger service. The Dallas to Houston segment of the Texas Eagle was cut

Last year.

Amtrak had been planning to move its Fort Worth, TX, operations to the old Texas & Pacific Railroad depot once the Railtran commuter rail transit renovation was completed. Still, Fort Worth officials predicted that Amtrak's announcement will have little effect on plans for the intermodal transportation facility.

Fort Worth's Mayor Kenneth Barr stated that the city opposes Amtrak's plan to eliminate rail service to Fort Worth. However, he understands that the route lost about \$21 million this fiscal year.

These cuts are expected to eliminate approximately 400 Amtrak jobs. Employee notifications directly affected by the cuts began in August. Amtrak's board of directors still have to make a final vote in September, which will be based on Congress restoring funding to Amtrak's 1997 budget. The cutbacks might not be carried out, employees have been told.

Just a year ago, most of these routes were cut back from daily service to the three/four-times-per-week operation. "That didn't work," says Amtrak's Mark Cane. "You either have to be daily in a market or not be in a market."

AMERICAN ORIENT EXPRESS (AOE) MAKES VISITS TO THE ASPEN AND SANTA FE OPERAS VIA COLORADO. The American Orient Express gave opera lovers a great week riding its first class, 15-car train and visiting some of America's finest opera performances. The train departed Los Angeles, CA, on August 11, 1996, bound for Glenwood Springs, CO, arriving late afternoon on August 13th. The next day, opera fans were bussed to Aspen's Opera Festival.

Amtrak's P40BH #830 and P32BH #507 lead the train out of Southern Pacific's (ex-Denver & Rio Grande Western) Moffat Tunnel at 9:12 a.m. on August 15th. Under brilliant sunshine, the eastbound special looked sharp with the Colorado Rockies backdrop at Tolland, CO. Several hardy rail photographers, like Darrell Arndt and Keith Kirby, were out to catch this rare movement.

Behind the Amtrak power were:

SAN ANTONIO	Staff/support supply car with laundry facility
GRAND CANYON MONTECITO	11-bedroom sleeper Pacific Overland Ltd-owned sleeper-diner. Offers two Presidential cabins and an executive bedroom--all with private restrooms
BELLA VISTA	Pacific Overland Ltd-owned sleeper-lounge, featuring 8-double bedrooms, five showers, and lounge with gallery for full beverage and limited food service.
CHICAGO	Diner, ex-Union Pacific (UP) 5014
ZURICH	Diner, ex-Union Pacific 5004
ROCKY MOUNTAIN BERLIN	Club car 11-bedroom sleeper, ex-UP "Placid Lake"
MONTE CARLO	8-bedroom sleeper, dorm, ex-B&O "Opequon"
ISTANBUL	4-4-2 sleeper, ex-Southern Pacific
SEATTLE	Parlor-lounge, ex-Amtrak 4596
VIENNA	11-bedroom sleeper, ex-UP "Placid Waters"
WASHINGTON	8-bedroom, dormitory, ex-C&O 2613
PARIS	4-4-2 sleeper, ex-SP 9126, built by Pullman in 1950
NEW YORK	Observation, parlor car with bar. Ex-New York Central car assigned to "20th Century Limited." It features a circular sofa in the observation end. The New York Central's name was "Sandy Creek." The car was delivered by Pullman in 1948 as a 5-bedroom, round-end observation buffet with large windows, 23-seat lounge.

The SP delivered the train on time to Denver's Union Station, arriving at 11:00 a.m. The train pulled into Track Three, where it was fueled and watered. Around 1:00 p.m., the train was backed out of the station, and proceeded on a rare move south, down the Joint Line. It entered the Joint Line at South Denver Junction at 1:50 p.m.

The train made great time until Castle Rock, CO, where it caught up to an ailing SP Axial Mine to Colorado Springs, CO, Drake Power Plant coal load (symbol AIDKC-13). Two of the remotes were not working, so, the train was on its knees, climbing the Palmer Divide to Palmer Lake. The coal load had GE AC4400CW's; two units up front, two in the middle (idling only or shut down) and one on the rear. Immediately following the SP coal train was BNSF Denver to Barstow, CA, symbol HDVBA-15. The opera special was brought to a stop near Greenland, CO, as the SP train slowly climbed the grade. Once on the downgrade, the SP train was taken to Colorado Springs, and the BNSF HDVBA was put on the siding at Academy so that the AOE special could get rolling under the dark thunderstorm-filled skies.

