

RAIL REPORT

November 2020

No. 721



There Will Not Be A November Meeting In Barnes Hall

Update From The Union Pacific Steam Program

Presented By Ed Dickens, Jr.
November 10, 2020 • 7:30 PM

Ed is the senior manager of Union Pacific Heritage Operations and leads the team that restored the 600-ton Big Boy #4014 steam locomotive in Cheyenne, Wyoming. He will discuss recent improvements to the shop, tracks, and grounds around the Cheyenne Steam Shop. The roundhouse exterior had not been painted in 30 years, and 20 tons of dirt were dug out of the turntable pit.

Ed joined Union Pacific's steam team in 2004 and has led it since 2010. He was based in Denver with the Rio Grande/Southern Pacific starting in 1993, and after the SP-UP merger, worked engine service on all of the U.P. lines from Denver. His previous steam experience includes time with the Georgetown Loop and the Durango & Silverton.

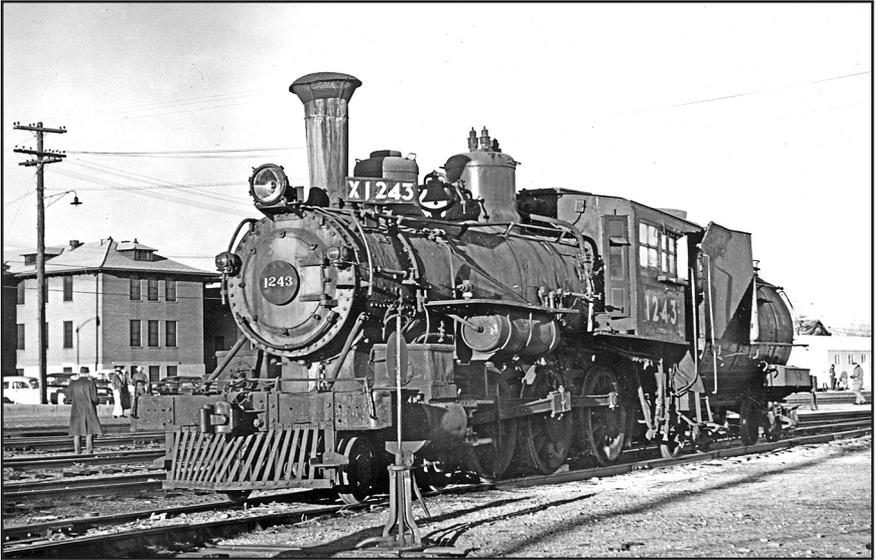
See Page 14 For Information On How To Sign Up And Participate.

RMRRRC 2020 Calendar

December 8, 2020 Annual meeting, elections, and program by Scott Lothes of the CRP&A.

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.

Update From The Union Pacific Steam Program



As part of the November 20th, 1960, UP excursion activities, the UP had taken the oldest UP locomotive out of the roundhouse and parked it in Rawlins, Wyoming, for photographs. The engine had formerly operated on the Encampment Branch between Walcott and Encampment until October 1955 when it made its last trip on a stock special. The UP retained this locomotive and it is now in the lower level of the Omaha Union Station Museum. Engine 1243 is a 4-6-0, built by Cooke Locomotive Works in 1890.

