

ROCKY MOUNTAIN RAIL REPORT

JANUARY 1998

NO. 459

ROCKY MOUNTAIN RAILROAD CLUB

Moving Locomotives from Central America to Colorado

Presented by Lindsey and Rosa Ashby

January 13, 1998 • 7:30 PM

The January meeting features Lindsey and Rosa Ashby, operators of the Georgetown Loop Railroad, relating their experiences securing locomotives in Central America and moving them to the railroad property.

We will meet in the southwest wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking is at the rear of the building, east of the meeting hall. Please use the building's south entrance.

Durango & Silverton Railroad Update

By Neal Reich in Durango

Work has begun in the Durango & Silverton Narrow Gauge Railroad car shop on D&RGW narrow gauge stock car 5679. The National Park Service has contracted with the D&SNG to restore the double-deck sheep hauler to its original state. Work will include the replacement of rotted wood, new hardware, and a primer coat of paint. The car will be finish painted and lettered when it returns to the railroad display at Cimarron, Colorado, in the Curecanti National Recreational Area.

In addition to the annual inspection and repair of the railroad's passenger equipment, car shop employees will give considerable attention to D&SNG private car NOMAD. The B-3 is to receive a new roof and new siding, window trim will be replaced and the rear platform repaired. The NOMAD will then visit the car shop's

paint booth for painting and lettering before returning to service in May, 1998.

Durango area children greeted Santa Claus on Saturday, December 6th, at the D&SNG depot. The jolly old gent arrived in style aboard caboose 0500 which was pulled by locomotive 473. Everyone enjoyed complimentary hot chocolate and cookies while waiting to talk to Santa and the kiddies received candy canes from Santa himself.

Service between Durango and Cascade Canyon on the Durango & Silverton Winter Train began on December 15th and continues through April of next year. The daily 10:00 AM departure from the Durango depot offers passengers a unique ride through the San Juan National Forest in the beauty of winter in Colorado.

1998 Events Schedule

February 10th Meeting:	The Last of C&S Steam
March 10th Meeting:	Alco Diesels
April 14th Meeting:	Taking the Train to the Mayo Clinic
April 19th Trip:	RTD Light Rail
May 12th Meeting:	Slide Potpourri
June Event:	Family Picnic
June 9th Meeting:	Mines, Mills and Railroads
June 13th & 14th Event*:	Colorado RR Museum Work Day
July 14th Meeting:	Monthly Meeting
August 11th Meeting:	Historic Slides
August / September*:	"The Big Trip"
September 8th Meeting:	Historic Club Trips
October 10 Trip*:	Georgetown Loop Freight
October 17th Event*:	Annual Banquet
November 10th Meeting:	Video Potpourri
December 8th Meeting	Annual Meeting

*Dates may change - watch here for updates

From the President

by
Jimmy Blouch

I sincerely hope everyone had a wonderful holiday season. As the Rocky Mountain Railroad Club begins a new year I would like to bring to your attention the goals your Officers, Board of Directors and Committee Chairs have set out to accomplish.

We are beginning the new year with a new look for the newsletter. We invite comments, suggestions, and criticisms. It is our goal to improve as we go along and to provide the type of newsletter our members want and expect.

Our biggest challenge will be to increase membership. Our goal is to recruit new members and build on the younger generation. They have the energy and enthusiasm to do the work and bring new ideas to the club. We believe this can be accomplished by taking advantage of modern technology and presenting a new modern image of the club. The club needs more active participation in the day-to-day operations. By providing a constant flow of information about our activities we hope new and old members alike will find how they can best serve the club.

We have made good progress this past year in opening the lines of communication between the board and committee chairs. It seems everyone has been doing a great job, but we don't always hear about it. We want all the members to

know how hard the Equipment Committee works and of their accomplishments, what is new at the Colorado Railroad Museum, what we are doing about membership, what the Video Committee plans, what the Trip Committee plans, etc. We must continue to make progress in this respect.

