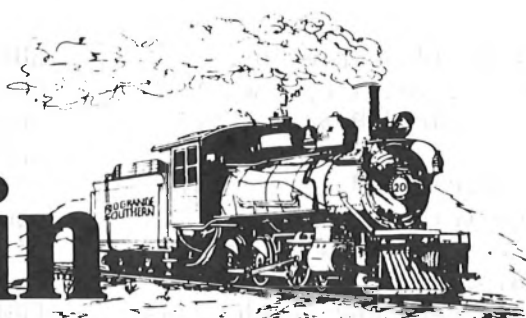


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 10, 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 January, 1997 Rail Report is due no later than December 10, 1996!!

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 year.

December, 1996..... No. 447
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80226-2391

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

MEMBERSHIP INQUIRIES

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

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

ANNUAL ELECTIONS - DECEMBER 10 PROGRAM

As has been our tradition, the December meeting will consist of a short business meeting which will include the election of officers and board members for 1997. This portion of the evening's events is usually short as we firmly believe in "railroading" those names submitted for offices. Following this, we will enjoy a short program prior to refreshments and socializing.

Our program has been prepared by Erwin Chaim. Erwin's program is a memorial tribute to Howard Fogg, preeminent railroad artist and long-time RMRRRC member who passed away in October.

Erwin's program will be a short, multi-

media slide show of holiday greeting cards received over the years by the Chaim's which have featured Howard's art.

This should be an unusual and interesting program, and, a nice tribute to Howard. Following Erwin's program, we will enjoy our annual fellowship, along with cake, cookies, coffee/tea/cider? and punch. This is always a fun evening, so, why not plan to attend and join in on the festivities.

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.

ELECTIONS

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 this committee immediately via the Club's telephone: (303) 431-4354!!

NOVEMBER PROGRAM – ANNUAL VIDEO POTPOURRI NIGHT

A very entertaining program was presented by seven Club members who provided quite a range of subjects, and, some very nice videography. The following is a list of presenters and their subject matter:

BOB TULLY -- We started out "Down Under" with a look at the Puffing Billy steam operation in Victoria, Australia. This 2'6" rail operation with its unique steam locomotives and equipment provided a great start for the evening;

SHERM CONNERS -- We looked back at the Club's December 2, 1995, excursion on the Durango & Silverton NG RR to Cascade Wye and return--a winter trip that proved to be more like Indian Fall, but provided some fine narrow gauge railroading and nice photographic opportunities;

ERWIN CHAIM -- Some "Only Erwin can get away with this" video footage of Erwin's return to his childhood (ancient history) hometown in Germany, and, some fun railroading on local electric lines from the locomotive cab;

BRUCE JOHNSON -- A very entertaining look at the Henderson Mine Electric Railroad operation along the right-a-way and the unloading of ore from ore cars into the "crusher;"

DAVE GROSS -- Another very entertaining piece of work by Dave showing scenes from a 2-week, private train, steam excursion in Romania, September/October, 1996;

TERL ROBINSON -- With the possible abandonment of the Tennessee Pass line at some future date, Terl caught some freight action on the line with SP power;

FRANK STAPLETON (with some "priceless" help from Ye Olde Editor) -- Some excellent footage of the Eureka (an 1879 4-4-0, 3-ft. gauge) steam locomotive during its special excursions on the Durango & Silverton NG Railroad on September 30 and October 1, 1995.

Every video was fun and entertaining and shows what talent we have in the Club. We eagerly look forward to next year's Annual Video Potpourri Night, and, we wish to extend our "THANKS" to each of the seven videographers for sharing their work, as well as their time and effort to submit their video tapes.

We also wish to "THANK" Club member, Ronnie Bill, and the Denver Broncos organization for the use of the video projector. This is very much appreciated by the Club and its members.