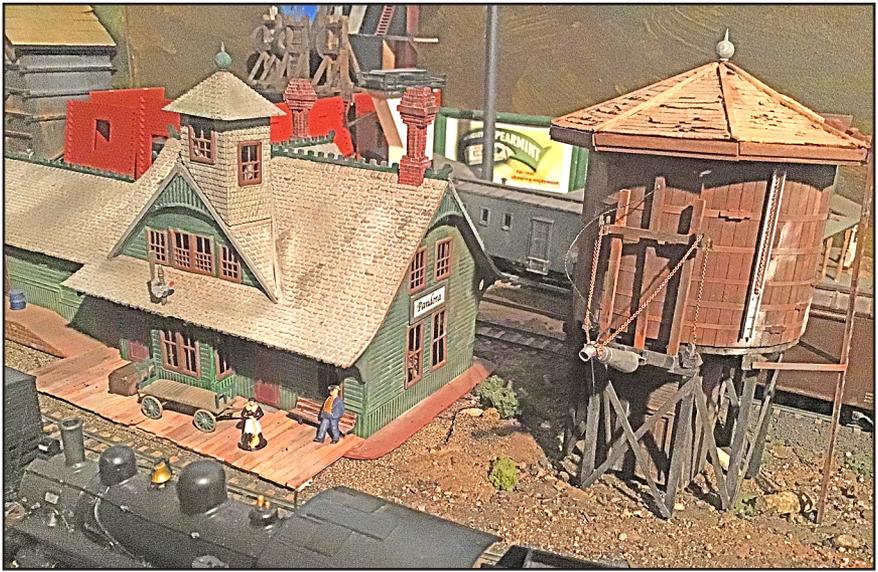
– F. H. Bahm photo from the James L. Ehernberger Collection.

Rocky Mountain Railroad Historical Foundation 2021 Donation Drive

Our 2021 goal is \$6,000 which will cover the basic grants for the upcoming year. Members and friends of the RMRRC Foundation's projects, please consider a donation to the Foundation. Donations should be by personal check made out to "Rocky Mountain Railroad Historical Foundation" and sent to:

**Rocky Mountain Railroad Historical Foundation
PO Box 2391
Denver, CO 80201-2391**

For *Rail Report* 721, the masthead features Milwaukee 721 at Council Bluffs, Iowa, on October 20, 1968.
– F. H. Bahm photo from the James L. Ehernberger Collection.



The Pandora depot and tank on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

From RMRRC President Denny Leonard – Tanks For Our Club

It's a warm and cooling colorful Colorado fall and your board is still meeting via web conferencing to do club business. As you will learn in this issue, we most likely will do Zoom general meetings for the balance of the year. Thank you Nathan again for the coordination and scheduling of our virtual meetings.

Our annual December business meeting which includes election of 2021 officers and board members will be a challenge for a quorum. We will announce our proposed method in the December *Rail Report*.

We continue to produce the colorful digital *Rail Report* which many members have commented positively on. The quality that can be economically delivered is wonderful.

I am asking all members who have email to receive the *Rail Report* by email. We will continue to mail a Rocky Mountain Railroad Club *Rail Report* to those who lack emails for some time. We intend to continue the availability of both formats with a difference in dues for 2021 because of the increase in production costs and postage. Regular membership with email delivery of the *Rail Report* will be \$30 or \$40 if a printed version is desired to be delivered by mail.

At Pandora in the above picture is a station but more importantly, a water tank. Steam engines took copious amounts of water. For example, A 92-mile round trip to Silverton on the D&SNG requires 10,000 gallons of water. In the early days of railroads, water tanks might be 7 to 10-miles apart

From RMRRC President Denny Leonard – Tanks For Our Club

because of the small tenders of the era. Later, more mileage between stops was possible because of bigger tenders and sometimes even an extra tender. Some eastern roads even had water troughs between the rails that allowed a tender to scoop up water on the run!

Water tanks came in every imaginable shape and types of mounting bases. Wood tanks were most common but steel was widely used starting in the 1890s. The tank at Pandora on the standard gauge O&W is the type best known in Colorado – created round by staves bound by iron or steel bands. It stood on a base built like trestle bents. Water sources were always an issue because of the quality and quantity needed. The little house under the tank served to insulate the pipes carrying the water upward. Pumps and windmills supplied the water and pressure to elevate it to the tank. The spout was pulled down to fill the tender. Many towns grew up at the water stops.

The great steam I saw this summer was No. 20 at the CRRM. How wonderful it is to have an F&CC/RGS engine running in Golden.