The Rocky Mountain Railroad Club Historical Foundation is now fully operational and has made wonderful progress. Now that the Colorado Historical Society has given a historical designation to car No. 25, it is "full throttle ahead". Fund raising will be a top priority along with completion of the restoration. The Foundation is also going to be actively looking for volunteers to work on the car.

This year we will celebrate our 60th Anniversary. The planning committee has many activities planned which you will surely enjoy. Look for special articles in the newsletter about special trips and activities. We also plan to offer various commemorative items you will want to collect.

All members should feel free to contact me or any board member with any comments or concerns you think should be directed to the club officers.

We are looking forward to a productive, fun filled 1998!

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at Post Office 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, PO Box 2391, Denver, CO 80201-2391

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed below. Members joining after April may send a payment of \$1.75 for each month remaining in the year.

An associate membership for spouses and children is also available for \$10.00 per year.

Annual dues notices are mailed in November.

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: (303) 979-2806

Club Website: <http://members.aol.com/rmrrclub/index.htm>

Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: (303) 978-0402
E-mail: selectimag@aol.com

The deadline for items to be included in the February issue is January 19th.

A New Look for the Rocky Mountain Rail Report

This issue of the newsletter is a joint effort between Bruce Nall and Jim Trowbridge. Combining the efforts of both editors for this issue should help smooth the editorial transition. Bruce Nall will be responsible for editing and publishing the newsletter beginning with the February 1998 issue.

Words From the New Editor

I would like to thank Jim Trowbridge for his efforts as editor of the *Rocky Mountain Rail Report* for the past 14 years.

I would like to introduce myself to the membership. I am Bruce Nall and I own and operate Select Image Photography, a company providing photographic and custom publishing services. My photography has appeared in the *Colorado Ski Train* poster, the *Northern Light* poster and on greeting cards. Westcliffe Publishers recently published *Colorado's Scenic Railroads*, a book featuring my photographs of Colorado steam railroads.

My goal is to provide a publication meeting the needs of the club membership. Over the next year we will be adding new items, trying new things and removing other items. This newsletter is for the members. Let me know what you like and what you don't like. Information on how to contribute items for the newsletter or contact me by USPS mail, fax or E-mail is in the bottom of the box on page 2.

Foundation Fund Raising Update

by Jim Ehernberger, Chairman
Fund Raising Committee

As of December 12th, well over 10% of the Rocky Mountain Railroad Club members joined our request for funds to complete former D&IM car 25. 105 members' donations now amount to \$5,853. Colorado leads the list at 71, but it is gratifying to report donors from the following states: Arizona, Arkansas, California, Illinois, Nebraska, Nevada, New Mexico, New York, Ohio, Oklahoma, Pennsylvania, Texas, Vermont, Virginia and Wyoming. One donation came from the United Kingdom as well.

For those original donors sending at least \$20.00, a 1998 Union Pacific calendar has been provided, at no expense to the foundation. The supply is now exhausted.

Dave Gross challenged members at the December 9th meeting that he would match any amount contributed over \$200, and, as a result, he donated \$515 that night.

On behalf of the officers and trustees of the Rocky Mountain Railroad Historical Foundation, we all wish to say THANK YOU!

Rocky Mountain Railroad Historical Foundation Election Results

Dave Gross conducted the election for foundation officers and trustees at the annual meeting in December. The results of the election follows:

Officers:

President	Art Ives
Vice President	Darrell Arndt
Secretary	Ruth Koons
Treasurer	Ardie Schoeninger

Trustees:

Matt Anderson	Phil Klinger
Don Zielesch	Thomas Peyton

Rocky Mountain Railroad Club Election Results

The following officers were elected at the annual meeting in December:

Officers:

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

Steve Mason was nominated from the floor as an additional candidate for director. Club directors for 1998 are:

Directors:

Matt Anderson	John Braselton*
Phil Klinger	David Gross*
Don Zielesch	Jim Ehernberger*

*Carry-over Directors

New Roster Delayed

As you may know, the Board had planned to publish a new roster in 1997. However, due to printing errors, we've decided to wait until membership renewals are complete for this upcoming year and publish it instead in May, 1998. We also plan to include phone numbers in the new roster. We have taken your phone numbers either from your checks submitted with membership renewals or from recent book or video orders. We believe that including phone numbers in the roster will give members a chance to communicate with each other, either in their local communities or when traveling to other parts of the United States (or world).