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 8, 1997 meeting are as follows: 1st Prize--*Denver and Salt Lake Railroad, 1913-1926* (Rocky Mtn. RR Club), P. R. Griswold; 2nd Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 3rd Prize--*Georgetown and the Loop* (Rocky Mtn. RR Club), Griswold, Kindig & Trombly. [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!*

PLEASE PRINT OR TYPE ALL INFORMATION!

ROCKY MOUNTAIN RAILROAD CLUB
1997 Book Drawing - April 8, 1997

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

ROCKY MOUNTAIN RAILROAD CLUB
1997 Book Drawing - April 8, 1997

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 1997 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

1997 Membership Renewal \$ 20.00

1997 Associate Membership

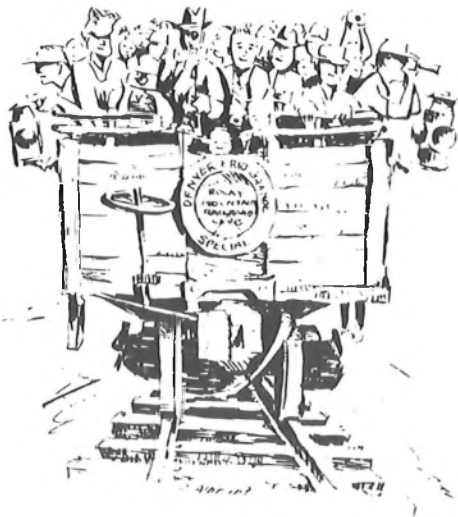
@ \$10.00 each [] _____

Number

Total payment enclosed... \$ _____

ONCE AGAIN, YOUR HELP REQUESTED

While most members are cooperating, we are still receiving checks for more than one item order and payment. PLEASE...Make a check out for each item: One for dues, one for books, one for raffle, etc., AND, please send these to each of the proper mailing addresses. Thank You, in advance, for your continuing cooperation. Our various volunteers will greatly appreciate your help, especially our membership chairperson and Treasurer.



1996 SCHEDULE OF EVENTS

December 10 ELECTIONS and Regular Monthly Meeting

1997 PROPOSED SCHEDULE OF EVENTS

January 14 Regular Monthly Meeting
 February 11 Regular Monthly Meeting
 March 11 Regular Monthly Meeting
 April 8 Regular Monthly Meeting
 May 13 Regular Monthly Meeting
 June 10 Regular Monthly Meeting
 July 8 Regular Monthly Meeting
 August 12 Regular Monthly Meeting
 September 9 Regular Monthly Meeting
 October 18* ANNUAL BANQUET
 November 11 Regular Monthly Meeting
 December 9 Regular Monthly Meeting

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

While Bud Lehrer saw trips carried through the Ft. Collins excursion, he has not been replaced with a new Trip Chairman. Apparently, this position will have to be filled through the actions of our new officers and board. The Rail Report will cover any new information as it is received. Bud gave notice of his resignation early this year, but saw all trips carried through, and, we must extend a "really BIG Thank You" to him for his oversight of trips this year. THANKS, Bud!!

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the November 12, 1996 meeting are as follows:

- Dave Gross / ATSF Date Nails
 Bud Lehrer / Railways in Transition From Steam, 1940-1965
 Sherm Conners / Rocky Mountain RR Club Trilogy
 Cowan Milton / 1997 New Zealand Railway & Locomotive Society Calendar
 Alan Wise / TRAINS Magazines--Volumn 34, 11/73-10/74
 Paul Holger / Electricliners Magazine--1989, Complete
 Mat Anderson / Miscellaneous Employee Timetables
 Paul Holger / Passenger Train Journal--1990, incomplete
 David Way / A Locomotive Engineer's Album
 Truman Young / Narrow Gauge to Jerome (AZ)
 Peter Gilbert / Northern California Railroads
 Oren Whitwell / History of the AT&SF

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.



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, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.



Two SP/UP AC4400CW's are shown coming off the Belt Line at Utah Junction, Denver, Colorado. The units had just delivered coal loads to the Public Service Company of Colorado's Cherokee Power Plant, October 17, 1996.

