Rail Report

February 2016

No. 667

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Howard Fogg, WWII Fighter Pilot and Master Railroad Artist

Presented by Richard and Janet Fogg

February 16th, 2016 • 7:30 PM

This Meeting Is On The THIRD Tuesday, February 16th, Due To A Church Event.

The presenters are his son Richard and Janet Fogg who will talk about the famous painting ability of the railfan and Club member Howard Fogg and the fact that he flew P-51 fighter planes in World War 2.

Please join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

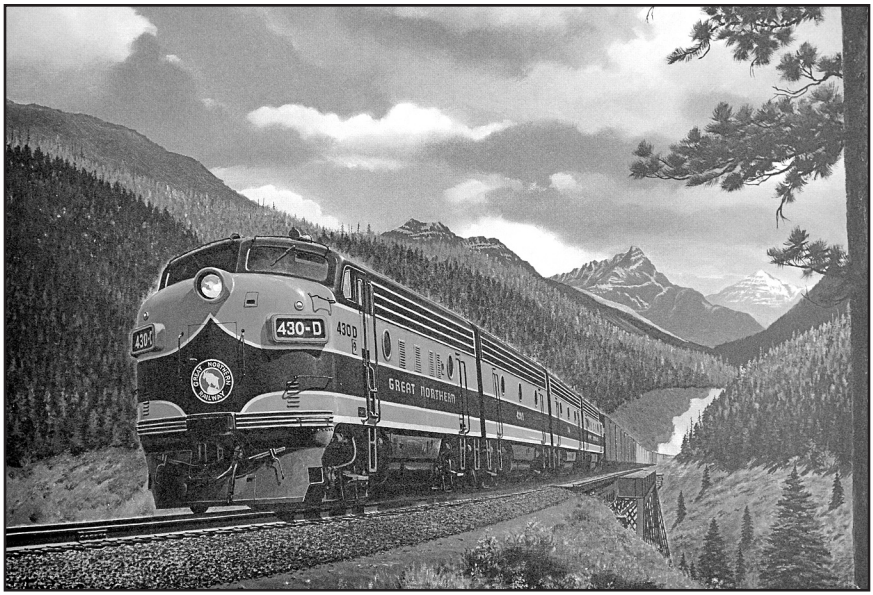
RMRRC 2016 Calendar

March 8th	Monthly Meeting and Program, "Images from the rail career of Phil Johnson."
April 12th	Monthly Meeting and Program, "Video of Steam in Romania."
May 10th	Monthly Meeting and Program, "*Trains* Magazine Colorado Railroads DVD," Presented by Jim Wrinn.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

Howard Fogg, WWII Fighter Pilot and Master Railroad Artist

New York Central #3014 leads a passenger train in this Howard Fogg painting.



Great Northern 430-D with a freight train is featured in this Howard Fogg painting.

For Rail Report 667, the masthead photo features Wabash 667 at Chicago on November 13, 1948. – Photo from the James L. Ehernberger Collection.

Notes From The President

By Nathan Holmes

I want to start off with a reminder. The Church is having a dinner in the hall for Shrove Tuesday, which happens to fall on our usual meeting night this year. Therefore, our February meeting will the third Tuesday, February 16th, instead of the regular date. Don't forget!

By the time you read this, the grace period for membership renewals will have ended and our membership secretary, Mike Tinetti, will have re-sequenced the seniority list. Renewal rates look good this year, with the mailbox having been flooded right away. The March *Rail Report* will come in an envelope, which will include both your 2016 membership card and an insert for the Foundation's railroad book auction. I'm just reminding everyone, since occasionally in years past we've had folks not thoroughly check the envelope and have accidentally tossed their membership card.

Trips for 2016 are still a bit up in the air, since Union Pacific turned us down on a potential Burnham tour and RTD & DTP are all but certain they won't be able to run trains before the public opening on the commuter rail system. That said, we recognize that a big part of our tradition as a club are our tours, so the board is working diligently to come up with a few for this year. Dave Schaaf has been working with DTP on another shop tour before opening day, and we have some other ideas we're exploring from the January board meeting. Announcements will be made at the regular meetings, via the *Rail Report*, and via our email list. If you have a tour in mind and have the contacts to potentially make it happen, let someone on the board know. We'd be happy for the help.