The train continued via Pueblo to La Junta, CO, where a fresh Amtrak crew boarded for the trip over Raton Pass. The train continued onto Santa Fe, New Mexico, where two more operas were seen by its passengers. The train returned to Los Angeles, CA, August 19th.

The AOE returned to Denver, CO, via SP's Moffat Tunnel Route, August 28, 1996, during The Sierra & The Rockies journey. The train departed Denver, westbound, on the SP, August 29th, and will return again September 30th for National Park excursions. (Bill Farmer and The Colorado Zephyr)

BNSF BEGINS RECEIVING NEW C44-9W, BNSF 960-1123. Conrail delivered the first five BNSF, General Electric model C44-9W's at Chicago, IL, on August 15, 1996. They are numbered BNSF 960-1123, assigned to Harve, MT, and work mainly the Northern Lines, the Chicago, IL, to Seattle, WA, ex-Great Northern line. They're painted in the BNSF Great Northern-inspired Pullman Green and Omaha Orange scheme, with the striping yellow instead of red as on the BNSF SD60M, #9297.

The first five units, BNSF 963, 964, 966, 968 and 972, rolled west from Chicago on August 16th and 17th on trains 009-001-16, 009-003-16, and 009-011-16 (the 009 prefix indicates United Parcel Service intermodal train). All units were trailing units, and deployed to Spokane, Interbay, Portland, WA, and Harve, MT, for maintenance and operating personnel training.

Watch for these units to roll into Denver via Fort Morgan, CO, sometime in September, either on train 009-063 or 009-065, the intermodal trains from Chicago. Their Great Northern paint scheme won't be hard to spot.

BNSF IMPROVES QUALITY OF LIFE CONCERNS FOR EMPLOYEES. Imagine a job where you don't know how long you'll be working, say 8-14 hours, your starting times change daily, and you have a cramped office to sit in. That's what railroad operating crews have to endure daily. For years, they've operated under the maximum 12-hour law, with chances of being called back by telephone within seven hours of logging off the job.

BNSF hired DuPont to survey its employees. Complaints were received about crew fatigue and inaccurate line-ups crews, used in figuring when they would return to work.