(Chip Sherman Photograph)

and into Denver, Colorado on October 27th. Power was BNSF 961, EMDX leasor 6505, and ATSF 7442 was added at Denver. Daylight found the train transversing the Wind River Canyon in Wyoming. (C.W. & Bruce)

BNSF DERAILMENT IN CHEYENNE, WYOMING, BLOCKS MISSILE DRIVE. BNSF's westbound train 195 derailed seven cars in Cheyenne, WY, on October 25, 1996, around 1:00 p.m.

THE COMBUSTION CORNER – CURRENT RAILROAD HAPPENINGS

by Chip Sherman

BNSF PUMPKINS ROLL THROUGH COLORADO ON OLD COLORADO & SOUTHERN LINE. BNSF now has over 50 General Electric Dash-9-44CW's on the property as of late October, 1996. They're in BNSF number series 960-1123, with the highest number on the system being 1043 as of October 30, 1996.

BNSF's Pasco, WA, to Houston, TX, trains 194, 195 and 196, have seen a couple Dash-9's on them. Nicknamed "pumpkins," due to their Great Northern-inspired Pullma green, Omaha orange and yellow striping, the units are mainly found working BNSF's Northern Lines. Recent visitors to Colorado include BNSF 961 and 984. Bruce Black found BNSF 984 and EMD leasor 6049 parked at Broomfield, CO, on eastbound train 02-194-22 on October 25th. The train reached Denver around 8:30 p.m. that evening.

BNSF 961 rolled south through Denver on train 04-196-18 and travelled to Houston, TX. BNSF 961, EMDX 6505, BN 6371 and MRL 251 made up the power departing Pueblo, CO, at 7:00 a.m. In Houston, it was turned back on the point of train 01-195-25, rolling through Trinidad, Pueblo (departed 4:20 p.m.)

Three of the derailed cars derailed on the Missile Drive overpass and fell onto Missile Drive near F.E. Warren Air Base. No injuries were reported. The line was reopened on October 26th.

SANTA FE UNIT LASHUPS. The Denver to Barstow, CA, train of October 4th, had ATSF SD75M 225 and BNSF 8256. The BNSF SD75M's have continued to be rare birds through



This view at Utah Junction is of BNSF's first use of trackage rights received through the UP/SP merger. On October 17, 1996, BN's C30-7A #5006 with trailing unit, passes Rio Grande GP30 #3003 and SP's GP9E #3756 as it pulls the First Beer Run going to Coors Brewery in Golden, Colorado. BNSF operates up to three trains to Golden, mainly for the Coors Brewery, as traffic warrants. (Chip Sherman Photograph)

Colorado. (Mark Bau)

BNSF's Birmingham, AL, to Denver, CO, United Parcel Service train 09-023-22 had ATSF SD75M 241, 200 and Dash 8-40 #877 as its power. The train arrived in Denver on October 24th. The train now terminates in Denver as of October 3, 1996. The eastbound move is made by train 09-026, which originates at Denver's Rennick yard, located north of I-70, near Union Pacific (ex-SP, ex-D&RGW) North Yard.

LOCOMOTIVE SHORTS. Union Pacific received their first 6000-horsepower AC locomotive, UP 7002, October 6, 1996. This places UP at the forefront of the 6000-horsepower development program currently underway by General Electric and EMD. It was moved to the Pueblo, CO, Test Track Center where it underwent testing.

Union Pacific will place their first set of 6000-horsepower units, 7000-7009, into soda ash service between Green River, WY, and North Platte, NE, working in pairs. This will start in late 1996 or early 1997, depending upon the delivery schedule. (Don Z.)

SP SD70M #9812 was parked at BNSF's 23rd Street Diesel Shop, October 9-11, awaiting SP hostlers to come and get it. (Don Z.)

ATSF SD75M #230 and BNSF SD70MAC #9768 made an interesting combination leaving Denver, October 11th, on train 265, Denver to Alliance, NE, via Fort Morgan, CO. They were the second and third units in the consist. (C.W.)