If, for any reason, you do not want your phone number included in the roster, please call the Club Hot Line (303-979-2806) or Bruce Eller, Membership Chair (303-747-0470).

OS Colorado

Current Railroad Happenings by Chip Sherman

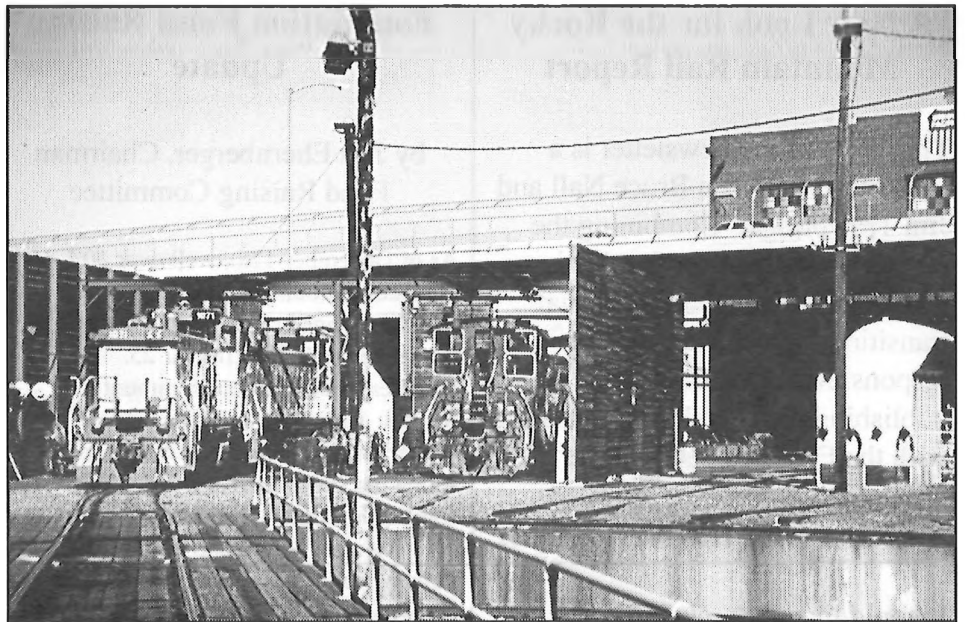
"OS" are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort by friends and myself to note the rail activities occurring in and around Colorado.

Raton Pass Derailment

A west bound BNSF loaded corn train bound for Winslow, AZ, ran away descending Raton Pass on the New Mexico side on Nov. 28, 1997. Doing better than 55 mph, the train's 54-cars and five helpers derailed. Some of the units (three up front, five on the rear) stayed on the rails, and the crews rode it out safely. The covered hoppers carrying corn all derailed and piled up, blocking the line between Trinidad, CO, and Raton, NM, at milepost 656. The derailment required Amtrak's Southwest Chief, trains #3 & #4, to be detoured.

The trouble began when the westbound loaded 54-car unit corn train was coming down Raton Pass about 7:00 PM Friday night, November 28th. The crew tried to apply the brakes, but the train wouldn't slow. It derailed between Keota and the east switch at Raton, NM, in the narrowest part of the canyon.