I'm keeping this short this month, so that we can include a bunch of material giving you a look back at the Burnham Shops. I hope to see you at the February meeting.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

Foundation Grant Applications Welcome

The application form for the Foundation's 2016 grant program has now been posted on our website. Help us spread the word to railroad history organizations who could use $1,000 for a summer 2016 project. For anyone interested in finding the application, please see the Club's website:

http://www.rockymtnrrclub.org

As with last year, we're looking for smaller, more achievable projects that the groups intend to undertake in the summer and fall of 2016. Preference will be given to projects that did not receive a grant last year, but recipient organizations are welcome to apply with new projects. We welcome everyone, as long as the project is directly related to railroad history, education, and/or preservation.

Denver RTD A-line test trains occupied Denver Union Station Tracks 1, 2 and 3 at one point in evening of December 15, 2015. – Photo © 2015 Bob Brewster.

Information For The Railroad Enthusiast

By Dave Schaaf

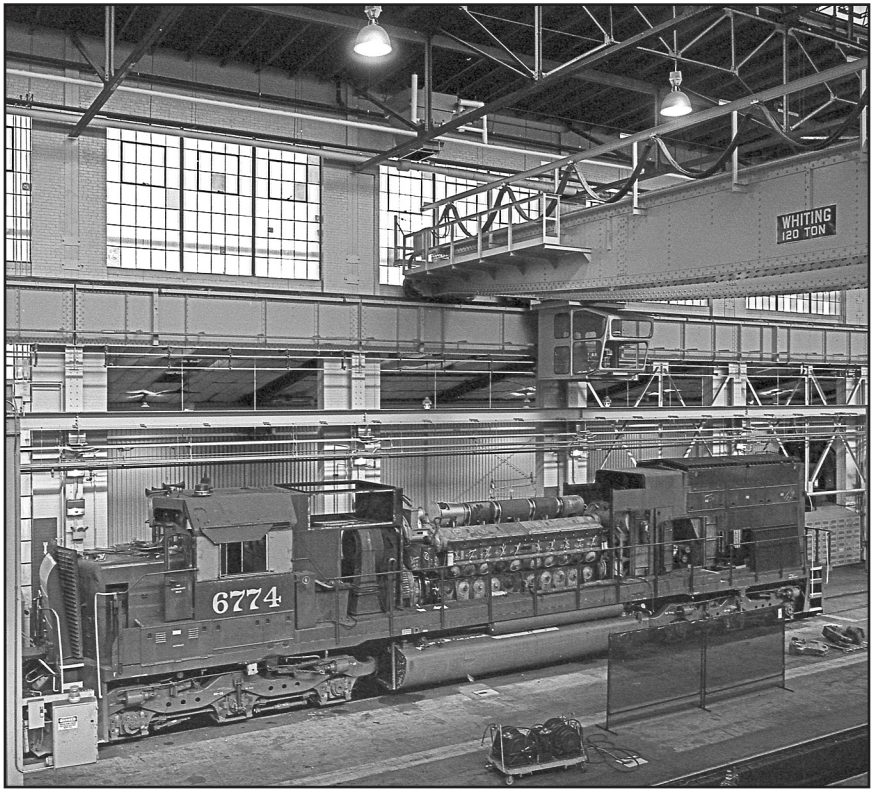
This year, 2016, is being referred to as the "Year of the Train" in Colorado. Some of the highlights include RTD opening new commuter lines in the Denver area, along with a light-rail extension in Aurora. There will also be national meetings of the Association of Tourist Railroads and Railway Museums, National Railway Historical Society, and the National Association of Railroad Passengers. *Trains* magazine is doing a special issue this spring about the state, and the editor Jim Wrinn will be our guest presenter at the May meeting of the Club.