UNION PACIFIC OLYMPIC TORCH #1996 REPAINTED AND RENUMBERED. Union Pacific repainted

A REVIEW OF THE COLORADO SPRINGS FIELD TRIP OF AUGUST 10th

by Mike Johnson

On Saturday morning, August 24, 1996, a group of RMRRRC members and friends met at the Western Museum of Mining and Industry for a very educational visit.

We started our visit with a brief explanation of the museum and then proceeded on to view the 1895 CORLISS Steam Engine, the fly wheel alone weighing in at 17 tons! This is the only piece of equipment at the museum that does not work on compressed air. Much of the other working equipment can be worked on compressed air to show their function. Much of this equipment can, and is often shown functioning to give the visitor an excellent idea of how this machinery was used in the mining industry.

The group was given an opportunity to get "up close" to gold panning and many tried their luck; however, no one struck it rich!

From here, we walked through a mock-up of a mine (built inside the main building) to get the feel of what it was like to be a miner. Proceeding outside, we were treated to a demonstration of a compressed air train engine that could be run back and forth on a small piece of trackage.

We finished up our tour at the mining museum about 1:00 p.m. and headed south to the old Rock Island Railroad roundhouse. Here we were fed bar-b-que sandwiches with side dishes by the Colorado Springs and Manitou Traction Company. After lunch, everyone was allowed to ride the PCC car as much as they desired, and, when not riding the rails, we were touring their interpretive center, obtaining an excellent opportunity to view what has been done to the Club's Birney #22. I believe everyone was impressed with the work accomplished thus far.

No one left the Colorado Springs and Manitou Traction Company without a good understanding of what has been accomplished and what the future holds out. It was a very interesting and educational day and the Club wishes to "Thank" the Western

Mining Museum and the Colorado Springs & Manitou Traction Company personnel for a wonderful outing.

DENVER AND SALT LAKE RAILROAD BOOKS ARRIVE

More than two tons of *Denver and Salt Lake Railroad 1913-1926* books arrived at our new "headquarters" at 2701 Alcott Steet this October. A willing group of volunteers, made up of Keith Kirby, Roger Callender, Joe Priselac, Jim Earhart, Bob Griswold, and Mike Hearty, was there to move books from the American Freightways truck to our storage room.

Many hands make light work, and so, the books were in our storage room before noon. Lavonia Griswold prepared a picnic lunch for the group, and the men adjourned to the Fishback Landing Park for lunch. As the group ate lunch, Bill Gordon (current Club secretary) was operating the Platte Valley Trolley past the park on its regular schedule. The book arrival was a good mixture of work and pleasure. Many "Thanks" to those who helped. (Bob Griswold)

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 appraise goods.

FOR SALE: Having moved to Ouray, Colorado, from Switzerland and having the opportunity to now watch, walk and ride the real thing, I no longer have an interest in keeping my On3 narrow gauge collection of D&RGW and C&S brass locomotives (all custom painted), rolling stock and buildings/structures.

I am selling everything! A list is available by contacting Eberhard Hinz, The Swiss Store, 514 Main St., P. O. Box 499, Ouray, Colorado 81427. Or, Telephone 970-325-4327 or FAX 970-325-4121. SSAE Required.

FOR SALE: Thinning out my extensive H0n3 collection of brass locomotives and unbuilt kits from rolling stock to structures. A list is available. Please send a SSAE to: Frank Stapleton, 10729 West Warren Drive, Lakewood, Colorado 80227. Telephone (303) 988-9347.