Unofficial information says the crew of three in the head end and one in the pushers handled the train properly exiting the tunnel at the summit, but the dynamics and two air sets failed to restrain the train to the required 20 mph speed limit. The train reached 57 mph and was accelerating at 19 miles a minute when the engineer big holed it. The lead units stayed on the rails, but the pushers derailed (ATSF B40-8W #523, BN SD40-2 #7230, ATSF C40-8W #803 and two others, numbers unknown). The covered hoppers wadded up, and their corn contents were spread over the snow. Fortunately, no injuries



Union Pacific's takeover is readily apparent at the former Denver & Rio Grande Western RR Burnham Shops. Freshly shopped and repainted Union Pacific SW-1500's #1071 and #1093, ex-Southern Pacific #2465 and #2497, respectively, sit in the "load barrel" across the turntable on October 9, 1997. To the right is freshly outshopped SP SW-1500 with new ditch lights. Note the UP shield atop the Burnham Shop building. Photo by Chip Sherman

were reported.

TV news reports on November 29th quoted BNSF as saying the line reopened in 48 hours (reopened Nov. 30 around 11:00 PM). Also, the news quoted disgruntled Amtrak passengers complaining about overloaded buses. No. 4 was in the Raton depot waiting for the grain train to clear and ended up following the No. 3 into Albuquerque, NM, arriving after midnight. Amtrak's #3 and #4 were rerouted between Topeka, KS, and Albuquerque, NM, via the Belen Cutoff. —WP Diven and The Colorado Zephyr

BNSF C44-9W's

General Electric completed the BNSF order for 120 model C44-9W's, BNSF numbered 700-799 and 4700-4719 in early November 1997. The last of the BNSF 4700's were delivered during the last three weeks of October 1997. GE painted the majority of the units red and silver at its Erie, PA, plant. However, some units were rushed into service in gray primer paint, i.e. BNSF 776 and 777. These will be painted later after traffic demands diminish.

BNSF 4719 was spotted at the BNSF Denver Diesel Shop visiting Colorado on December 4th. It departed on the point of a Denver to Fresno, CA, grain train, G-DENFRS1-01, that evening going west over UP trackage rights via Grand Junction, CO. Power on the train was BNSF 4719, ATSF 849, Soo Line 6020 and two BN SD40-2's: 8101 and 6371.

Three of the C44-9W's wear the new Heritage II paint scheme which features more orange in its scheme. BNSF 739, 740 and 745 wear this scheme having been painted that way in Sept. 1997. These units migrated south and operate mostly on ex-Santa Fe lines between Willow Springs, IL, and the West Coast.

BNSF has changed its SD70MAC paint scheme starting with BNSF 9838 (series 9838-9864). BNSF 9838-9864 were delivered in early December 1997, and started showing up in the Powder River Basin (Alliance, NE, Guernsey, WY, to the mines north of Douglas, WY).

Two of the new SD70MAC's, BNSF 9841 & 9843 derailed at Alliance, NE yard on December 7th. The minor derailment



UP's newest General Electric model AC4400CW's #6665 and #6666 easily handle an east bound empty aluminum coal hopper train climbing Archer Hill, east of Cheyenne, WY, on October 13, 1997. UP continues to acquire locomotives to replace worn out units from SP and C&NW. Its vast western empire, 31,000 miles of railroad in 23 states, puts great demands on the motive power fleet.

Photo by Chip Sherman

occurred in the huge yard.

—Patsy & C.W.

BNSF Heritage II SD70MAC's

One of the first SD70MAC's in the new Heritage II paint scheme (orange with yellow lettering and silver trucks) rolled through Colorado on December 10th and 11th. BNSF 9840 was on the point of the Black Thunder Mine, WY, to Amarillo, TX, Southwestern Public Service Harrington Plant coal load: symbol C BTMAMH2-22. The train was in BNSF's 31st Street Yard the morning of December 11th. Departing south via the Joint Line about 9:00 AM, the train made it to Palmer Lake, CO, by 1:30 PM, delayed by track work.

—C.W. & Bruce B.