Durango & Silverton Narrow Gauge Railroad had its best financial year in 2015. It was not an attendance record,

On December 19, 2015, a Denver RTD A-line Denver Union Station to Denver International Airport (DIA) test run with rear unit 4043 and 4044 passed the rebuilt grade crossing with crossing signals & gates at Havana Street and Smith Road in Denver. The A-Line to DIA opens on April 22, 2016. The UP CTC signals (at left) became operational October 15, 2015 on UP's Limon Subdivision between Park Hill and Mesa Siding, Aurora, Colorado. – Photo © 2015 by Chip.

but they are running more efficiently. The Georgetown Loop RR carried over 130,000 riders last year. That is a new high point since the changes that took place after 2004. The "Hinman" steel passenger car that moved up from Chama is now in service on better trucks with the name "Waldorf". The Loop also has 4 coaches from the White Pass line, 3 of them are in service. Their season will start Memorial Day weekend. Starting service by motor car that weekend is the Denver & Rio Grande line at South Fork, Colorado. The Royal Gorge Route served a record 115,000 passengers last year, and they will keep running on weekends until daily service resumes on March 1st.

Bridge work will be a priority for Union Pacific upgrades in 2016. Much of this will be replacing timber bridges in the southern part of that system. BNSF Railway has announced that they made a record investment of $6 billion in capital improvements in 2015. They have double-tracked more than 120 miles, and put about 900 new miles under



Southern Pacific SD45T-2R locomotive 6774 during a heavy-rebuild in the renovated Denver Burnham Shops on June 24, 1993.
– Photo © 1993 Bruce Nall.

centralized traffic control.

Amtrak's Southwest Chief travels through southeastern Colorado, and last year increased ridership by over 4%. The California Zephyr had more than 2% growth, and yet the 2016 budget for Amtrak was not increased by Congress.

Railroads in the U.S. saw traffic decline in 2015, with carloads down 6% overall from 2014. Coal and crude oil were down, but there was a slight increase in containers and trailers carried. Large numbers of cars and locomotives are now in storage, and thousands of employees have been furloughed.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these web services. Please give it a try!

Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Southern Pacific SD45R locomotive 7500 waits for its rebuilt prime mover to be reinstalled in the renovated Denver Burnham Shops on June 24, 1993.
– Photo © 1993 Bruce Nall.