The year is flying by and we are asking for nominations for four officers and three board members for the Rocky Mountain Railroad Club. They will serve in 2021. A nomination committee has been formed and we ask members to forward any nominations to Andy Dell or an officer.

I continue to enjoy sharing with members about Colorado railroad history and our own history and stories and remembrances. It is important to continue to share. So, if the mood and literary gods move you, please feel to send articles or biographies to me for consideration for publication in the *Rail Report* or on our web page. As always feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

Happy Thanksgiving And Safe Travels.

A Call For Nominations For The Rocky Mountain Railroad Club

Elections are held every December during the annual business meeting.

Any member wanting to volunteer or nominate another member for either an officer or director position should

contact the nominating committee, Andy Dell or any officer or director at the November Club meeting or contact them through the Club web site or by mail to the Club, PO Box 2391, Denver, CO 80201-2391.

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 8, 2020, 7:30 PM, virtually through Zoom. These meetings are called for the purpose of electing Officers and Directors. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

Current Railroad Happenings



D&RG ten-wheeler #168 and three restored historic cars (RPO/baggage 65, coaches 256 & 292) make a run west from Antonito, Colorado, at milepost 287 on October 1, 2020. – Photo © 2020 William Diehl.

Membership Is Not Virtual However

This year the club will again send a renewal invoice to each member. Some households will receive more than one renewal. Expect to see the renewal invoices in your mailbox this month by November 10th. Each renewal form has spaces provided to correct any errors with your contact information. Members, if you have an email account please make sure we have the correct address.

Some members receive what appears to be a renewal invoice. The document sent is only for the confirmation and or collection of your correct contact information. There is no payment required but you can contribute to the Rocky Mountain Railroad Historical Foundation at: PO Box 2391
Denver, CO 80201-2391

The club uses a company called MailChimp to email out a color ver-

sion of the *Rail Report* and key monthly notices. The club wants as many of you who can to use this delivery method. The invoice form has a check box to sign up for email delivery.

The membership year is January 1st through December 31st of each year. There will be a change in dues for 2021. To keep membership in RMRRRC, your dues for the upcoming year are due by December 31st. Dues checks should be sent to: PO Box 620953
Littleton CO 80162-0953

Multimember households should return each membership form, but a single payment for the household is desired.

There is no grace period this year. The club will re-sequence the seniority numbers the week of January 10th. The club will mail the membership cards out the first week of February.



UP 844 at Cheyenne, Wyoming, on November 20, 1960, just prior to departure of the RMRRC special for Rawlins, Wyoming. The man on the left wearing the jacket is Otto Perry. – F. H. Bahm Photo from the James L. Ehernberger Collection.

Union Pacific Engine 844 Excursions

By James L. Ehernberger

This year is the 60th anniversary of when the Rocky Mountain Railroad Club operated the first Union Pacific 844 excursion between Cheyenne and Rawlins, Wyoming, on November 20th, 1960. The Rocky Mountain Railroad Club, founded in 1938, and was one of the most active independent (not affiliated with national groups) railroad club in the nation. The Club operated their first excursion on the Manitou & Pike's Peak cog road in 1939. Other than the war years, many excursions to remote railroad locations, as well as trolley trips were operated throughout its history.

The first U.P. excursion was operated

using Challenger 3967 between Denver and Laramie on May 17, 1953. This trip allowed passengers a final opportunity to photograph some of the last double-headed steam operations on Sherman Hill. One week later, the new Harri-man line was placed into service, and the Cheyenne helpers were eliminated.

At other times, the Club operated several "last runs" over various Colorado railroads, including several rare narrow-gauge excursions. Prior to the 1960 excursion, the last special train over the Union Pacific was on the Coalmont branch, out of Laramie, Wyoming, on September 15, 1957.