Carlton Trail Railway

Carlton Trail Railway's fourth GP-10 #1025 was in Denver around Thanksgiving. It was originally an Illinois Central geep, rebuilt as a GP-8/10. Later, it worked as Mid-South #1025. The unit received its new green and yellow paint at the Omnitrax, Loveland, CO, shop in November 1997. It was shipped via

BNSF to Chicago, and then Canadian National to Saskatchewan, Canada. Other units seen have been Carlton Trail Railway #1020, #1040 and #1064.

—Andy E.

La Veta Station

Union Pacific RR wrote the La Veta, CO, Mayor, Doug Brgoch, and advised the city that UP engineering and operating personnel were still using the former Denver & Rio Grande Western RR depot. UP believes the depot will become surplus in three to six months during the first half of 1998.

The community had requested that UP donate the depot and UP is considering their request. The building would need to be relocated due to its proximity to the tracks. Since UP has no plans to immediately abandon the depot, there is time for the community to develop project support and a plan of action for UP's generous donation offer.

—Steve R.

Four Marlboro Train Cars Still Remain at Rader Railcar

During the Rader Railcar auction at the Denver plant on November 18-20, 1997, two bi-level sleeping cars (KRXX 1234 and 1240), one bi-level lounge car (KRXX 1239) and a spa car (no number seen) which was to have five hot tubs and open rear platform, were spotted stored on the east side of the plant. The cars are not on trucks.

The staff cars and single level cars were also up for auction and said to be 75 % completed. They are KRXX 1230, 1231 and 1232 (also coded as ST-1, ST-2 and ST-3). Staff cars were mainly small roomette style sleepers with one car having a kitchen and dining room. These cars are on trucks on rail (UP connection near Roydale, CO) on the west side of the plant.

Inquiries as to who purchased the cars or if the cars were even sold indicated discussions were being held, but none of the cars had been sold. A check on December 8th found all the cars still at the Denver plant site.

Philip Morris owned EMD built P001 & P002 were last reported stored at Livingston Rebuild Center (LRC) in Livingston, MT. This was confirmed by a

Rio Grande Engine 3124 at South San Francisco

Russ Stuska reports he photographed Rio Grande Engine 3124 still in black with gold letters on Caltrain, October 14, 1997, on a siding at south San Francisco. Caltrain commuter trains run on ex-Southern Pacific right of way, but this engine sure looked far from "home".

Amtrak, Caltrain Cars and Box Cars West Out of Denver

On November 15, 1997, in Arvada at West 80th Ave., Russ and Sue Stuska spotted two Caltrain commuter cars behind the baggage cars and three Amtrak box cars on the end of west bound Amtrak. Checking with Amtrak they learned that the commuter cars could have been coming from repairs in Indiana.

NO. 25 Restoration Update

By Darrell Arndt

Momentum continues with the No. 25 restoration with several recent highlights worthy of note. First and foremost is the wonderful response by members to our appeal for financial support that was undertaken by Jim Ehernberger. On behalf of all the volunteers who have put so much time into this project, I would like to extend our heartfelt thanks to all contributors. Do not underestimate the value of your contribution, no matter how much, to our treasury and to our emotions. These funds will help keep us functioning until additional funds can be secured. You can be assured that we spend every dollar wisely. Our first use of the funds will be to purchase window glass for the car. Installing the glass and finishing the window frames will be a time consuming process but will be a major necessity "out of the way". It is great that we can start on it soon!

On November 21st, Rocky Mountain Railroad Historical Foundation President Art Ives and Vice-President Darrell Arndt attended the State Register Review Board Meeting of the Colorado Historical Society when our nomination for No. 25 to be placed on the Colorado State Register of Historic Properties was considered by Review Board members. (The State Register is Colorado's official list of historic properties worthy of preservation.) Placement on the register provides historic credibility to the artifact when applying to foundations for grant funding. We are pleased to report that the Review Board unhesitatingly recommended that the nomination be forwarded to the Board of Directors of the Colorado Historical Society for their review and approval.