With the matter settled as to who will operate the Cumbres & Toltec Scenic Railroad after November 30, 1996, when Kyle Railways pulls out of their 20-year contract with the states of Colorado and New Mexico, perhaps we can once again look forward to such specials as the annual Jim Trowbridge Freight Train. This shot was taken below Tanglefoot Curve on September 15, 1996 during the 1996 Jim Trowbridge Freight Train Special. K-27, #463, has been a most popular locomotive since its rebirth two years ago. As usual, the engine performed flawlessly under the direction of the C&TS personnel. (Jim Trowbridge Photograph)

NEWS FROM THE NARROW GAUGE – C&TS AND D&SNG FACE NEW FUTURES

The Cumbres & Toltec Scenic Railroad Has New Operator

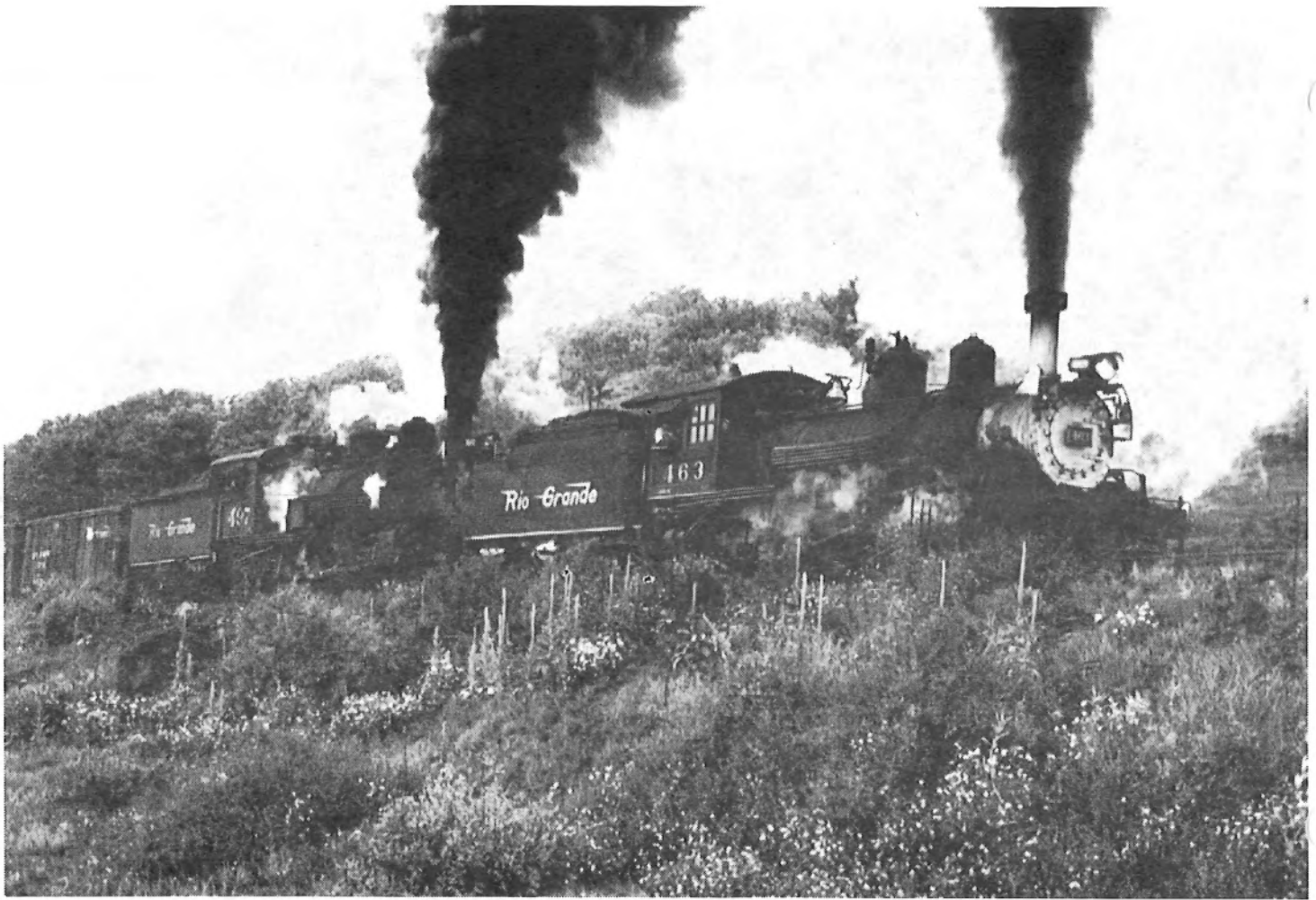
Monday, November 4, 1996, saw two major announcements about the two narrow gauge railroads, near and dear to all of us!