ROCKY MOUNTAIN



RAILROAD CLUB



BOX 2391
DENVER 1, COLORADO

UNION PACIFIC STEAM EXCURSION

NOVEMBER 20, 1960

ROCKY MOUNTAIN RAILROAD CLUB
P. O., BOX 2391
DENVER 1, COLORADO

Newsletter #15

Our Excursion Chairman, Ed Haley, has been attempting to arrange a Union Pacific steam excursion for several months, and it now looks like he will be successful. We have a verbal agreement to run the 844, the last 4-8-4 type locomotive built for the U. P., probably on Sunday, November 13, 1960. We cannot give any more positive information until we receive a written confirmation from the railroad, but an announcement will be prepared immediately after such a letter is received, and the announcement will be mailed to all Rocky Mountain Railroad Club members. The fare will be in the vicinity of \$20, which will include meals on the train, for a 560-mile trip between Denver and Rawlins, Wyoming, of which 350 miles will be by steam. Our Colorado & Southern, Great Western excursion was a sell-out, with passengers from states as far away as New York and California, and we hope the Union Pacific trip will be equally successful.

Union Pacific's last steam operations took place briefly in July of 1959. It was the Club's desire to arrange a "Farewell to Steam" excursion. Working through the Denver Passenger Traffic Department, that representative was unable to arrange a final excursion. The Club's Trip Chairman, Ed Haley, refused to ac-

cept this decision. As a final resort, he wrote letters to Omaha, including Mr. A. E. Stoddard, the Chief Executive Officer of the railroad, making a plea for at least one more final steam excursion. As a result, Mr. Stoddard also turned the request down.

Union Pacific Engine 844 Excursions

ROCKY MOUNTAIN RAILROAD CLUB
P. O. BOX 2391
DENVER 1, COLORADO

Newsletter #16

If you plan to go on our Union Pacific excursion, please send in the money for your tickets by Wednesday, November 16. At that time we must notify the Union Pacific of the number of **passengers** we expect to have, so they will be able to plan for our meals and have plenty of food for everyone.

The Union Pacific Railroad has generously donated the front number plate off engine 843 to the Rocky Mountain Railroad Club. (Note that this is the original, full-size engine number plate, not a replica.) This plate is mounted on a hardwood plaque, and it is planned to raffle it off on the train. Only holders of excursion tickets are entitled to participate in this raffle, although you need not be aboard the train to win the plate. Chances are \$1.00 each, and you may purchase as many as you wish, after you secure your excursion ticket; we will have raffle tickets on the train.

The Union Pacific has furnished us with the following schedule for our excursion on November 20th: Leave Denver at 7:00 A.M., stop at Greeley at 8:00 A.M., leave Cheyenne at 9:15 A.M., and after several photo stops, arrive at Rawlins about 2:45 P.M. The return trip should leave Rawlins at 3:45 P.M., Cheyenne at 7:35 P.M., and arrive at Denver around 9:35 P.M. Stops will be made in both directions at Greeley for the convenience of passengers from that area.

The locomotive we expect to use on our trip, Union Pacific 844, was the last passenger-type steam engine built for the railroad. It is now at Council Bluffs, Iowa, and we have the following tentative information for anyone who might be interested in following the engine when it is moved from Council Bluffs to Cheyenne. The 844 is scheduled out of Council Bluffs around 10:00 A.M. on Monday, November 14, and it will probably arrive at Cheyenne late the next day, November 15. It will most likely haul empty refrigerator cars on this trip, and while we hope it will follow the schedule outlined above, it is possible that last-minute changes may be made. At any rate, it will be in Cheyenne, all ready for our excursion to Rawlins, on Sunday, November 20.

A. O. Clint, Treasurer

R. H. Kindig, President

Time was passing rapidly, and Mr. Haley was hesitant, but decided to write to the Chairman of the Board of Directors, Mr. E. Roland Harriman, in New York. The response from Mr. Harriman was affirmative. He stated the Club would be contacted by a local officer to make arrangements.