Goodbye To Burnham Shops

From A Manuscript By Steve Shoe

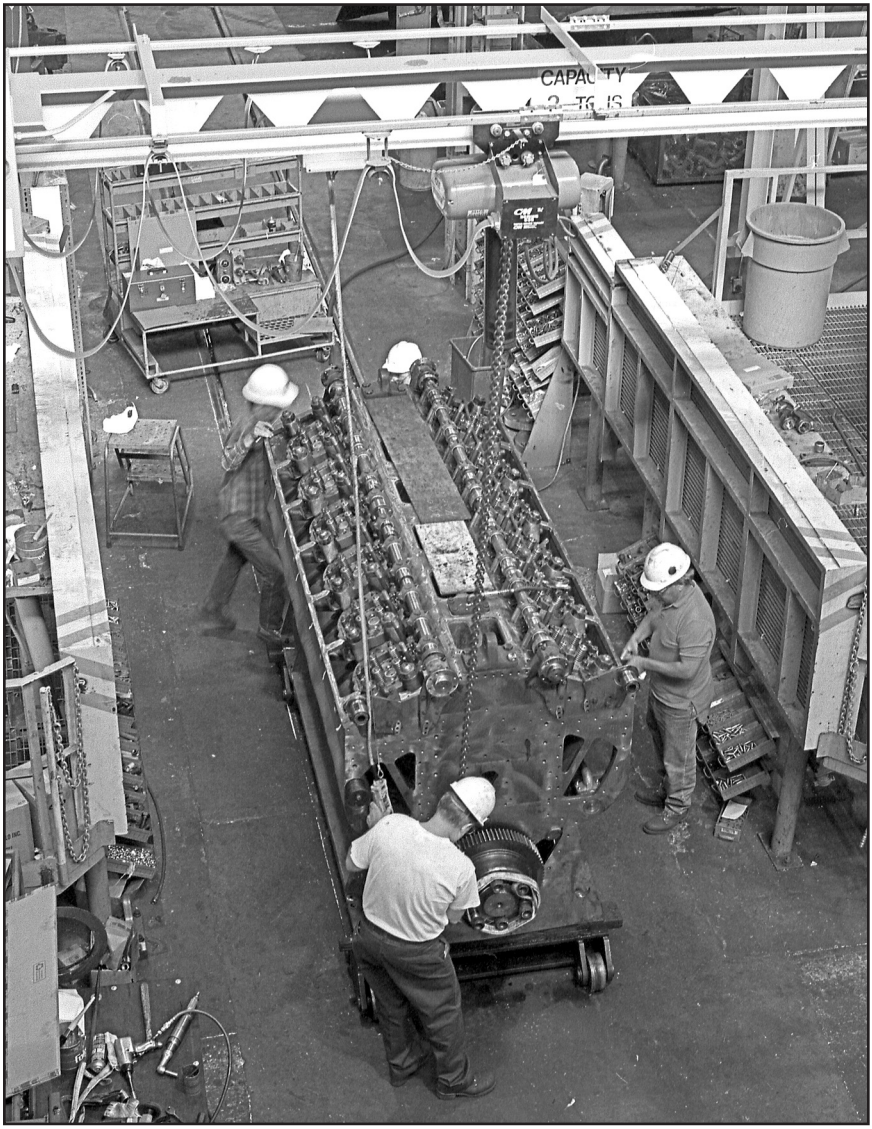
In the early 1990s, in an effort to reduce shop time on operating diesel locomotives, Southern Pacific spent $15 million to renovate Denver's Burnham Shops and brought in many workers from other SP locations. The heavy renovation of the shops allowed crews to turn out a heavy-rebuilt locomotive in five days with over 2,000 man-hours at a cost then of $200,000 each. Previously, 30 days was the standard turn around.

Even though the railroads were not specifically named, 1992 Colorado House Bill 92-1249 gave sales tax exemption to certain items used or purchased by railroad companies. This special exemption was given as an incentive for SP/D&RGW to move their rebuilding shops from California to Colorado. The 148,000 square-foot building consolidated the former SP locomotive maintenance operations that were relocated from Sacramento, California.

The main Burnham shop buildings, located at 8th Avenue and Osage Street in Denver, were built in 1924 by the Denver & Rio Grande Western Railroad.

In mid-November 2015, Union Pacific, the current owners of the building, announced that it will close the Burnham Shops on February 14, 2016, and sell the complex.

Goodbye To Burnham Shops



In 1993, much of the diesel prime mover refurbishment was contracted out to the Electro Motive Division of General Motors, the manufacturer of the locomotives. At that time, EMD used SP mechanical department employees to do the work. To expedite work, instead of warehousing parts, the “just in time” system shipped a one or two day supply of parts directly to the shop floor, skipping warehousing. SP employees replaced over a million parts (5,000 locomotive parts are replaced in a typical rebuild) in the first year of operation at Burnham.
– Photo © 1993 Bruce Nall.

The Headline From The *Denver Post*, On November 17, 2015:

Union Pacific to Close Burnham Shops on Feb. 14, 2016

Background Information Notes: The shops have been in operation since 1871. Besides Rio Grande engines, Rock Island and Missouri Pacific locomotives were once serviced at Burnham, and in more recent years those of the Southern Pacific and Union Pacific. The yards and shops at Burnham Station, two miles south of Denver's Union Station, were named after George Burnham, a partner and executive official at Philadelphia's Baldwin Locomotive Works and an early stockholder of the D&RG.