Continued on Page 8 - Third column

Treasurer's Report

REVENUES

Dues	17,732
Book Sales	28,053
Raffle Sales	899
Interest Income	441
Video Royalties	3,517
Video Sales	2,240
Merchandise Sales	457
Annual Book Drawing	270
Trips	3,290
Banquet	2,136
All Other Revenue	1,992
TOTAL REVENUE	\$61,027

EXPENSES

Newsletter	13,934
Trips	3,257
Banquet	1,680
Rent	2,180
Insurance	5,161
Publishing Expenses	9,653
Advertising	474
Meetings/Church Rent	1,408
Bookkeeping/Office Supplies	663
Video Purchases	2,316
Repairs	132
Restoration	250
Train Shows	390
Royalties	2,250
Postage	5,957
Phones	653
Printing (Non-newsletter)	3,045
Taxes and Licenses	1,008
All Other Expenses	2,380
TOTAL EXPENSES	\$56,791

NET INCOME THIS YEAR \$4,236

Financial Assets as of October 31, 1997

General Checking	3,836.41
Class Plus Checking	11,704.42
Raffle Account	3,031.53
Certificate of Deposit	32,963.50
TOTAL	\$51,535.86

60 Years Ago

This January newsletter starts a special feature that will continue during 1998 in celebration of the 60th Anniversary of the club. We will recall stories and activities described in club newsletters since 1938. The first newsletter was published in June, 1938, with the next issues September 1939, December 1939 and September 1942. After these four issues, no newsletters were published until 1959. During this period of seventeen years, meetings were announced via postcards. With the July 1959 issue, we began the sequential numbering system that continues to this day.

From the June 1938 Newsletter

Trainmaster Forrest Crossen; Asst. Trainmaster Richard Kindig and Chief Clerk Jack Thode were the first officers of the Rocky Mountain Railroad Club. Annual dues were \$1.00 per year and the club was open to "those who are interested in railroads, past and present, of the Rocky Mountains." As they said, "the club was a group of hobbyists who have never outgrown their childhood fascination for choo-choo trains." At 8 PM on the second Wednesday of each month they would meet in the Union Pacific Freight Depot to talk over matters of general interest to railroad fans. In 1938 (and 1998) the club's aim was to impartially publicize all the railroads of the Rocky Mountains and to assemble and preserve the history of the famous abandoned mountain lines before they faded into oblivion. (It is interesting to note that those founders might never have dreamed that in 1997, one of the lines that would be abandoned in the future was the then southern mainline through the Rockies via Tennessee Pass. In fact, the next rail special planned by the Club in 1938 was to be over "The Baby Road that Grew Up" through the Rockies with the Denver & Rio Grande Western.

The quarterly newsletter of 1938 was edited by Carl Hewett and typed on two pages the old fashioned way. Considering Carl had no correcting typewriter or word processor, he should be commended for the quality of his handiwork. As we look

