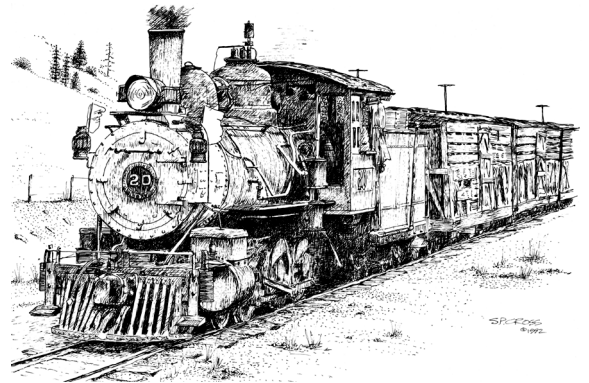


ROCKY MOUNTAIN RAIL REPORT



JANUARY 2000

No. 484

ROCKY MOUNTAIN RAILROAD CLUB

George Beam Photos

By Jack Thode

January 11, 2000 • 7:30 PM

Plan now to join us at the January meeting for a program featuring historic George Beam photographs presented by Jack Thode.

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.

Annual Meeting Report

By Steve Mason

The annual meeting of the Rocky Mountain Railroad Club was Tuesday, December 14th. The annual meeting also included the election of new officers and directors to the board of directors, a program, and honors to several members.

The membership cooperated with the President in conducting a swift and concise annual meeting. President Blouch is to be commended for smoothly and quickly conducting the annual meeting.

Next, Jimmy and Carolyn Blouch made a presentation to Jim and Lil Ranniger for their conducting world famous "Ranniger's Roadbed Commissary." Many of us remember the delicious meals they provided for sixteen years, a high point of many Club outings. Part of the presentation was a scrapbook containing member's photos of Jim and Lil cooking. Lil remarked, "We were always too busy cooking to take photos, so we appreciate



A scrapbook was presented to the Ranniger's at the annual meeting. From left: Jimmy Blouch, Lil and Jim Ranniger.

this collection of photos." Jim Ranniger also served as Club President in 1981 and 1982.

Continued on Page 7, Column 1

2000 Events Schedule

February 8 Meeting:	D&RGW Cumbres & Silverton Branch
March 14 Meeting:	Vintage UP Steam & Diesel Passenger Trains
April 11 Meeting:	Colorado Springs Trolley Status
May 9 Meeting:	Slide Potpourri
June 13 Meeting:	To Be Announced
July 11 Meeting:	To Be Announced
August 8 Meeting:	To Be Announced
September 12 Meeting:	To Be Announced
October Event:	Annual Banquet
November 14 Meeting:	To Be Announced
December 12 Meeting:	To Be Announced

The deadline for items to be included in the February *Rail Report* is January 17th.

E-mail Address List

Sherm Conners is compiling an e-mail list of RMRRC members. He plans to periodically update everyone on the list.

Please e-mail your e-mail addresses to Sherm Conners at shermgen@uos.net.

From the President

By Dave Goss

Happy 2000! I'm hoping that if you're reading this we've all survived the dire predictions of the doomsayers and that January 1st was just another day. But for the Rocky Mountain Railroad Club it is the beginning of our 63rd year. That's worth celebrating everyday.

It's a bit intimidating to be writing this column as a new President because it's tough to follow those before me. I commend Jimmy Blouch and his terrific wife, Carolyn, for all the things they've done for this club in the last three years. There are many things that we didn't know they were doing until the act revealed itself. They organized the World Headquarters and inventoried and cleaned everything stored there. They arranged for the mounting and framing of historic club photos at their own cost and covered many expenses without seeking either reimbursement or thanks. They helped at the museum on many occasions and of course, emceed every Club meeting for three years. Thanks Jimmy and Carolyn.

This will be an exciting year for the club. We are anticipating the publication of a new book, being an updated, reformatted edition of Jack Thode's 1972 *Century of Passenger Trains*. This is a history of

passenger service on the Denver & Rio Grande Railway. Jim Ehernberger has been instrumental in this publication and we should all be looking forward to this title. We are also planning to release a new video containing Otto Perry's footage of the Santa Fe Railway and a second video containing rare, historical coverage of the Uintah Railway.

