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The January meeting of the Rocky Mountain Railroad Club will be held in the Farmers Union Auditorium, 16th & Sherman, Denver, Colorado on January 13, 1960 at 8:00 P.M. The program for the evening will be a "Pre-Historic" Colorado Railroad Movie by Otto Perry. At the last meeting, Dick Kindig was showing the slides while the tape by George Champion and M. C. Poor was being run. There have been a number of requests to show these slides and identify them so Dick will show them again at this meeting with comments. These slides will be of D.S.P. & P. & Colorado Midland Grades.

The officers of the Club for the year 1960 are:

President-----Richard H. Kindig	Board of Directors: G.S. Barnes
Vice-President-William J. Gordon	Ed J. Haley
Treasurer-----Ane O. Clint	Bryant McFadden
Secretary-----A. D. "Mike" Blecha	Newell C. Melcher
	Jack O. Riley
	Jackson C. Thode

Contributions to the equipment fund are coming in nicely - at the time we went to press, the amount was approximately \$1,100. Additional contributions, no matter how small, are still welcome as there is a great deal of work that remains to be done on our equipment at the Colorado Railroad Museum. The officers of the Club have tried to THANK everyone who sent in a contribution and if we have missed anyone, we are sorry and would like to say thanks through this newsletter.

The dates of the Club's annual excursion over the D&RGW Narrow Gauge Railroad are May 28, 29, & 30, 1960 - a Saturday, Sunday and Monday. Fares and details are to be decided upon by the Board of Directors and Officers at a Board meeting in the near future.

IF we can secure a steam engine from the C&S Railroad, there is a possibility that our annual dinner will be held in Golden in March - further details later.

About 2600 copies of "The Pictorial Supplement to Denver, South Park and Pacific" book have been sold and delivered. If you haven't ordered yours, don't wait too long.

Your 1960 Club dues are due and payable. Colorado residents - \$3 a year, and all others \$2 a year.

Re the sale of the "Silverton", we quote from the "Iron Horse News"

"Before a group of newly announced officials of the Helen Thatcher White Foundation, in the private car "Nomad" at Durango, Friday, December 4, D&RGW President Aydelotte signed papers transferring to the foundation the 45-mile Silverton Branch. The transaction culminates months of rumors of sale of the line. - - - - -

"Sale price was \$250,000 and is to include station buildings at Durango and Silverton, one engine (#473), the ten pieces of passenger equipment, 11 work and freight cars. The D&RGW agrees to repair equipment at Alamosa at cost plus 15%. The foundation has an option to purchase a second engine at \$10,000, the announcement indicating operations will be stepped up for a longer period in the summer and fall. More cars will be added. A large promotional plan is being formed to make the train focal point to increased tourist travel to the San Juan area.

"Operations by the D&RGW during 1960 seem certain as the road will have to apply to the I.C.C. for authority to abandon the line and to sell it to the non-profit foundation's "Durango & Silverton R.R." which presumably will rank as an intrastate carrier."

Our roving reporter made a trip into the southwest and tells of finding a little live steam, and several locomotives that have been given to towns by the Santa Fe and the S. P. Railroads as Museum pieces, and of visiting with rail fans in Albuquerque, New Mexico.

First stop was in the Trinidad, Colorado yards where the C&S 372 and steam hook 99000, both cold, were photographed. #1129, a Sante Fe 2-6-2, still looks in fair condition considering that the city of Las Vegas, New Mexico has never placed a fence around it. On the way to Sante Fe, New Mexico we found 5030 setting in a play yard and near an indoor swimming pool, but well protected by a cyclone fence. At Albuquerque, #2936 was well protected by a cyclone fence in a little park near the Sante Fe tracks and north of the business district.

Also while in Albuquerque, a trip was made out to the Colorado Midland coach which was recently purchased by Colorado Railroad Museum. It is hoped that when this coach makes its trip to Denver, it can be handled behind a slow freight. Also while in Albuquerque, we attended the New Mexico Railroad Club banquet, which gave us a chance to get acquainted with rail fans who live in the Sunshine State.

In Globe, Arizona we happened to see Southern Pacific 1774, a 2-6-0, setting behind a row of buildings and well protected by fence and trees.

A few miles further at Superior, Arizona we made our acquaintance with Mr. Metzger, the depot agent for the Magma Arizona Railroad, and he secured permission for us to ride the train the next day when it made one of its tri-weekly trips from Superior to Magma Junction and return. The next morning at 7:00 A.M. #5, a 2-8-0, came down from the mill to the depot and the same 60 mile round trip was started. Also aboard that morning was the railroad president, Mr. Sarver, making an inspection trip. Mr. Sarver told us that there are two more steam engines up at the mill--one in good condition and one being worked on, and that he hoped to run steam engines for years. This train runs on a tri-weekly basis--Tuesday, Thursday and Saturday A. M.

In El Paso, Texas we still found street cars making the loop from downtown El Paso to downtown Juarez, Mexico and return. Also in El Paso, in front of the railroad depot, is Southern Pacific 3420, a 2-8-0, well fenced in and in good condition. Further up town is the first steam engine to enter El Paso. It was on the El Paso and South West, and is a 4-4-0 wood burner.

In Juarez we went to the Ferrocarril de Chihuahua al Pacifico, S. A., Railroad and noticed that a diesel had now taken over the switching chore. There were nearly a dozen steam engines sitting around; some in good condition, some being repaired and a couple being dismantled.

Richard H. Kindig, President

Ane O. Clint, Treasurer

William J. Gordon, Vice President

A. D. "Mike" Blecha, Secretary