Swap 'N Shop - Books for sale

Colorado Midland by Morris Cafky, 1965

Mansions on Rails by Lucius Beebe, 1959

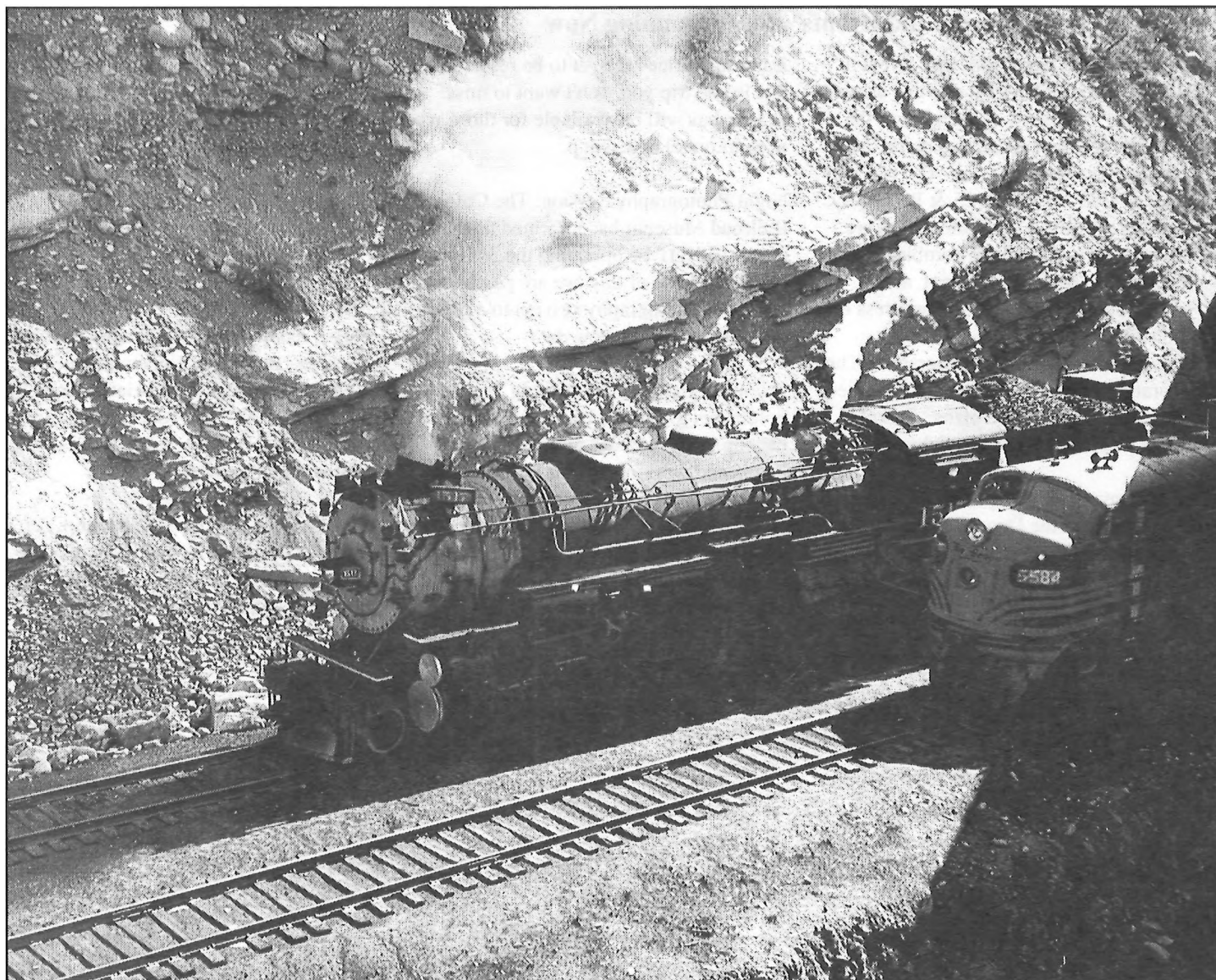
Railroads and the Rockies by Robert M. Ormes, 1963

Narrow Gauge in the Rockies by Beebe and Clegg, 1958

This was Railroadng by George Abdill, 1958

The Railroad Question by William Larrabee, 1893

Contact Larry Atwell, 431 Blue Jay, Elko, Nevada 89801, Phone (702) 753-4305



D&RG 1517 & 5584 West Minturn, Colorado June, 1951

Photograph by Neal R. Miller

Due to poor weather, Neal was unable to give members copies of his photograph. Thanks to Neal for sharing this image with us.

back, we realize that these newsletters were, at that time and for many years, the only way to effectively communicate railroad events to members. We sometimes take for granted the modern means of communications (scanners, cell phones, television, videos, the Internet, etc.) that keep us informed of rail happenings in the Rocky Mountain region and elsewhere throughout the world. Our own Rocky Mountain rail report was still seventeen years away.