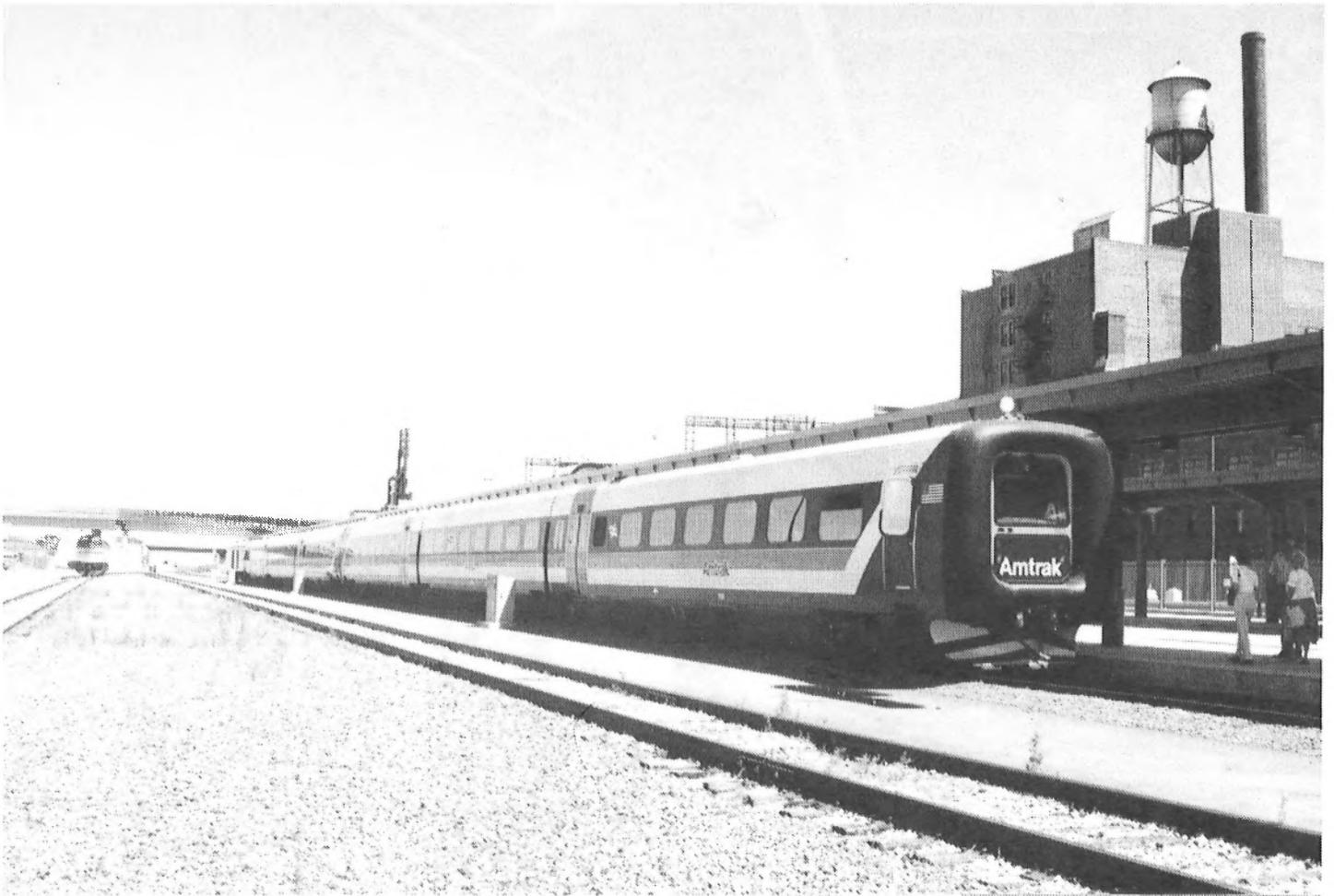
In response, BNSF had launched demonstration projects at various locations across its system to reduce fatigue. They're experimenting with "power napping" on the Arizona and Texas Divisions, and testing "5-on/2-off" programs for extra board crews at Bakersfield, CA, Dilworth, MN, and Grand Forks, ND. (BNSF)

BUSINESS CAR KANSAS AND DOME SLEEPER CALIFORNIA ATTEND REPUBLICAN NATIONAL CONVENTION AT SAN DIEGO, CA. The ex-D&RGW business car WILSON MCCARTHY, now named KANSAS, and dome sleeper CALIFORNIA, joined other railroads participating in the Republican National Convention which was held in San Diego, CA, in mid-August, 1996.

BNSF operated a train from Chicago to San Diego for the convention. Republican presidential candidate, Bob Dole, used the train briefly for his arrival.

The KANSAS and the CALIFORNIA returned to Denver via the eastbound Amtrak train, arriving Sunday, August 18th.





Saturday, August 24, 1996, Denver area residents were treated to new railroad passenger equipment, displayed at Denver Union Station. These new cars are quite stunning, inside and out! Here we see the units outside Denver Union Station. The end facing the camera is the "control" end of the car. (Bud Lehrer Photograph)

AMTRAK INTRODUCES THE FLEXLINER TO DENVER

In a joint effort, Amtrak and the Colorado Department of Transportation brought the newest technology for rail/passenger transportation into Colorado in August and put the new equipment on display at Denver's Union Station, Saturday, August 24, 1996.