Events of Railroad History: A Day in the Shops at Burnham

Denver Times, July 10, 1898

Contributed by Dan Edwards

Fussy old No. 561 [built 1888] was foaming and fretting in her stall. Thin, slate-colored smoke blew in wreaths about her stack. A short, muffled roar rolled through the roundhouse as a grimy hand was testing the levers which controlled her. No. 561 was out of temper. From her exhaust came a low, sputtering hiss. She was just expressing her opinion of the favoritism that allowed No. 468, Chicago, Rock Island & Pacific, to back out of her stall and go slowly away with many a mocking ring from her swaying bell.

No. 561 had an appointment with a string of cars down the track, and if she did not get away soon, that frightful little switch engine puffing away out on the side track like the conceited little midget it was, would get ahead of her. But it would never do to appear jealous of that rickety little scrap pile, the switch engine. No. 701 [built 1896] sympathized with her stall neighbor, and now and then let out a short, sharp hiss of escaping steam just to show nervous No. 561 that she was not alone in regard to her opinions concerning that switch engine.

No. 586 [built 1890] secretly enjoyed the self-made troubles of No. 561 and calmly smoked the afternoon away. The work ahead did not worry staid old No. 586. Her smooth black boiler shown like a huge log of ebony. From it a stray sunbeam glanced as if the shining sides were of polished black diamond covered with white alkaline scales; the flues of No. 703 [built 1897] and No. 532 [built 1891] were piled in an unsightly heap just where dainty little No. 500 of the CRI&P could see them. Nos. 703 and 532 were sick. Both had arrived some time ago in a very bad condition. No. 703 had asthmatic troubles in her valves. No. 532 had rheumatism. There was a certain stiffness in her hind-off driver. The attack always came on when someone had to pull about 700 tons up that grade of 40 feet to the mile at Palmer Lake, some 50 miles away. At least so said crabbed little old No. 505 [built 1882 as No. 157; renumbered in 1887], the Patriarch of the iron band. This rusty outside and crusty inside old timer had seen more of railroading than all the polished painted dandies in the roundhouse. But poor old No. 505, like many another old timer in the West, your past services and glories are forgotten. There was a time when your rode in triumph through Iowa and Illinois across the plains and into cheering Denver upon the back of one of your slaves, a flat car. But such days are gone. No. 505 sits with her back to the engines gathered in a circle around the turntable. [Narrow gauge] No. 32, another old timer, tries to cheer No. 505 with silent

companionship, but the fires are out in both of them. This is what one reads in the eyes of the engines as he stands in the center of the turntable at the Denver & Rio Grande shops at Burnham in south Denver.

The dingy shops at Burnham contain the concentrated mechanical skill of centuries. The steam trip-hammer has been striking blows too great for Hercules for the past 16 years in the D&RG shops. Total cost for repairs for 16 years—less than $16. [Also] at Burnham is that restless giant the "bull-dozer." This machine, under the guidance of a human mind, takes a straight bar or band of white-hot iron and fashions it into any shape desired. It will crack a nut or crush a hand for its operation with equal indifference. Near it stands a pair of steel jaws, which bite through pieces of cold iron as if they were so much candy. An iron coupling used to connect freight cars was chewed into bits in a few seconds. This iron mouth does it coolly and easily without any jar or noise. Machinery, machinery everywhere. All around one in the D&RG shops at Burnham is moving metal. Up among the rafters are whirring belts conveying to distant quarters the power released from the coal by the great Corliss engine. Twisted among the machinery, coiled here and there in serpent-like shapes, hisses the air pipe. Compressed air is as useful at Burnham as is steam itself. Years ago when an 8,000-pound pair of engine drivers were to be lifted, a crane operated by pulleys and chains was attached to them. Then human muscles knotted and strained as inch by inch the load rose from the ground. This is now no more. One man quickly slips a hook over the axle of the wheels and turns a lever. The power of compressed air easily lifts the iron mass into the air, swiftly swings it around and places it without a jar upon its new resting place.