In the first issue, there is an interesting quote that many of us may not realize was as accurate in 1938 as it is in 1998. "Engine picture fans have no need to

become bored while waiting for trains along the U.P. mainline; where one train every ten minutes throughout the 24 hours is nothing unusual." Carl goes on to describe the thrill of the roaring exhausts of two mighty 800's as they blast the cold air mile after mile up Sherman Hill, or the lumbering Mallets with mile long coal drags; high wheeling silk trains; double-headed green fruits and sleek streamliners. He says, this parade of trains must seem to the layman "to be a bewildering profusion of everything that is the finest on rails." Is this any different today in 1998?

Watch this column throughout this anniversary year as we celebrate the

**Riding the Cushions on the Joint
Line and Beyond:
UP #844 & Royal Gorge/
Tennessee Pass Steam Excursion
A View from the Cab:
Operation Lifesaver**

Steve Patterson, Stephen Lee and Lt. Eric Sondeen will present this program on Sunday, January 11, 1998, at 2:00 PM in the Commissioners' Hearing Room of the Philip S. Miller Administration Building, 100 Third Street in Castle Rock, CO. There is no charge for this program co-sponsored by the Intermountain Chapter of the NRHS.

1998 Trips and Events – Start Planning Now

April 19th RTD Light Rail trip: We will cover the entire RTD light rail line as well as tour the "carbarn". A member of the RTD staff will give us an update on the Santa Fe Corridor extension. The trip will depart at 8:00 AM from I-25 & Broadway, returning at 10:00 AM. Photos stops are planned! Our tour will be combined with a cookout, starting at 11:00 AM, at the Federal Center, to inspect the progress on D&IM 25. The car will be outside, weather permitting, for photographs. The restoration team will be on hand to review past progress and future plans. Tickets will be available starting in February.

Spring Royal Gorge trip: We have already contracted with the Denver & Royal Gorge to charter a car on this new operation. The D&RG will operate from Canon City to Texas Creek with a 10 minute stopover in the Royal Gorge.

Dates and prices are yet to be resolved but this is one trip you won't want to miss! A charter bus will be available for those who wish to travel in a group.

Night Photography Session: The Colorado Railroad Museum has informed us that they will NOT be operating the 346 in April. Because of this, we are postponing our night photography session to a future date. Watch for the new date.

If you are interested in helping, we need volunteers to assist with all the details of a big trip. This includes arranging for buses, hotels and working as "car hosts" on the train. If you want to serve on the Trip Committee, please call the Club telephone and let us know! If you want to present a program or know someone who would be of interest to our group, please let us know.

NO. 25 Restoration Update

(continued)

The Rocky Mountain Railroad Historical Foundation continues to have regular board meetings where planning for financing and discussions about strategies for No. 25's future use take place.

Don't Forget to Renew!

Please renew your membership as soon as possible. Regular membership dues for 1998 are \$20.00 and associate membership dues are \$10.00. In order to maintain your membership number, your dues must be received by April 1st.

When renewing your membership, don't forget to enter the annual book drawing. Chances are \$2.00 each and the money provides additional funds for preservation of the Club's historical railroad equipment.

ROCKY MOUNTAIN RAILROAD CLUB 1998 Book Drawing – April 7, 1998

Name _____

Address _____

City, State, Zip _____

Chances in the drawing are \$2.00 each.

Please print or type. Winners need not be present.

ROCKY MOUNTAIN RAILROAD CLUB 1998 Book Drawing – April 7, 1998

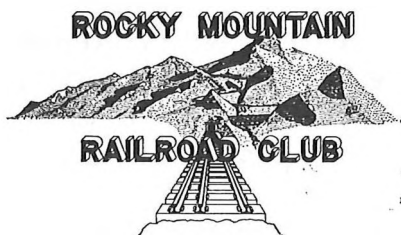
Name _____

Address _____

City, State, Zip _____

Chances in the drawing are \$2.00 each.

Please print or type. Winners need not be present.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

RONALD O GABEL
5535 S QUAIL ST
LITTLETON CO 80127-1803