CHANGING THE WAY AMERICA TRAVELS.* Flexible. Adaptable. Versatile. As its name suggests, the Flexliner is designed to meet a variety of challenges for rail travel in the 21st century. The Danish-designed and built Flexliner is a new generation of passenger train manufactured by Adtranz. The modern train is on tour through North America to demonstrate advanced technology used in passenger rail service around the world.

that could eventually be used in the United States. About 200 Flexliner trains operate in Germany, Denmark, Israel and Sweden, with plans to implement service in Spain.

WORLD-CLASS AMENITIES:

- + at-seat meal service
- + panoramic windows
- + public cellular phones
- + outlets for laptop computers
- + multi-channel stereo system at each seat
- + electronic route maps & schedule status systems
- + storage space for luggage
- + access for persons with disabilities

COACH CARS:

- + comfortable contoured and reclining seats for 64 passengers [Editor's



This interior shot of the Flexliner shows "first class" accommodations which provides "at-your-seat" food service. For passenger comfort, the Flexliner is equipped with state-of-the-art electronic equipment and passenger information systems, panoramic windows, roomy seats, and other "world-class" amenities. (Bud Lehrer Photograph)

note: Bud Lehrer attests to this--in fact, rumors are that Amtrak officials had to wake Bud up and ask him to let others check out the comfortable seats!]

- + face-to-face seating for four passengers with tables for working, meetings or meals

FIRST-CLASS CARS:

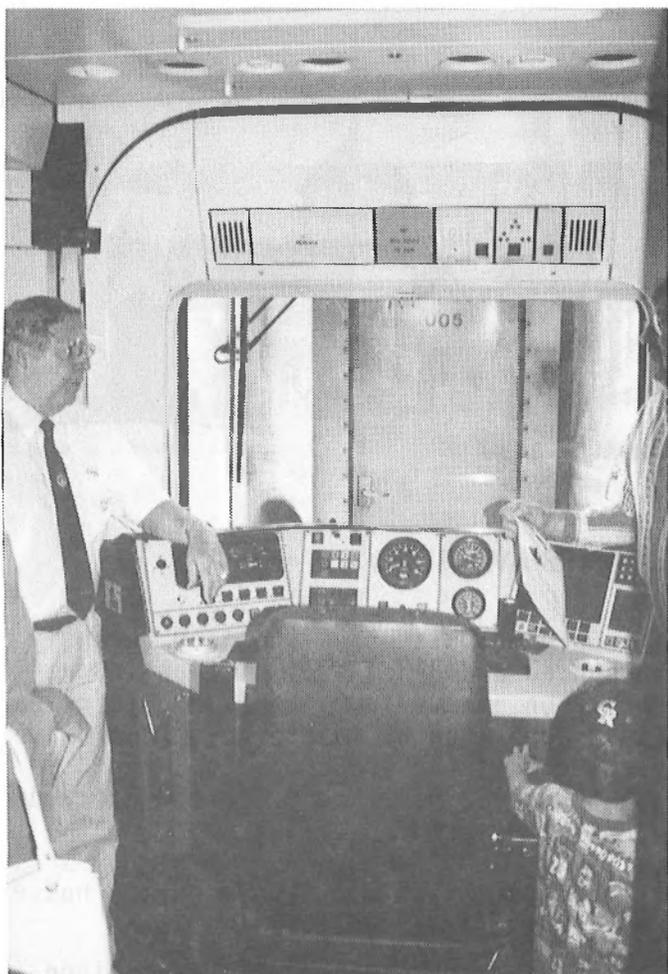
- + comfortable ergonomically designed seating for 32 passengers
- + face-to-face seating for two or four passengers with tables for working, meetings or meals

FLEXIBLE OPERATION TECHNOLOGY. The Flexliner technology includes a unique rubber "front system," which allows individual trains to join (couple) and separate (un-

couple) within minutes--even while the trains are moving at low speed. This technology enables multiple trains leaving a station as one modular transit to be quickly uncoupled to form two or more trains traveling to different destinations.

ADAPTABLE CONTROL DESIGN. Unlike conventional trains, the Flexliner is self-propelled and does not require a locomotive. Instead, the bi-directional train is operated by engineers positioned at either end of the train in a control booth which emulates a locomotive operating panel. The fold-away control console is mounted on the inside of the front door. After attaching to another train, the control panel swings aside, creating a passageway throughout the trainset.