At Burnham they run locomotives without steam. The engine is cold. How is it done? With compressed air. Burnham is the D&RG hospital for sick, injured and broken-down railroad cars and engines. After a mishap on the rails the wounded engine drags itself and perhaps gives noble aid by drawing after it a line of splintered cars into the shops at Burnham. The master mechanic looks her over. This experienced engine doctor decides she needs a general overhauling. Her boiler is encrusted with alkali. Like a human being when ailing, she has been dosed and re-dosed with various kinds of mineral waters. But the alkali is still there. The pulse in her cylinders is irregular. She has sand in various places where it ought not to be and but very little of it where it ought to be, figuratively speaking, when hitched to a long train on an up grade over wet rails.

The doctor of engines orders her into the machine shop. Here she is taken all apart. Her places covered with grease and dirt are put into a hot bath of lye water for 10 or 12 hours. They come out bright and clean. The ends are taken out of her boiler. New tubes, pipes and flues are put in. The alkali crust on the inside is broken off. This sometimes gets to be from a quarter to a half inch thick in some parts on the inside of a locomotive boiler. It acts as a non-conductor of heat and prevents the water in the boiler from feeling the full effects of the fires in the fire boxes, thus making it difficult for the engine to make steam. This alkali forms in different amounts according to what part of the country the engine runs through—that is, the kind of water it uses. Below Pueblo on the D&RG to Minturn the

water is very bad for an engine. From Denver to Colorado Springs the water is good. An engine has to undergo an overhauling about once every three years. It is then thoroughly cleaned and repaired in every part. Worn or weakened pieces are replaced. The engine is run into the machine shop over a hole called the pit. Here the pit force of about four men dismantle, clean and repair her. It takes about a month to do the work. About seven engines a month are thus treated and cured [at Burnham].

To illustrate the enormous power often required in an operation in this place, a pressure of 200 tons, or 400,000 pounds, is developed when an engine driving wheel is pressed either on or off an axle. The work is done by means of a hydraulic press operated by oil. When an engine is again ready for the road, a new coat of paint is given her.

It will be noticed that an engine is always spoken of as "her." To speak of one of these gigantic pets of the railroad men as an "it" would be an insult to be promptly resented by every man connected with the road from the president down. The men affectionately pat the hard sides of these living machines, calling them "sweetheart," "old girl," "the old lady," and such pet nicknames as "old Sal."

The painting of an engine is quite an art. To give an engine its shining black skin costs usually about $50. Sometimes an engine, such as some of the crack Eastern flyers, has over $1,000 worth of work with the brush expended upon her dress. Velvet-like black, with here and there delicate tracings of red, white, blue and yellow and all ornamented through liberal use of gold leaf, is what makes some engines a thing of beauty to the artist.

After painting, a connection is made between the cold and empty engine and the compressed air reservoir. Air under 80 pounds pressure to the square inch is let into her. When the throttle is opened she literally feels the breath of life within her and moves. This air in her boilers is sufficient to run her out of the shop and sometimes even over to the roundhouse. Twenty men can pull a 60-ton engine four feet in ten seconds. This is done by means of cog wheels. In turn the engine can pull 10,000 men 1,000 feet in the same time. The usual steam pressure used when a locomotive is at work is 160 pounds to the square inch. A lone engine can be run over average grades with a steam pressure of 35 pounds. On an up grade with a heavy freight train behind her, an engine requires 200 pounds of steam to the square inch. The next time you see a steam boiler, imagine it covered with postage stamps and that each stamp could not be held in place by you even though you were to stand upon it with your full weight. Then you may get some idea of the power there is confined within the iron cylinder.

At the Burnham shops it takes just five motions and five seconds to make an iron bolt. The bolt machine shows evidence of possessing independent thought. To the men in the shops iron is but metallic wax. They mold it, play with it, and break it as the caprice seizes them. It is a terrible fact that in all machine shops it is the constant aim to do away with human labor, to make a senseless machine of iron take the place of [a man]. A machine costs less than a man. It lives longer. It does more work. How machinery is crushing skilled human hands is seen by the fact that today the D&RG blacksmith shop employs only 30 men to do the blacksmith work of the entire D&RG system, while but 15 years ago, with only

about half the work to be done, 100 men were used. A single illustration in regard to the making of grab irons for the cars, when a few years ago the law suddenly required that all cars should have them, shows the value of some of the machines in the Burnham shops. Grab irons were being turned out by hand by two men at the rate of 200 per day. This was expensive, but as this was a new requirement, no single machine was fitted to do the work. But by using certain machines in conjunction three men turned out 2,000 irons in one day, thus doing the work of 20 men.

