



# Newsletter

Volume 3, No.10

Summer Edition 2017

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Graphic Design: Lindsey Runyan

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Photo courtesy of Wayne Kemp



## A Letter From the President: Jim Jordan

By the time you read this newsletter, we may

have gotten a number of railroad cars. These are for the most part historic rail passenger cars four of which we will restore, and use at Calhan. The other two will be used by us for a board/meeting room, and possibly a storage facility (it is a heavy weight baggage car). Again getting these cars is a 50/50 proposition and any number of things can go wrong, but we need to try in any event.

The reason I am bringing this up in this newsletter is because we are going to need volunteers to help restore these fantastic cars. We will need volunteers to help paint, lay carpeting, do carpentry work, and a lot of tasks which may come

up. We are a volunteer organization and as such depend 100% on volunteer efforts, such as in writing grants, or working the very important train shows, or possibly in doing research work regarding depots, railroad cars or other railroad questions which may come up. We need someone who can put a web site together for us as we have been trying to get one up for over four years. We had someone do one for us about two years ago but no one could find it as it was easier to sprout wings than locate it.

We will need help in painting the Calhan Depot in August or early September. We are going to need a lot of help in the near future and those that help will be rewarded with different trips to say Glenwood, or some other fun destination. So please volunteer and help us save history.

Now for some bad news, we were unable to save the Julesburg Depot (1870's one). There were a number of reasons for the loss. One of the biggest is the fact we were only notified in mid-February that it was in danger. Another one was the expectations of the person who notified us of the pending demolitions. He evidently thought we might write a check to the moving company and have it moved to Sedgewick, or somewhere else.

He tried very hard to save it and there is absolutely no criticism of him or his efforts. In fact he is to be commended for his efforts, I wish more people were like him and cared about saving our history.

Even though we lost one, and we have always said we will lose some from time to time; some good may have come out of the tragedy of this depot being



Photo courtesy of Denver Public Library, Western History Dept.

## The Blue Goose

In 1937 the Baldwin Locomotive Works built six 4-6-4 "Hudson, 3460 class steam locomotive's for the Santa Fe Railroad, which were designed and scheduled for use on the flat prairie land between Chicago, Illinois and La Junta, Colorado.

These engines were upgraded from the earlier and larger 3450 class locomotives, all were built to be oil-fired, although they could be converted to be coal fired rather easily. These were in many ways like the Milwaukee Road's class F7 and the Chicago and North Western Railway's class E-4 engines. These were very fast passenger engines with 84 inch drivers. All three types were fast 4-6-4's and well suited for the flat terrain of the Midwest. In December 1937, Atchison, Topeka and Santa Fe's locomotive #3461 set a world class record for the longest single run by a steam locomotive by running the 2,227-mile distance from Los Angeles, California to Chicago, Illinois

without any type of maintenance other than five refueling stops in route. Train #8, the Fast Mail Express, ran at an average speed of 45 mph including stops; with a maximum speed during the run of 90 mph. During steeply graded portions of the run, such as Raton Pass, it was assisted by helper locomotives.

Such long-distance runs had been a goal of railway operating departments nationwide, possibly reducing the number of locomotives, and of course then, operating costs would be reduced providing more profitability.

The first locomotive, #3460, was built streamlined with a shroud covering; which was then painted a light robin's egg blue and silver, it became known as the "Blue Goose". It was the Santa Fe's only streamlined steam locomotive. It was featured extensively in railroad publicity and advertising and was a passengers and railroad enthusiasts favorite.

By Jim Jordan

Locomotive #3461 was fitted with a streamlined "skyline" casing along the top of the boiler, encasing stack and domes, in a failed experiment to see if it helped clear smoke away from the locomotive. It was discarded. All of the locomotives subsequently had a Santa Fe-style telescoping stack extension fitted, which elongated the stack to clear smoke better and could be lowered to pass under low bridges and tunnels.

The 3460 class 4-6-4s, the 3765 class 4-8-4s, and the 5001 class 2-10-4s were designed and ordered around the same time and had much in common in all of their designs; in addition, they utilized the same six-axle tender design. The classes together were often called the "Big Three". Of all of the class of this engine, only one survives, #3463, which is on static display in Topeka, Kansas at the grounds at the Southeast of the Kansas Expo Centre.