VERSATILE POWER SYSTEM. The Flexliner is



Swing-out control panels enables the new Flexliner equipment to be joined and separated as necessary to send out or gather in individual cars going to or coming from different destinations. This new technology gives railroads enhanced opportunities to serve the passenger segment at greatly reduced cost.

(Bud Lehrer Photograph)

manufactured with either diesel or electric operating capability. Its computer technology enables diesel and electric units to run as one continuous train with either the diesel or electric motors providing traction power. The Flexliner can be custom-designed for intercity, regional or local rail lines whether electrified or not.

The Flexliner is fuel-efficient and its lightweight construction is designed to minimize pollution caused by noise and combustion emissions. In Europe service, the Flexliner operates up to 112 mph. During its North American tour, the Flexliner

will not exceed 90 mph.

FLEXLINER FAST FACTS (based on 3-car train):

- + Weight: 224 tons + Length: 193 ft.
- + Width: 10.2 ft. + Height: 12.6 ft.
- + Speed (max): 112 mph
- + Body Shell: Extruded aluminum
- + Fuel Consumption: 2.5 miles/gallon
- + Fuel Capacity: 300 gallons
- + Special Features: DMU and EMU units can be mixed

*Amtrak handout brochure/Flexliner Tour

A \$275,000 study--financed by the Colorado Department of Transportation (CDOT), local governments and private industry--is expected to conclude by December whether city-to-city passenger rail is a good idea within Colorado.

The 50-member Colorado Passenger Rail Study Steering Committee recently whittled a list of 18 proposed Colorado passenger-rail routes down to eight for further study. It concluded the first route should be along the Front Range to alleviate air pollution from automobiles.

Three different alignments between Fort Collins and Denver and Colorado Springs are at the top of the priority list.

Other routes being studied include a Denver-to-Vail rail corridor that experts estimate could cost \$1.2 billion. An alternative would be to connect the Front Range and Western Slope using the existing Southern Pacific Railroad line through the Moffat Tunnel.

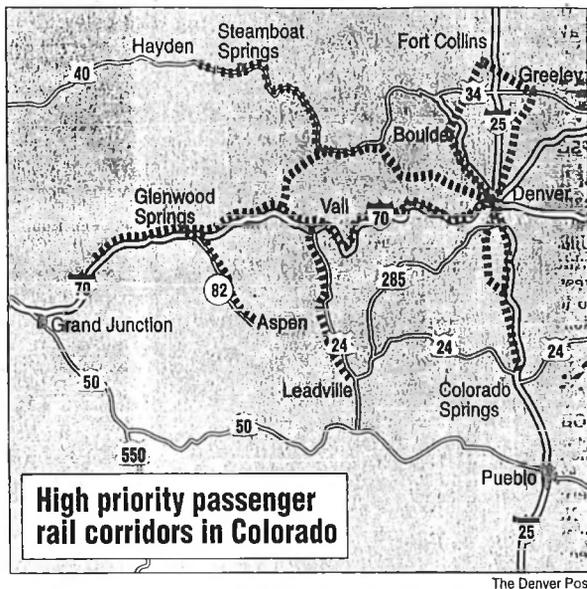
The committee also is examining a route from Aspen through Glenwood Springs to Parachute, offering a rail option to ski workers.

And it is reviewing a proposed route from Steamboat Springs to the Yampa Valley Regional Airport at Hayden, which brings in thousands of skiers each winter.

Another high-priority route is between Leadville, where many ski-area workers live, and Avon, which is close to both Vail and Beaver Creek ski areas.

Evolving efforts to revive passenger rail

travel in Colorado shouldn't be dismissed as "pie in the sky" dreams, said Dave Ruble, adding: "My goal is to get passenger rail service on one of these corridors within five years." [Dave Ruble, CDOT project manager for passenger rail studies] (Denver Post, 8/24/96)



The Denver Post



DEPOT AT PALMER LAKE.