As always, the Board will be looking for ideas and suggestions from the membership. We are also looking for volunteers to help plan and direct Club trips, help maintain the Club's website and to do many other tasks. Steve Mason says it best when he asks for anyone with a little time to help out, whether it is at the museum restoring equipment, as a speaker at a Club meeting or working a train show. This is your Club and we'd love to have your help.

As always, feel free to call me or e-mail me (MICK11@aol.com) with any suggestions you have. We will also periodically include a summary of the Board's actions so you can stay informed. Thanks for your support and let's enjoy the year 2000 in many special ways with this fine organization.

Ridgway Railroad Museum Activities

By Karl R. Schaeffer

The Ridgway Railroad Museum has acquired the following major artifacts and moved them to their display site at the Chamber of Commerce:

1. DRGW 5574 Stock Car which was returned from Oklahoma. We repaired the brakes, the roof support beams and the doors. We painted it black and will be stencilling it soon.
2. A small 4-wheel coal(?) car built by the C.S. Card Iron works in Denver.
3. The "Outbuilding" that went with the Ridgway Depot. We applied a new roof, installed new floor support beams, reinstalled the doors and cleaned up.

In addition, I have a personal project to accurately recreate (full size and working) RGS Motor #1. This is the Buick that was built in 1931 and scrapped in 1934. I have acquired an appropriate Buick and have a good start. There are specific plans for most of the parts while some are finished and ready to apply. I still need some critical information to reduce guesswork. Our Web site includes photos of the original and of progress on the new Motor #1. I expect to have it running this next summer. Any help with photos or other information would be greatly appreciated.

Please take a look at the museum website at www.ridgwayrailroadmuseum.org.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

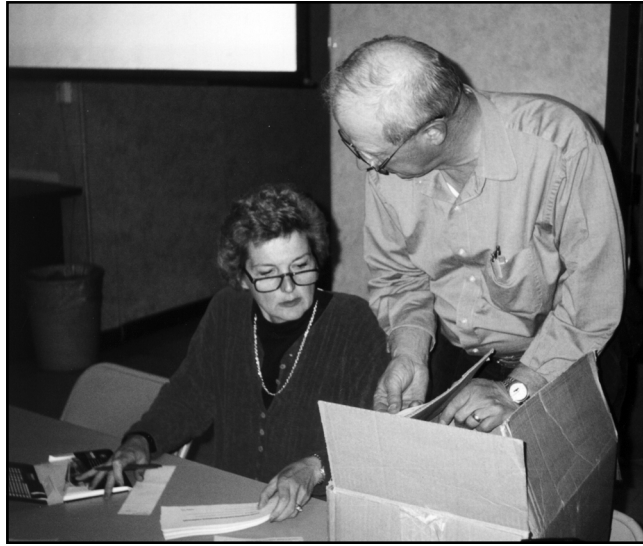
Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

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

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Rocky Mountain Railroad Historical Foundation Fund Raising Update

The Trustees of the foundation wish to thank each of you that supported the foundation's fund raising efforts this past year. While our present goal to restore #25 has not been fully achieved, we have made huge strides. This would not have been possible without your financial support and your volunteer efforts whether it was actual work on the car or help with the administrative work or the execution of the several functions that we had in 1999.



Jean and Dave Gross receive Rocky Mountain Railroad Historical Foundation donations at the annual meeting.

We are now embarking on the fund raising campaign of the year 2000. This is the projected year of completion for car #25. It is most exciting to know that we are on schedule as long as the funding continues. While we continue to seek corporate assistance, the support of the foundation members is still the key factor in making this project come to fruition.

As you know, each member of the Rocky Mountain Railroad Club is a member of the foundation. Members will be receiving a letter from the president, Dave Gross, in regard to how very important support from you is this year. Please take a moment to read it and respond to the request he has made on behalf of the foundation.