[As a side note, at this time, the Union Pacific was considering mergers, and were always very protective of their public relations image. Whether this could have been leverage in making this decision, we will never know. -JLE]

Locomotive 844 was in Council Bluffs, Iowa, and was readied at the Omaha shop with a fresh coat of paint, and moved westward to Cheyenne (with two GPs on a PFE drag) a few days prior to the excursion. November 20th, was the date set.

The nine-car special train operated with diesel power on the Denver to Cheyenne segment. The fare for the sold-out train was \$20 (\$12.50 for children), and the ticket included a lunch-counter buffet on trays that could be carried to the coach seats.

Union Pacific Engine 844 Excursions



UP 844 departing Cheyenne for Rawlins with the Club excursion on November 20, 1960. – Photo © James L. Ehernberger.

Leaving Denver at 7:00 AM, it arrived Cheyenne, and departed about 40-minutes late following a slow freight train to the first photo location at Lynch, a siding about 25-miles west. Three photo run-bys were made on the Harriman line on Sherman Hill. A brief servicing stop at Laramie, topping off the tender and greasing the rods was made.

At a remote siding 11-miles west of Laramie, called Wyoming, the train allowed several passenger trains to pass, and a photo opportunity was made. Further west only two other photo stops were made, with the train arriving at Rawlins nearly an hour late. Servicing the locomotive, turning it on the wye, and handling the train in reverse between Rawlins and Cheyenne, delayed the departure until 5:40 PM, with a fast 80 mph run to Laramie for water and servicing. Arrival in Cheyenne was at 9:15 PM, departing at 10:10 PM, and

arriving Denver at 12:00 midnight. A long day, but no one complained.

At the time of this trip, most everyone was in agreement that if the U.P. retained the locomotive, it would never receive heavy repairs when due. However, this was not the case. Many excursions were operated, including some public relation trips for the Union Pacific. In 1969, the 8444 (renumbered because of a diesel now carrying number 844), was used to handle Golden Spike special trains between Ogden and Salt Lake City. The 8444 handled the last UP passenger trains over Sherman Hill on May 1, 1971, when AMTRAK took over the nation's operations. Then too, the EXPO 74 at Spokane, Washington, where the locomotive was on exhibit during that event. In 1984 the Union Pacific sent the locomotive to the World's Fair in New Orleans. Several executive specials and countless rail fan specials were operated.

Union Pacific Engine 844 Excursions



UP 8444 in Monroe, Louisiana, on March 14, 1984, en route to the World's Fair in New Orleans. Every place that UP steam operated, crowds formed.
 – Photo from the James L. Ehernberger Collection.

Today, the Union Pacific 844 is the Pride of the Union Pacific. It has always appeared to be the Queen of the Rails. Looking back, one believes it was the strong efforts of the Rocky Mountain Railroad Club's trip chairman, Mr. Ed Haley, who would not give up his drive with the management of the Union Pacific to get at least "one last farewell steam excursion." Because of that effort, we all owe a gratitude of thanks as we

now know the steam program (including restoring a Big Boy) and their public relations has continued all these years.

Not only should Mr. Harriman get our thanks, but each and every railroad employee and volunteer involved with the development of the Heritage Fleet and Steam Program, on up to the present deserve a hearty THANK YOU.

<p>Rocky Mountain Railroad Club No 225</p> <p>UNION PACIFIC STEAM EXCURSION</p> <p>DENVER, COLORADO TO RAWLINS, WYOMING AND RETURN</p> <p>Leaving Denver at 7 A. M., November 20, 1960</p> <p>Meals Included in Cost of Ticket</p> <p><i>R. L. Lindsey</i> President R. M. R. C.</p> <p>Half Fare <input type="checkbox"/> If Punched</p>	<p>CHEYENNE, WYOMING TO DENVER, COLORADO</p> <p><input type="checkbox"/> Full</p>	<p>Rocky Mountain Railroad Club</p> <p>Union Pacific Excursion</p> <p>November 20, 1960</p> <p>This ticket entitles bearer to one chance on front number plate from Union Pacific engine 843. Drawing to be held on train.</p> <p>No 221</p> <p>PLEASE RETAIN THIS STUB</p>
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Union Pacific Engine 844 Excursions



The UP 844 photo run-by at Perkins siding on November 20, 1960.
– Stanley Hutchinson photo from the James L. Ehernberger Collection.