There are 400 men in the Burnham shops. An army of workers, they do the work by means of brains and machinery using only simple tools. The men of the Burnham shops are gentlemen dressed in greasy clothes. Although not polished on some surfaces where the society darling shines, their faces are as intelligent as their arms are strong. Although they often violate the rules of English grammar in demonstrating a scientific or mechanical problem, their knowledge of mathematics and physics would shame that of many a college professor.

The men in the D&RG shops at Burnham are content. Not even the stockholders exceed those men in their interest in the road. "This road is a family affair," is the way one of the men expressed it. This road takes a boy at the age of 16, and if he is willing to work and what is of more importance willing to study, he will be educated in the shops and advanced without limit either as to position or salary until the president's chair is reached, that is, if he does his part. When a boy serves his four years of apprenticeship in the D&RG shops, he comes out with a first-class scientific education. His pay during those four years has been liberal.

The first six months the boy is in the shops he is an expense to the company, but he is paid for his time just the same. He is neither ornamental nor useful. He is only in the way. He must be taught, and that takes time and interferes with the regular work of the shops. But nevertheless the boy is taught and under the guidance of some of the best workmen in America he in time becomes as proficient as his teachers. The men at the D&RG shops are paid higher wages in all departments than in any other similar place in the country. The men themselves say this. Brains cost money. The more money you pay the more brains you will get, even from the same man. This is the principle which governs the D&RG. Its results are seen in the quotations on D&RG stocks and bonds. This in itself indicates nothing. The paper of any concern may be in demand through false reports and manipulation, although the men are justly turbulent and the road going to ruin. But when the men themselves are loud in their praises of the road and the officers and of the treatment and pay they receive, together with the fact that the roadbed and rolling stock are in the best of condition and up to date, then the figures on the blackboard of the New York Stock exchange mean something more than ordinary.

The men work under all the conditions possible for their health and comfort. They go to work at 7:30 a.m. and work until 4 p.m. with half an hour [break] at noon. The transcontinental carriage of the tramp, the freight car, has above it the halo of railroad romance. When a freight train goes doggedly by, the scarred freight cars remind one of dark, red bulls blundering along with blind persistence upon their way. The flying Pullman has the life of

the running racer; it is well-groomed and is an aristocrat. Dumb duty is the daily life of the freight car, slaving unattended and unnoticed. Two men in 50 hours can build a freight car. That is, put it together, as the raw material is all prepared by machinery in the shops. A freight car will live from 15 to 20 years. The mountains are hard upon the freight car. Air brakes kill a freight car. Going at the rate of 30 miles an hour, a mile every two minutes, with a load of 20 tons upon its back and being suddenly checked within a few feet by the resistless air brake makes the poor freight car groan and strain in its every joint. The minds which control the machinery of the D&RG shops have a perfect system for building freight cars, which reduces to the lowest limit possible at the present time the cost for repairs. One thing alone is saving 75 percent in the way of repairs on draw timbers, and that is a peculiar manner of connecting the draw-heads of a car by means of an iron rod, but the matter cannot be explained here.

The fact that a man must strike two blows with a hand hammer where none would be required if only a certain minor point could be perfected in a machine seems nothing in itself. But during the course of hours, days, weeks, months, and even years, these two blows of a hammer, taking but a few seconds in themselves, mean a cost surprisingly large to the company. To save time; to save labor; to save distance are some of the problems that worry the minds in the D&RG shops. This point is vividly illustrated in regard to flattened car wheels. A wheel rolling beneath a car, when caught by the brake, will often, in fact when used for some time, always catches and slides upon the rail. This is because the wheel is of uneven hardness, and part of the circle wears faster than the rest. This soon makes a car wheel irregular and therefore worthless. Now these wheels are taken to the D&RG shops and re-ground into true circles. After this the company gets more use out of these old wheels than it used to out of new ones. The savings of this machine [are considerable].