First, it was announced that George Bartholomew, president of the Cape Cod Railroad who has been railroading for 40 years, has become the newest operator of the Cumbres & Toltec Scenic Railroad.

Bartholomew received the contract from the bi-state C&TS RR Commission after outlining

plans to attract tourists from the across the nation and Japan during a commission meeting in Santa Fe. The railroad is jointly owned by the states of Colorado and New Mexico and operated by a contractor. The Cumbres & Toltec Scenic Railroad was born when the Denver & Rio Grande Western petitioned to abandon the 64-mile line in the late 1960's and the two states came up with about \$500,000 to buy the line in 1970.

The line resumed as a strictly tourist railroad in 1971 (The RMRRC having its first excursion on the new line that year) and carried about 50,000 passengers in 1996. More than 50 railroads expressed an interest in operating the line after Kyle Railways, Inc., announced its was ending



1946, or 1996? The C&TS railroad is so very unique! As a working historical museum, railfans and tourists alike can place themselves back fifty years or more and relive the experience of mainline, narrow gauge railroading. This freight was pulling a one-day special (Another Jim Trowbridge Freight Train) from Chama to Big Horn Wye and back with some 200 passengers. The date was Tuesday, September 17, 1996. The train used two engines in both directions as the #463 was sent light to Big Horn Wye and used as a mid-train helper west-bound. (Jim Trowbridge Photograph)

its 20-year contract after 14 years. The bi-state commission narrowed the field to three and chose Cape Cod over both the Ohio Central Railroad and the Gulf and Ohio Railroad.

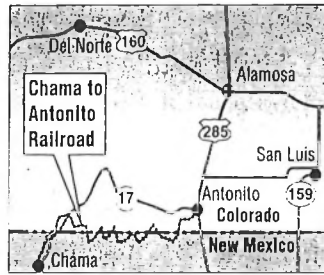
Bartholomew of Cape Cod worked for and then ran the narrow gauge steam-driven Edaville Railroad in New England for 22 years, bringing ridership from 100,000 to about 250,000 annually. He has operated the Cape Cod Railroad, which runs 41 miles from Hyannis along the Cape Cod Canal and features sunset gourmet dinners, since 1989 without any state subsidy.

The new manager is confident he can greatly increase ridership through international

publicity and destination packages, and he plans to upgrade the track and institute living history programs and other entertainment for riders. He considers the existing crew "superb" and doesn't plan to import a large staff, but he is personally moving to Chama to run the operations, at least at the beginning.

The Durango & Silverton Narrow Gauge Railroad May Be Sold

Current owner of the DNSNG RR, Charles E. Bradshaw, Jr. of Florida, has signed a letter of intent to sell the railroad to First American Railways, Inc. of Hollywood, FL. Ray Monteleone, president and CEO of First American Railways says he expects to



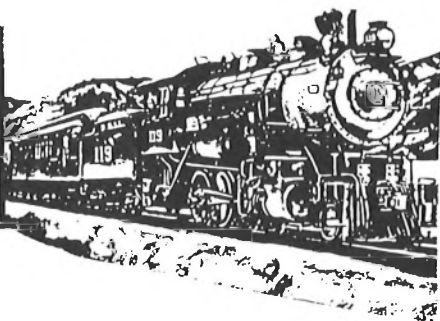
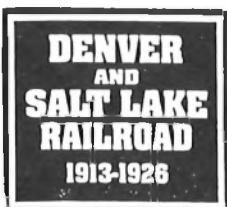
close the deal in January. Neither side will discuss money, but industry sources said the asking price could be \$20 million.