This year's drive was kicked off with a matching challenge from Dave Gross. The challenge was held at the annual meeting in December. It was the third annual challenge and surpassed the two previous years. This meant that Dave had to come up with more money to match, so it was a very successful beginning to a very important year! Please note that all the trustees give not only of their time but also, financially, which shows the dedication of the leadership of this foundation.

The total of \$780.00 to be matched, raised by the support of the following people, is greatly appreciated:

Mr. Ronald Bill, Mrs. Marjorie Braisted, Mrs. Erwin Chaim, Mr. & Mrs. John Dolan, Mr. Tom Fisher, Mr. & Mrs. Frank Gill, Mr. Thomas Gill, Mr. Dennis Haeefe, Mr. William Haeefe, Mr. & Mrs. Noel Hover, Mr. James Hurt, Mr. Charles Leher, Mr. & Mrs. Steve Mason, Mr. & Mrs. Bruce Nall, Mr. Robert Neher, Mr. & Mrs. Lester Nelson, Mr. Tom Peyton, Mr. & Mrs. Eugene Roller, Mr. Ardie Schoeninger, Mr. Phil Scholl, Mr. Ted Sherman, Mr. Harold Topping, Ms. Cynthia Trombly, Mr. Phil Wise, Mr. & Mrs. Harrison Wroton

The foundation has also received donations with membership renewal from the following people; Mr. Thomas Beckett, Mr. John Buckman, Mr. & Mrs. Robert Campbell, Mr. & Mrs. Jonathan Esty, Mr. & Mrs. Herbert Farrell, Ms. Johanna Harden, Mr. Ian Hastie, Mr. Charles Livingood, Mr. & Mrs. George Shaw.

Of particular note: Mr. William Anderson has purchased the restoration of a half seat in memory of his grandfather, Emil Walter Anderson. Emil was a member of the

Rocky Mountain Railroad Club Rocky Mountain Railroad Historical Foundation Election Results

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

Officers:

President	Dave Goss
Vice President	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

Directors:

Ken Hampton
Ron Kaminen
Bob Wilson

The new directors join Dave Gross as carry-over director. Carry-over directors Jim Ehernberger and Steve Mason were elected as officers creating two vacancies which will be filled by the Board of Directors during January.

Ken Hampton, Ron Kaminen, and Bob Wilson, by being elected to the club's board of directors, automatically become Foundation trustees.

These nine trustees will meet in January to elect officers for the Rocky Mountain Railroad Historical Foundation for the year 2000. Results of the meeting will be published in the next Rocky Mountain Rail Report.

Railroad Club in the fifties and sixties. Bill Anderson is not quite sure of the exact date and is asking anyone who might remember his grandfather's membership to call Jean Gross at 303-779-5186.

As you can see, 2000 is off to a great start for the foundation, but it is up to each one of you to keep the momentum going. The restoration costs this year will be the most expensive, so please consider us as you plan for 2000. If you have any question please contact any foundation trustee or call 303-779-5186.

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 to note the rail activities occurring in and around Colorado.

CalTran Car Headed for Montreal

CalTran bi-level commuter car, CDTX 4002, was at Union Pacific's North Yard, Denver, CO, 11/29/99. The car arrived Denver on the Roper Yard (Salt Lake City, UT) to Denver train. The car moved to UP's 36th Street Yard, Denver, CO, continuing its journey east to Montreal, Quebec, Canada. – *The Colorado Zephyr*

BNSF AC4400CW's

BNSF's three new GE built AC4400CW's operated across Colorado on 12/12/99, but needed help from an EMD SD70MAC, BNSF 9912. The BNSF 5600 had load regulator trouble putting it out of action – idling only in the rear distributed power (DP) placement. BNSF's Jacob Ranch Mine, WY, to Houston Lighting & Power Parish Power Plant at Smithers Lake, TX, BNSF train symbol C-JRMSLP-286, is the train the 5600's were working.