The UP 844 photo stop at Wyoming, Wyoming, on November 20, 1960. The train took a siding here and made the run-by when they let some trains pass us. The sun was a problem, but the rear angle view was best, with the station sign.
– Photo © James L. Ehernberger.

On The Back Side Of A Raffle Ticket, Someone Wrote Part Of The Schedule:

Depart Denver on time (the brochure shows that plan).

Arrive Cheyenne about 40-minutes late.

Rawlins due 2:35, arrived 3:30 PM.

During servicing 2 eastbound passengers, City of LA, and City of SF, and one west-bound manifest passed.

Also shows (eastbound) City of St. Louis and a mail train by, Shows blocked by an eastbound freight and departed Rawlins at 5:40 PM.

Arrive Cheyenne at 9:15 PM. Left Cheyenne 10:10 PM.

Arrived Denver at 12 midnight.

Union Pacific Engine 844 Excursions



Workmen servicing the locomotive at Rawlins, Wyoming, on November 20th, 1960. – Neal Miller photo from the James L. Ehernberger Collection..



November days are short and this was the end of photographing steam on November 20th, 1960, at Rawlins, Wyoming, other than diesel trains passing. – Neal Miller photo from the James L. Ehernberger Collection.

Union Pacific November 20, 1960, Excursion Hand-Out

Welcome to our Union Pacific excursion--the first trip we have made with an 800-class engine in several years. The railroad is going to do everything possible to make this trip a success, and in return, the club officers request you to keep one thing in mind at all times during the trip:

SAFETY FIRST!

Please remember that the Union Pacific is a big railroad, with heavier traffic density and faster trains than we are used to on some of our branch-line excursions in the past. Always look both ways before crossing tracks, at any point on this trip, and wait for any approaching train to pass. Even though you may be temporarily cut off from our special train, it is safer to wait, and we will give ample warning before starting our train.

Meals will be continuously available in the lunch counter diner, and are to be carried from the diner back to your seat, to avoid crowding.

Our trip will take us over some very old routes, part of the time, and over some relatively new trackage at other times. Leaving Denver, we follow the route of the old Denver Pacific most of the way to Cheyenne, except for occasional relocations. Construction of this railroad began at Cheyenne in 1868, continued slowly through 1869, and was finally completed to Denver in 1870.

The Union Pacific main line, from Omaha to Ogden, is best known for its part in the completion of the first transcontinental railroad. The first rail was spiked into place at Omaha on July 10, 1865. The railroad reached Cheyenne on February 17, 1867. From Cheyenne west, construction problems became more difficult, as the track had to surmount the Black Hills of Wyoming. The original line reached a summit at a location called Sherman, in honor of William T. Sherman, famed Civil War general. Today a huge red stone pyramid-style marker, known as the Ames Monument, stands at this point, elevation 8,247 feet above sea level, the highest point on the original route. (It is about a half mile north of the present Sherman summit.) A short distance west of the old summit, the railroad crossed Dale Creek on a high, spectacular wooden trestle, which was later replaced by a spidery steel structure. The track then descended into Laramie, turned north to skirt the Medicine Bow Mountains, and headed west to Rawlins, Green River and Ogden.

About 1900, when E. H. Harriman controlled the Union Pacific, an extensive program of improvements was instituted, and some of the more difficult sections of the railroad were completely rebuilt. One of these sections included the Sherman Hill line, which was re-routed somewhat to the south of the original alignment, and crossed the new summit at an elevation of 8,013 feet. A tunnel not far from Hermosa, and a high fill over Dale Creek were major items in this new construction. The high steel bridge over Dale Creek was abandoned and dismantled at this time.