## Restoring the Baggage Cart

Recently Dave Christopherson and I traveled out to where the baggage cart is being stored in Strasburg, as we really need to get a start working on the cart. We tried to unscrew the bolts, but the nuts have rusted solidly to the bolts. We tried everything, even using a pneumatic air gun; all it did was turn the bolt heads and the nuts.

Finally we decided to just cut them off. Scrounging a hack saw and a cold chisel we started work. While it does work pretty well, it is a long process, taking about 10 to 15 minutes for each bolt. We started on the carts left side (based on where the handle is located) and attacked the 12 bolts. So for over an hour Dave cut the bolt heads off and I would drive the bolt out of the hole, as the wood has shrunk and the bolts need to be hammered loose.

Marlin, suggested that when we come back on the 22nd of April we spot weld the bolts to the steel frame plate at the top of the carts deck, then soak the nuts thoroughly with a rust remover, then turn them with an adjustable wrench. So the next time we go we are going to try that, as there are over

56 bolts on the cart, and once they are removed we can send the wood down to the fellow in Colorado Springs who is going to mill new pieces for the cart.

Marlin has offered to sand blast the cart after we have it dismantled, and we can spray paint it before we put the new wood on it. I am hoping we can have it complete prior to August, then we can start on Marlin's cart. He is supplying the wood for both carts, and is letting us store the cart at his shop; plus he is loaning the tools for the restorations.

We will need some help in the future, so if you can help please let me know. It really is enjoyable and a learning experience.



Photos by Wayne Kemp



## President's Letter cont.

destroyed. From now on we are either going to send a simple one page questionnaire to the person seeking our help, or we will have a short telephone call and fill out the questionnaire.

We are going to ask when the structure (car, engine, etc.) is slated for demolition. What is expected from us? Who owns the item we are being asked to save? Does it have to be moved? Who is our main contact? These questions are necessary as we need all the time we can get to send someone out to evaluate the building (or whatever), determine if it is worth saving, and verify the actual situation as it exists on the "ground". Once these questions are answered we can make a sound judgement on trying to save it.

I am pleased to announce that Howard Noble is the new Chairman of the Board of Directors. Howard is one of the really good guys you run across in your lifetime. He is well versed in railroads, restoration work, and was the President of the Cadillac and Lake City Railroad and is very well acquainted with the Calhan Depot as his railroad ran through Calhan in the 1980's. I feel that with his background and deep understanding of what we are trying to accomplish in preserving our vanishing railroad heritage, he is more than qualified. Over the years I have consulted with Howard on many matters and have found that he has sound ideas and is able to "see the forest through the trees" if you will.

I look forward to working with Howard and hope you all will join me in welcoming him in as our Chairman and get to know him as you will find he is a delightful individual.

Congratulations Howard and Welcome to the Board of Directors!





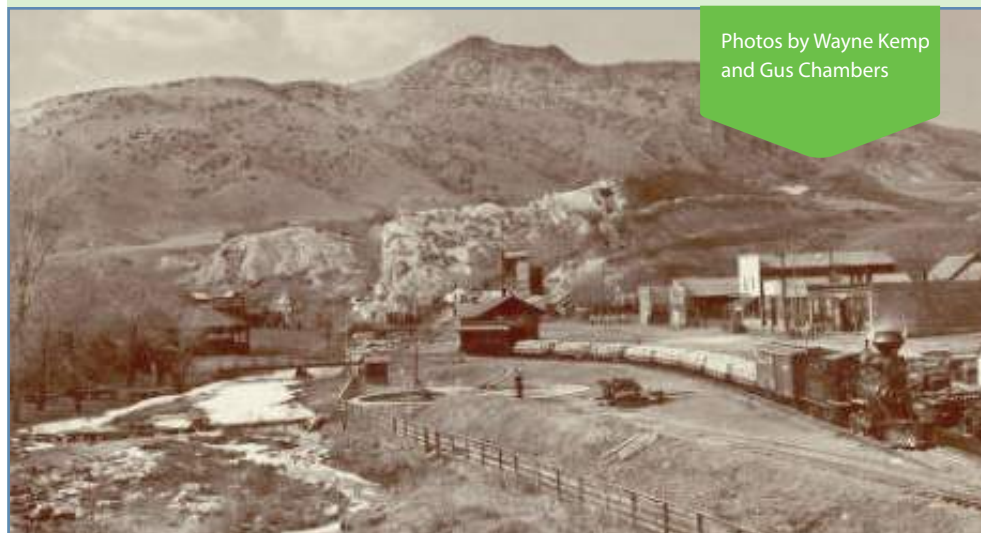
## Town of Morrison and the Denver, South Park & Pacific Railroad By Gus Chambers