BNSF 5601, GE test car Gemini #90, BNSF 5602, and rear distributed power BNSF 5600 was the setup from the Powder River Basin's Jacobs Ranch Mine. The train moved through Guernsey, WY, Morrill, NE, south through Sterling, CO, then west towards Denver on 12/1/99. The train arrived Denver's 31st Street Yard around 2:00 AM, 12/2/99. GE had wanted to repair BNSF's load regulator at Denver, but too many trains prompted BNSF to run the train south on the Joint Line adding BNSF 9912. GE technicians were planning to make BNSF 5600's repairs at Pueblo, CO, late 12/2/99.

BNSF 5601 South stopped at Big Lift, south of Littleton, CO, to add two SD40 pushers, BN 6797 & 7806. The train had left Denver at 7:00 AM, and made a smooth trip to Palmer Lake, CO, by 11:00 AM, 12/2/99. At Colorado Springs,



BNSF's newest General Electric power is three AC4400CW's. BNSF received them in November 1999. After familiarization training at different shops, they were put together and tested on Houston Lighting & Power trains in early December. Train C-JRMSLP-286 (Jacobs Ranch Mine, WY, to Smithers Lake, TX) was the first train with BNSF 5601, GE Test Car 90, and 5602 that made three round trips to Texas. – Photo © Chip Sherman.

a BNSF road foreman from Pueblo joined the train to see the new units in action.

– *The Colorado Zephyr*

BNSF 5600 had a bad TIM panel, which reduced its distributed power capabilities. The General Electric technicians swapped panels with 5601 at Pueblo and got the DP back up. BNSF 9912 came off at Amarillo, TX.

Early reports back from the GE team riding say that, except for the bad panel, the units did great. The operating crew reported that they came up Logan Hill at 14 m.p.h. with 16,000 tons, as opposed to 9 m.p.h. with a comparable train and three SD70MAC's. The operating crews also commented on the quietness of the cab and the smoother ride under load. – *Mark*

BNSF has about 20 scheduled for delivery in 2000. The Mean Days Between Failure (MDBF) on the MAC's and the SD75's hovers around 45 days, while the General Electric -9's MDBF is around 75. The Burlington Northern made such huge orders that the ones being delivered now are the remains of BN contracts. BNSF is not thrilled with the shop time the MAC's require, that's why they're sampling AC4400's, BNSF 5600-5602.

BNSF's second test trip between the Jacobs Ranch Mine, WY, to Houston Lighting & Power Smithers Lake, TX, was BNSF coal load C-JRMSLP-295 with 115

loads. Train loaded on 12/9/99. BNSF 5601, GE test car 90, Gemini, and BNSF 5602 was on the McCook to Denver, CO, segment on 12/10/99 at East Switch, Wiggins, CO. – *The Colorado Zephyr*



GE/BNSF test train with the new AC4400CW's, 5600 (on rear), 5601 and 5602 with GE test car 90, Gemini, on the 2nd Trip to Texas, 12/10/99.

– Photo © Chip Sherman

TRAX Salt Lake City Opening

Crowds triple the size expected jammed into Salt Lake City this past weekend to ride the rails on opening day. More than 50,000 people waited for hours in the cold for their free rides, and tempers were short, especially when the brakes jammed on one of the cars. Many passengers who finally made it on the trains refused to get off. The final 37-Million-dollar check from the federal government to pay for the system was presented at the ribbon-cutting ceremony, attended by Governor Mike Leavitt and various other dignitaries.



The Utah Transit Authority opened its new light rail system on December 4 & 5, 1999, serving Salt Lake City, Utah. Cars 1003 and 1020 are shown testing in front of the Union Pacific depot (now void of tracks west of the station) on November 18, 1999. The destination boards stated "Training Car." – Photo © Mike McGowen.

After nearly a decade of studies, planning and construction, Utah's first light rail line, TRAX, short for Transit Express, began operation on 12/4/99. The 15-mile north/south TRAX line runs from Sandy City, a southern suburb of Salt Lake City, to the Delta Center, home of the National Basketball Association's Utah Jazz in downtown Salt Lake City (near Union Pacific's former passenger station).

The north/south line includes 16 stations, 11 of which include Park and Ride lots featuring between 59 and 414 parking stalls. TRAX runs two-car trains for general service and four-car trains for special events.