First American Railways would "not change the railroad, but "Enhance" it, outlining plans for off-track barbecues and drop-off sites allowing people to take nature hikes.

Bradshaw bought the Durango-Silverton train in 1981 from the Denver & Rio Grande Western Railroad, which built it a century earlier. The purchase price was about \$2 million. The builders stopped shipping freight on the line in 1969 but continued to operate a narrow gauge passenger service through the mountains to Silverton. The last year the Rio Grande ran it, they carried about 100,000 passengers; Bardshaw has about doubled that figure.

The board of First American includes Glenn Michael, who served as vice president of operations on the Southern Pacific and is now president of Noveste Railways, Brazil's first privatized railroad, and, Thomas Rader, president of Denver's Rader Railcar Inc. Monteleone is new to railroading but his three-page resume reflects business experience in the financial worlds.

First American Railways, which currently has no trains running, is having eleven cars being built by Rader Railcar for the "Fun Train" that will be running in Florida. (Denver Post article and miscellaneous sources, 11/5/96. Maps: Denver Post, 11/5)



CLUB PUBLICATIONS AS GIFTS

Whether for your own library or as a gift for a family member or friend, we recommend the Club's publications for your consideration. *Denver and Salt Lake Railroad, 1913-1926*; *David Moffat's Denver, Northwestern and Pacific*; and *Georgetown and the Loop* are available for \$39.95 each (plus shipping, Colorado/Denver Sales taxes).

You may use the following order form to purchase your copies:

RMRRRC Publications Order Form

NAME _____

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Zip _____

_____ *Denver & Salt Lake RR, 1913-1926* @ \$39.95 each \$ _____

_____ *David Moffat's Denver, Northwestern & Pacific* @ \$39.95 each \$ _____

_____ *Georgetown & The Loop* @ \$39.95 each \$ _____

_____ Books: Shipping Cost @ \$3.50 1st book, \$1.00 each additional copy \$ _____

_____ Books: Sales Tax @ \$2.92 each for Denver Residents (7.3%) \$ _____

_____ Books: Sales Tax @ \$1.20 each for Colorado Residents (3%) \$ _____

Total Remittance \$ _____

Send orders to:

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**COLORADO MIDLAND DUST JACKETS
AVAILABLE TO MEMBERS**

Some of our members may have purchased Morris Cafkey's Colorado Midland back in 1965. During the last thirty-plus years, your beautiful red dusk jacket may have suffered some wear and tear. We are pleased to announce that we have located several extra, mint condition dust jackets that we are making available to our members for \$12.00 each. If you would like one mailed, the charge is \$1.50. Colorado residents should add 36¢ tax and Denver residents 84¢ tax.

COLORADO MIDLAND DUST JACKET ORDER FORM

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NAME _____

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Number of Jackets _____ Amount \$ _____

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P. O. Box 2391
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FOR OUR SANTA FE FANS

Remember CHICO! We have reproduced an enlarged and color enhanced 1948 Santa Fe ad featuring CHICO. This 11x17-inch poster is offered to our members for only \$6.00. For mailing, add \$1.50. Colorado residents should add 18¢ sales tax, and Denver residents should add 42¢ sales tax.

SANTA FE CHICO POSTER ORDER BLANK

(Please Print or Type)

NAME _____

ADDRESS _____

Zip _____

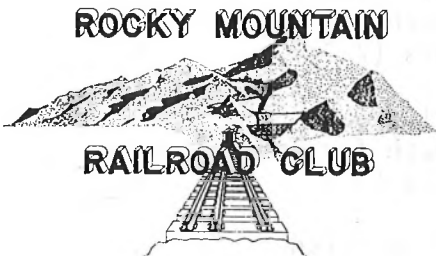
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Please send your check or money order to:

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RON RUHOFF VIDEOS

Adventure Trails, \$24.50, and, RMRRC Excursions, \$35.00. See November Rail Report for details and order form.



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