Former Governor John Evans (of "Mt. Evans" and the Avenue in Denver namesake) was in a race with the Rio Grande and the Colorado Central and other rail lines to lay rails to the mining districts in the Rockies in the early 1870's. Evans and his group first intended to run the line from Denver, along the Platte River to Bear Creek and then west to the Town of Morrison at the mouth of Bear Creek Canyon. George Morrison was an early settler in the area who had stone quarries and was a builder. He homesteaded large tracts behind the Dakota Hogback formation in the valley of the Red Rocks Amphitheater, and Evans partnered with Morrison to plat the Town in 1873 as the "Morrison Stone, Lime and Townsite Company". The DSP&P was formed in October of 1872 and it needed a route to the "diggings" and a quick revenue base to finance the push into the mountains. Their engineer, Leonard Eicholtz, had surveyed the line to Morrison, but it became obvious that it was not practical to extend the grade up Bear Creek, Mt. Vernon, or Turkey Creek Canyons so he took another look at the South Platte Canyon from Waterton west to Kenosha

Pass. Morrison became a revenue spur for the railroad and the line was quickly built along the easy grades following the two rivers.

Morrison offered a wealth of resources that could be shipped to Denver and the Front Range that included George's sandstone, timber from the Denver & South Park Stage Company line, lime from the many lime kilns from around town, soda from Soda Lakes and, more importantly for the railroad, coal from the Satanic Mine and others nearby. This fuel source eliminated the need to ship coal from Florence-Canon City mines on the rival Rio Grande railroad. Passenger traffic was immediately popular on the South Park where, on the weekends, the line ran the "Sunday School" train. City dwellers would dress up and ride to Morrison to picnic, hike, and rent burros to ride to Red Rocks, pick wildflowers, dance, eat and drink. Like all mountain railroad towns there were dance halls and taverns for the city slickers to enjoy and to escape the heat and dust of their urban lives. This activity has continued to this day except folks arrive in cars, motorcycles and bicycles.

Photos by Wayne Kemp and Gus Chambers



## Continued...

The 1870's were tough for the railroad due to recessions and a "little Ice Age". The South Park found itself in receivership in the late 1870's and was purchased by J. Gould and the Union Pacific in 1880. In 1889 it was re-organized as the "Denver, Leadville and Gunnison" which went bankrupt in 1893 and was subsequently acquired by the Colorado and Southern in 1899.

We all know the tribulations of the railroads in the 20th Century with the advent of trucks, cars and airplanes, but the C&S soldiered along bravely until Mt. Vernon Creek flooded the town in 1938 and tore out most of the track. That ceased operations for the Morrison Branch and few traces are left in town.

The most significant feature that remains is the railroad grade from Soda Lakes, around the north edge of the Mt. Glennon hogback, along the Harriman Ditch above Bear Creek. This can be followed on foot or on horseback leading to the point where the trestle over Bear Creek entered the downtown area of Morrison. At the end of that trestle is an 80 foot portion of old railroad grade adjacent to the Morrison River Walk and behind a house, which historically served as an used antique store called El Mercado. From that historic mound can be seen the footers of the old water tank on the east bank, the concrete steps from the old suspension bridge that lead to the stone school house and to the west, the switches and three spurs leading to the depot, the mine spur to the north and the track to the old stone turntable. I had always thought that the turntable had been filled with sand and gravel when the area between the trestle and the depot became a parking lot.

This brings us to the present day. Meeting Jim Jordan at the January 2017 train show at the Jefferson County Fairgrounds lead to historic tours of Morrison with the Rocky Mountain Railroad Heritage Society (RMRHS). I lead the first group through the town pointing out the footprints of the South Park with the accounts and descriptions of the activities in Morrison and the speculation on the probable location of the buried turntable.