Operating hours for TRAX are 5:00 AM to midnight, Monday through Saturday. TRAX runs at 10-minute intervals during peak commute time, every 15 minutes during midday hours and every 30 minutes during off-peak evening hours. A trip along the entire 15-mile line takes approximately 36 minutes, including all stops.

For more information on TRAX call 801-262-5626 or visit the Web site at www.utabus.com. – *Utah Transit Authority courtesy of Mike McGowen*

New BNSF Deliveries and Repaints

Information on late 1999 BNSF deliveries and repaints from Keel Middleton, used with permission. The accuracy of the list is not guaranteed.

New BNSF deliveries:

Dash 9-44CW:
 4537-4559 Heritage 2 delivered new 10/99
 4560-4577 Heritage 2 delivered new 11/99
 4579 Heritage 2 delivered new 11/99
 4582-4583 Heritage 2 delivered new 11/99
 4585 Heritage 2 delivered new 11/99
 4591 Heritage 2 delivered new 11/99

AC4400CW:
 5600-5602 Heritage 2 delivered new 11/99

SD70IAC:
 8942-8958 Heritage 2 delivered new 10/99

BNSF Repaints:

Dash 8-40BW:
 580 Heritage 2, ex-ATSF 580, 11/99

GP38:
 2130 Heritage 1, ex-BN 2130, 10/99
 2131 Heritage 1, ex-BN 2131, 10/99
 2185 Heritage 1, ex-BN 2185, 10/99

GP38-2:
 2300 Heritage 1, ex-BN 2300, 10/99
 2345 Heritage 1, ex-BN 2345, 10/99
 2312 Heritage 1, ex BN 2312, 11/99

GP39M:
 2810 Heritage 1, ex-BN 2810, 11/99
 2876 Heritage 1, ex-BN 2876, 11/99

GP39V:
 2972 Heritage 1, ex-BN 2972, 10/99

GP50:
 3136 Heritage 1, ex-BN 3136, 10/99
 3160 Heritage 1, ex-BN 3160, 11/99

SD40-2:
 7152 Heritage 1, ex-BN 7152, 10/99
 7332 Heritage 1, ex-CN 5056 SD40, 10/99
 7333 Heritage 1, ex-CN 5061 SD40, 10/99
 7334 Heritage 1, ex-CN 5066 SD40, 10/99
 7335 Heritage 1, ex-CN 5069 SD40, 10/99
 7336 Heritage 1, ex-CN 5075 SD40, 10/99
 7337 Heritage 1, ex-CN 5227 SD40, 10/99
 7338 Heritage 1, ex-CN 5235 SD40, 10/99
 7339 Heritage 1, ex-CN 5239 SD40, 10/99
 7905 Heritage 1, ex-BN 7905, 10/99
 8040 Heritage 1, ex-BN 8040, 10/99
 8051 Heritage 1, ex-BN 8051, 10/99

Quite a variety. This gives you an idea how BNSF continues to receive new power and repaint the fleet.

– *The Colorado Zephyr*

BNSF Santa Train

BNSF Dash 9-44CW #684 was used as the power for a Santa Claus train that stopped at Niwot, CO, on 12/4/99. A photo of the train was published in the Boulder (CO) Camera newspaper. The unit moved south into Denver. – *Bruce*

Extra BNSF Z-train for UPS

BNSF is again operating an extra United Parcel intermodal train between Chicago, IL, and Denver, CO. The BNSF symbol is Z-CHIDEN8-(date of origin). The Z-train arriving Denver on 12/9/99 was Z-CHIDEN8-08 with BNSF 4819, BN SD60 9267 and BNSF 4425. Train arrived Denver shortly after noon on Thursday. – *The Colorado Zephyr*

Continued on Page 6, Column 1



As the century closes, look back 15 years at North Yard as seen from 48th Avenue on April 27, 1985. Denver & Rio Grande Western's SW-1200 #140 was working the caboose track. BN caboose 12038 was westbound on the 2nd Beer Train headed for Golden, CO. BN SD40-2 #8068 was pulling train 195 out of Denver for Seattle, WA. How things have changed! – Photo © Chip Sherman.