GRANTS AWARDED

The Colorado Historical Society recently announced awards of \$7.1 million in preservation grants from the State Historical Fund, generated by taxes on limited stakes gambling. Of the 178 projects awarded grants, seven railroad projects received funds; they are:

- +The Denver and Rio Grande engine house at Westcliffe, \$57,000.
- +Interior restoration of the Atchison, Topeka and Santa Fe Canon City Depot, \$55,060.
- +Restoration of the Colorado and Southern freight depot at Fort Collins, \$100,000.
- +Stablization of the Colorado and Southern baggage and mail car #13 at Silver Plume, \$49,500.
- +Restoration of Galloping Goose #5 at Dolores, \$28,213.
- +Restoration of the Denver and Rio Grande depot at Grand Junction, \$100,000.
- +Exterior restoration of the Denver and Salt Lake depot at Hayden, \$21,248.

Wouldn't it be great if we could add Denver and Intermountain interurban car #25 to this list! (P. R. "Bob" Griswold)

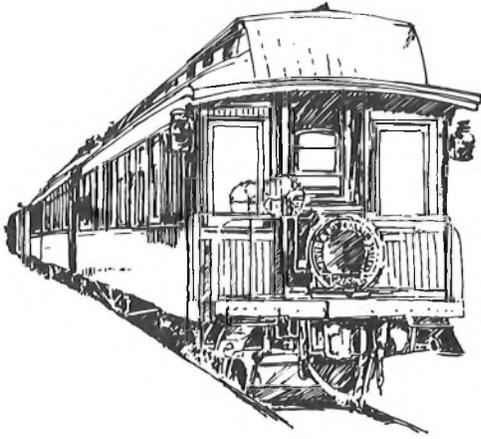


D&RGW CABOOSE #01502 FINDS A HOME

D&RGW Caboose #01502 has found a permanent home at the Steamboat Springs, CO, depot, now the home of the Steamboat Springs Arts Council. The 1909 depot and the 1950's vintage yellow caboose give Steamboat Springs a much needed interest in its railroad heritage. The caboose arrived at its new home along the Yampa River last June, and in the following months, members of the Arts Council have given the 45-year-old veteran a thorough cleaning.

Thanks to a generous grant from the Moffat Tunnel Commission, the boarded windows will be replaced with glass and steel frame windows. The inside and outside will be repainted with 45 gallons of Imron paint which costs \$80 a gallon. The logo, "Rio Grande the Action Road," will be replaced as well as the striped reflective paint on the ends. This painting and complete interior restoration will be started when Spring comes to the Yampa Valley.

(P. R. "Bob" Griswold)



RADER RAILCAR OBTAINS HUGE CONTRACT FOR MORE RAIL CARS

Those of us who were fortunate enough to visit the Rader Rail Car plant last March were astonished at what we saw in regards to the Marlboro train cars and the Great Canadian Railtour cars. News of more contracts to keep this company in the manufacturing business is welcomed by Rader and the RMRR Club! They were great hosts to the Club during our visit, and, certainly deserving of the new business.

The Denver Post of August 15, 1996, reported that Rader landed its second huge contract that involves a deal to build 13 rail cars for the fledgling Florida Fun-Train.

Rader built the special 18-car Marlboro train for Philip Morris Cos., although its maiden trip has been delayed until next spring. The trips for the cigarette company's sweepstakes winners were to begin late this summer.

Rader spokeswoman Samantha Atkinson said there is no truth to rumors that the Marlboro cars are too heavy for their undercarriage or wheel assembly.

Karen Daragan, of Philip Morris, said the company simply needed more time to plan the Marlboro train trips.

First American Railways Inc. of Pompano Beach, Florida, said it intends to begin running the Florida Fun-Train between Fort Lauderdale and Orlando by the fall of 1997.

First American Vice Chairman Eugene Garfield said it will be an "entertainment" train offering virtual-reality games, live entertainment and other features for passengers taking the four-hour, 240-mile trip between the two popular Florida destinations.

The Fun-Train fare will be about \$55 each way, Garfield said.

Atkinson said First American also has an option to buy a second, 13-car set of rail cars.