In the building of cars Oregon or Southern pine is the favorite wood used. Oak is going out. The reason for this is that pine is cheaper as to first cost, is more easily handled, has equal tensile strength with oak, is more springy and will not warp. The tendency, however, in the construction of all cars is to use more iron.

A great deal of interesting information can be picked up in the D&RG shops. It is an interesting fact that a pig is about the worst thing over which an engine can attempt to run. One would think that a 1,000-pound steer would be worse than a sheep for an engine to encounter upon the rails. But such is not the case. A pig is so low down near the ground and so greasy that the engine slides right up on to his porkship and then into the ditch. Sheep's wool acts a good deal as does the pig's fat in such cases. One also learns that improvements are what kill engines rather than use. For example, an improvement of the utmost importance is made in regard to a passenger locomotive whereby a high rate of speed can be maintained at a comparatively low cost for fuel. It is cheaper for the company to discard the engines thus made out of date and get new ones rather than attempt to use the old ones which consume the most fuel. When one road is through with an engine, it is fixed up and sold to a smaller road, where the requirements upon it are less. Thus an engine may pass through a number of

different hands before it is lost in the scrap pile. The same thing applies to passenger coaches. The richer roads are constantly improving their cars and selling the old ones. But with the poor freight car this is different. The freight car is born in the shops, wanders for years all over the United States and Canada, through tropic heat and Arctic winters, and at least is brought home to disappear. Its iron goes to the scrap pile and into other cars. Its wood is used for lighting engine fires.

On the whole, the D&RG shops at Burnham are a human hive of intelligent industry. The men are content to work under the skillful direction of such a master mechanic as C.H. Queraue. Of the superintendent of machinery, Mr. Henry Slack, the men speak as of a father. The individuals and institutions who are at war with their men may find a solution of that labor troubles by studying conditions in the Denver & Rio Grande machine shops at Burnham.

Cards Coming in March with Your *Rail Report*

The 2016 membership cards will be mailed to each individual member with the March *Rail Report*. You will receive an envelope with the *Rail Report* and your membership card(s). Please do not forget to remove the membership cards from the envelope. This combined mailing saves the club a significant amount of money.

The club uses a desktop printing approach. The cards are a punch out index card grade paper integrated card notice. The membership cards are a little larger than a standard business card.

Members asked why it takes so long to receive the cards. The answer is twofold. The first is the compilation and sequencing of the members cannot take place until the renewals received on or before the January 31 are processed by the treasurer. When this is completed, the one person desktop printing operation begins. First the labels are printed and affixed to the envelopes. Each sheet contains three cards, so after the sheet has been printed, it is cut up. The longest time consuming operation is making sure the same members cards go with the correct pre-labeled envelope. You should receive this mailing just before the March meeting, but it could be later due to time of processing.

Colorado Railroad Museum

For information call 303-279-4591 or http://www.coloradorailroadmuseum.org/event-listings

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers. Please contact the volunteer coordinator at the CRRM.

Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see http://www.cozx.com/nrhs.

Wednesday, February 17, 2016-5:30 PM. – Dinner Meeting at Red Lobster

Program: A Personal Planned Railfan Vacation – Guest Speaker, Steve Patterson

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Club and Foundation Officers

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Mike Tinetti, Nathan Zachman.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.
Regular membership dues are $35.00. Overseas regular membership dues are $45.00.
Contributing membership is $50.00. Sustaining membership is $70.00.
Patron membership is $100.00. Golden membership is $500.00.
An associate membership for spouses and children is $25.00 additional.
Members joining after April may send a payment of $3.00 for each month remaining in the year.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
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E-mail: selectimag@aol.com

Items for the March Rail Report should be sent by February 12th.

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