OS Colorado

Continued from Page 5, Column 3

Amtrak Rail Sale Web Bargains

To capitalize on the growing electronic commerce opportunities, Amtrak has improved its online web discount program – Rail Sale.

The program, which is accessed through Amtrak's Web site, www.amtrak.com, allows customers to purchase tickets for selected one-way coach seats at discounts of 60 to 90 percent. This is similar to the Internet practices of most major airlines.

Discount fares are offered on seats that, based on sales history, would not have sold otherwise. New limited time bargains on more trains are added at the start of every week. – *Amtrak*

Heritage II BNSF Dash 8-40BW #580

BNSF Dash 8-40BW #580 (series BNSF 500-581, only 81 units in this series on roster in 1999) led an LMX unit west on the Kansas City – Denver hotshot, Z-KCMDEN1-11, arriving Denver on 12/12/99. It arrived about 2:15 PM at Rennick Yard, Denver, CO. The former Santa Fe Warbonnet was the first B type

truck, Dash 8-40BW seen in Heritage II paint scheme! The BNSF 500-series are all ex-ATSF units that carried 500-series numbers.

BNSF 580 East left Denver 12/13/99 on the H-DENKCK1-13 (Denver, CO, to Kansas City train of 12/13), leading with LMX 8574. – *C.W.*

Ski Train Begins Denver to Winter Park

AnSCO's 1999-2000 Ski Train season began Saturday, 12/18/99 and will run until 4/2/00. The Ski Train operates from Denver Union Station to Winter Park, CO, using Amtrak F40PH's and 17-passenger cars. The three rear cars are dome sleeper CALIFORNIA, lounge UTAH and business car KANSAS, ex-Rio Grande #100 WILSON MCCARTHY. AnSCO again has leased Amtrak F40PH's 311, 392 & 403. The 403 was the lead unit for the first trip. Train was assembled at Denver Union Station, track 2, on 12/13.

The train departs Denver Union Station at 7:15 AM Saturdays and Sundays. No trips operate Christmas Day, New Year's Day or 1/2/00. Friday trips begin 2/11/00 to 3/31/00. Reservations and info available at 303-296-4754. – *Robby*

Treasurer's Report – October 31, 1999

Revenue

Dues	17,088.10
Book Sales	8,326.91
Raffle Proceeds	868.50
Interest Income	2,405.41
Video Royalties	5,770.27
Video Sales	5,834.33
Merchandise Sales	675.71
Annual book Drawing	1,197.00
Trips	21,444.54
Banquet	2,550.00
Advertising	550.00
All Other Revenue	131.60
Total Income	\$ 74,267.37

Expenses

Newsletter	10,146.63
Trips	20,498.22
Banquet (Note 1)	5,431.54
Rent	2,240.00
Insurance	5,160.00
Printing other than Newsletter	2,482.97
Advertising	0
Meeting/Church Rent	1,460.00
Office Supplies	458.71
Video Purchases	3,583.04
Video Publishing (Note 2)	7,384.23
Repairs	0
Restoration	2,116.44
Train Shows	252.00
Royalties (Note 3)	3,582.00
Postage	4,890.90
Phones	743.56
Taxes and Licenses	1,106.52
All other expenses (Note 4)	2,441.39
Total Expenses	\$ 86,081.08

Net Loss this Fiscal Year \$ 11,813.71

Note 1: This item includes payment of 1998 and 1999 banquet expenses in the 1999 fiscal year.

Note 2: These video footage preservation expenses were not budgeted.

Note 3: These royalties were paid in advance on the balance of books in inventory and were not budgeted.

Note 4: This includes Internet charges, bank charges, copy services, etc.

Financial Assets as of October 31, 1999

General Checking	4,235.73
Class Plus Account	57,907.15
Raffle Account	4,744.70
Total Assets	\$ 66,887.58



Union Pacific No. 85 – Union Pacific 836 in Brighton, Colorado, in January, 1956. Photography by Neal R. Miller.