By 1950, serious consideration was being given to the construction of a third route between Cheyenne and the Dale Creek area. This line was to be held to a maximum grade of .32%, considerably less than the 1.55% encountered on the existing line via Sherman. Constructed as a single-track line from Speer to Dale in 1952 and 1953, this route is used principally by westbound trains, and practically eliminates the necessity of using helper engines. The former double-track line via Sherman is still used by most eastbound trains and an occasional westbound passenger or freight train of moderate tonnage. All three tracks are equipped with centralized traffic control, signalled for operation in either direction on any track, which results in an extremely flexible arrangement for the movement of heavy traffic over this difficult section of the railroad.

Our westbound trip will take us over this new line, and we plan to make photo stops at three locations: Lynch, Harriman and Perkins. In each case, the train will stop near the station sign while passengers desiring to take pictures get off the train. The train will then back to a point near the east switch, and return for the photo run. It will move completely past the photographers, stop, and back up to the original point, where we will get back on the train. To avoid delay, passengers should board the train promptly after each photo stop.

A fourth photo stop is planned at Wyoming, Wyoming, about 12 miles west of Laramie. In this case, we are on the double-tracked main line, where trains are operated at extremely high speeds, and passengers should not stand on either of the two main tracks. Our train will head into the siding, and make the photo run on this side track.

Because most of our photographers prefer a picture of the train without people in the way, a line should be formed in the general area of the station sign, or other location nearby which is agreed upon by those making the photo. Please do not get in front of this line and spoil someone else's picture.

At Rawlins, our engine will be turned and serviced, and the Union Pacific has generously arranged to have engine 1243 pulled out of the roundhouse and made available for photographs. This engine is a 4-6-0 type, and is the sole remaining example of the Ten-wheel type to be found on the Union Pacific today. It was built by the Cooke Locomotive Works in 1890, and was used on the Encampment Branch until a few years ago.

We will arrange to have engine 844 sound its whistle four times when our train is ready to depart from Rawlins for Cheyenne, so please board the train quickly when you hear this signal. Our return trip will take us over the alternate route from Dale to Cheyenne, via Sherman station.

The Union Pacific has very kindly donated the front number plate from engine 843 to the Rocky Mountain Railroad Club, and we have decided to raffle it off at \$1.00 per chance. The drawing will take place in the afternoon, after we leave Rawlins on the return trip. You may purchase tickets on the train for this raffle. As a consolation prize, an additional ticket will be drawn, and the winner will be presented with a copy of the club's recent book, "Pictorial Supplement to Denver South Park & Pacific."

The Officers and Directors of
The Rocky Mountain Railroad Club.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drgw.net asking for the November RMRRRC virtual meeting address and password. Please send your request no later than Monday night, November 9th, and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view-only option, Zoom supplies us the ability to live-stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our Club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live-streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in-person meetings.

Colorado Railroad Museum

New To The Museum

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance
For information call 303-279-4591 or visit <http://www.coloradorailroadmuseum.org>

Colorado Railroad Museum Admission

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.

Intermountain Chapter, NRHS Events

For current meeting information email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club.

Please use this address for legal, commercial, Foundation donations, and general business: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953
Web: <http://www.rockymtnrrclub.org>
Email: rails@rockymtnrrclub.org
Facebook: www.facebook.com/rockymtnrrclub

Club Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

Club Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953

An associate membership for spouses and children is \$25.00 additional.

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$40.00 if a printed, mailed *Rail Report* is desired.

Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.

International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$75.00.
Patron membership is \$100.00.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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 – Email: selectimag@aol.com

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

Items for the December *Rail Report* should be sent by November 2nd.



PO Box 620953
Littleton, Colorado 80162-0953

FIRST CLASS MAIL