Rader Railcar now has 425 employees working on the Marlboro cars and First American's purchase of 13 cars will help Rader retain its base of skilled electricians, plumbers, carpenters and other trades workers, Atkinson said.

Rader also will manufacture three more cars for the Great Canadian Railtour Company, she said.

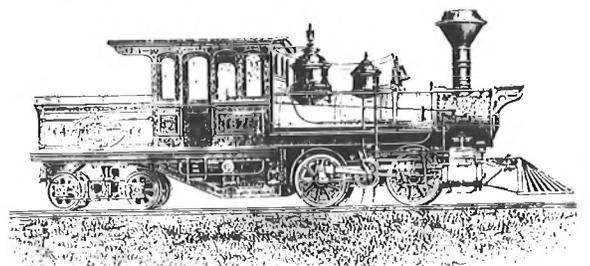
Rader's cars typically cost between \$1 million and \$2 million apiece.

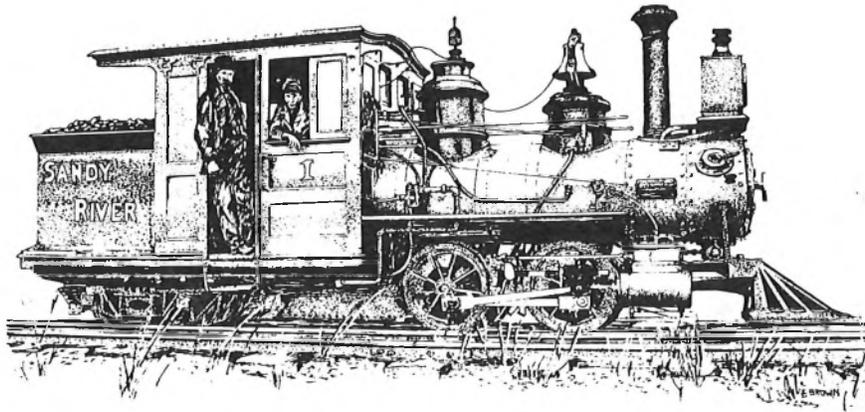
The Denver rail-car producer is looking to move to larger facilities and the company still is exploring a move to one of Stapleton Airport's old hangers, Atkinson said.

RESPONSE TO EDITORIAL BY EDITOR IN JULY RAIL REPORT

Due to your editor's squeeze on personal time with the two narrow gauge trips and 16th National Narrow Gauge Convention in Durango during September, not enough time was available to include material regarding the July editorial--and do it justice!

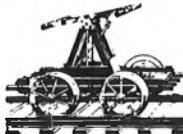
We will continue to hear from members who responded to the editorial with their views and suggestions in the November, 1996 Rail Report.





ANNUAL VIDEO POTPOURRI NIGHT

TIME IS SHORT!!!!!! The Annual Video Potpourri Night is less than five weeks away. BUT, you still have time to shoot, edit, and prepare a short video for presentation. It can be something new, something old, something common, or something strange! But, plan to share it with your fellow Club members. Bring your video to the October Annual Banquet, or, mail it to Sherm Conners, 9741 E. 157th Avenue, Brighton, Colorado 80601. If you need further information or help, please call Sherm Conners at (303) 659-5513.



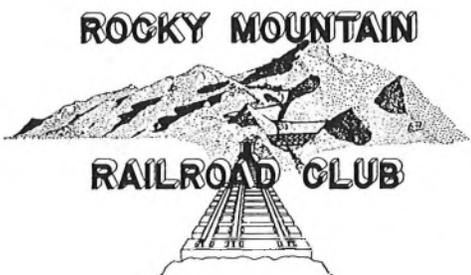
FROM THE EDITOR

Just a few quick notes as reminders for members:

Dues notices will be sent out with the November newsletter. A quick response to this will help our treasurer and membership chairman.

The Club had its outing at the Western Mining Museum and Colorado Springs and Manitou Traction Company. We should have a report on this excursion in the November newsletter.

The year end is approaching very fast. Have you made your views known concerning the election of officers and directors? What about activities for 1997!? This is your Club--PARTICIPATE!



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