Annual Meeting Report

Continued from Page 1, Column 2

Steve Mason made and presented certificates of appreciation to equipment committee people for their long hours working on RGS 20 and D&RGW 0578. These people are as follows: Russ and Sue Stuska, Ralph Vance, Bob Tully, Duane Fields, Roger Sherman, Ken Gow, Matt Tomon, and Phil Scholl.

The Nominating Committee presented the slate of candidates to the membership as follows: President, Dave Goss; Vice President, Steve Mason; Treasurer, Fran Minnich; Secretary, Jim Ehernberger; Directors for two years, Ron Kaminen, Bob Wilson, and Ken Hampton. A motion was made and seconded for a voice vote. Voting was unanimous in favor of the slate. New candidates took office in January.

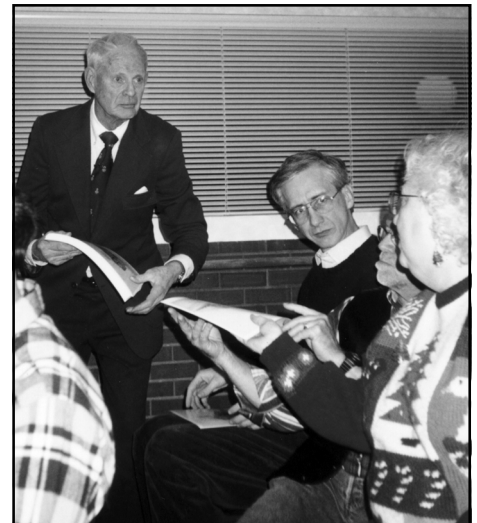
One of the highlights, for many members,



Equipment committee volunteers, from left in photo: Duane Fields, Phil Scholl, Matt Tomon, Roger Sherman, Ken Gow and Steve Mason.

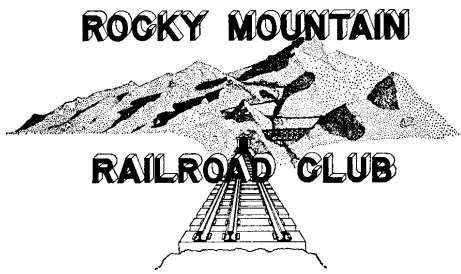
was the Tribute to Howard Fogg. Erwin and Bobbie Chaim shared an excellent program using two slide projectors and music by the Mannheim Steamroller. It was fast paced, all paintings were of winter scenes, the music fit well and the ending was perfect. Erwin was vice president for nine years. His duties included lining up programs. He knows

Continued on Page 8, Column 1



Since 1952, Neal Miller (standing left) has presented "Christmas Gift" copies of a photograph of his choice to members at the annual meeting. The photograph is then published in the *Rail Report* for the enjoyment of those members unable to attend the annual meeting.

Thank you, Neal, for your annual gift to the members.



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New officers and directors, from left: Steve Mason, Bob Wilson, Ken Hampton, Jim Ehernberger, Fran Minnich, Ron Kaminen.

Annual Meeting Report

Continued from Page 7, Column 2

precisely what needs to be done for a good show. His jokes are a standard fare and we secretly all look forward to them and enjoy them.

The outgoing board and officers then made a presentation to Jimmy and Carolyn Blouch for their three years of strong leadership as President and Secretary. Jack



A framed R. H. Kindig photo of RGS 20 at the Ophir Loop was presented to outgoing president, Jimmy Blouch. From left: Steve Mason, Jim Ehernberger, Dave Gross (holding the photo), Carolyn Blouch and Jack Thode.

Thode, who worked with both of them on the D&RGW, gave a speech of high praise. Jim Ehernberger presented a certificate of appreciation to Jimmy, then a large framed photo of RGS 20 at Ophir loop on the Rocky Mountain Railroad Club excursion of May 30, 1947. Carolyn was then presented with a certificate of



A Pendleton wool blanket was presented to outgoing secretary, Carolyn Blouch. From left: Jim Ehernberger, Carolyn and Jimmy Blouch.

appreciation and a Pendleton wool blanket with Union Pacific Overland logo woven into it. So we had the old with RGS 20 and the new with the merger of the D&RGW into UP.

We finished the last meeting of the century with cake, nuts and punch.