Jim Reed with Rockware Software volunteered to do a ground-penetrating radar survey of the paved parking lot. The survey produced a 3-D color image identifying the actual likely location of the 50 foot in diameter stone foundation for the turntable. This, and the 80 foot surviving railroad grade, are on the property owned by Bear Creek Development Corporation. Jeff Bradley, the owner, generously allowed us to mark the site of the turntable and is eager to rebuild a section of track on the dirt grade southeast of his parking lot.

I knew there to be scrapped track from the 1938 flood at the Denver Mountain Parks Maintenance Facility (the old Civilian Conservation Corps camp) west of the town. Dennis Brown, the Park Ranger Supervisor, hunted up sections of track along the bank of Bear Creek. An Associate Member of our society donated 16 narrow gauge ties which Skip Campbell and I loaded and delivered to the parking lot site.

Skip and I dragged the rails out of the creek bank and, with a Ford tractor and a John Deere, and a pilot car, paraded the rails (32 foot, 24 foot and 16 foot lengths) along Morrison's main street on a typical, busy spring morning. The town was bustling with people doing what they started doing back in 1873 and the old Denver, South Park & Pacific Railroad was about to return to its historic place in downtown Morrison.

## Jay Gould By Doug Cohn

A bit of history about the Colorado Eastern Railroad – There was a time Jay Gould, owner of the Union Pacific wanted to buy the CE. This article appeared in the New York Times after his visit to Denver.

### GOULD WANTED MORE SPEED,

The engineer got a tip. He knew his rolling stock was light and that the rails weighed but eighteen pounds. There was only one thing to do if he wanted to avoid a wreck and give Gould a good impression of the road, and that was to run his train not much faster than a horse car.

The officials of the road and the then great railroad king got aboard. But a few miles had been covered when Mr. Gould, who stood on the flat car not far from the engine, asked the engineer to run faster, but there was no change in the rate of speed. Two or three times Mr. Gould asked that the train be run faster, but the engineer, knowing what the result would be, kept the even tenor of his way.

"Pull that throttle wide open and let her go!" demanded Gould, and the engineer obeyed. The engine shot along the track at a fearful rate. Sometimes the flat car was a foot from the rails, and then again it was high up in the air.

From that day until the day he died he never said another word about buying the Colorado and Eastern.

## Newsletter Design

by Lindsey Runyan

For contact info and online portfolio please visit:

[www.coroflot.com/lindseyrunyan](http://www.coroflot.com/lindseyrunyan)





Photo by Wayne Kemp

## Death of a Depot

One of Colorado's rarest historic railroad stations was destroyed this past month. Like so many old buildings, bridges, cars, people, etc., its passing was hardly noted. The people, who should have cared, didn't. No tears were shed, no one commented on its destruction. To the citizens of Julesburg it was just another old building, an eyesore if you will, shabby, run down, something to throw away. Probably most of the good townsfolk were unaware of the danger it was in from the bane of all preservationists; developers!

No one thought of the men who boarded the train which carried them off to the Spanish American War or the trenches of France a hundred years ago. No one remembered the parents

who watched their children head off to college, and returned with a young husband or wife. Few thought, if at all, of the kids who grew up in Julesburg, moved away, grew old, died, and came home to be buried in Hillside Cemetery.

No one even thought of these events as the wooden depot was just a shabby old building, and Julesburg had a 1920's depot, which is just like most of the standard pattern Union Pacific Depots all over the Union Pacific railroads System. But the 1920's Depot is a nice brick building with no real historic significance, not a decrepit old structure.

Besides, a new modern disposable building will take the place of the old station, a clean modern box like structure, which in twenty years will be

By Jim Jordan

an eyesore. But the new building will be modern, and shiny, and not like the rare Union Pacific double bay window depot, which was the only one ever built in Colorado.

But to be fair, the 1870's depot had been converted into a duplex sometime after the 1920's depot opened, and it was not really kept up by its owner. While the outside, and for that matter the inside, were weather beaten and dilapidated, the building itself was very sound, and could have been moved, as those of our society discovered when we went up to Julesburg on two separate occasions.

Sadly there was only one person who really cared about saving the building, and he fought the good fight, but to no avail. He was up against a historical

## continued...

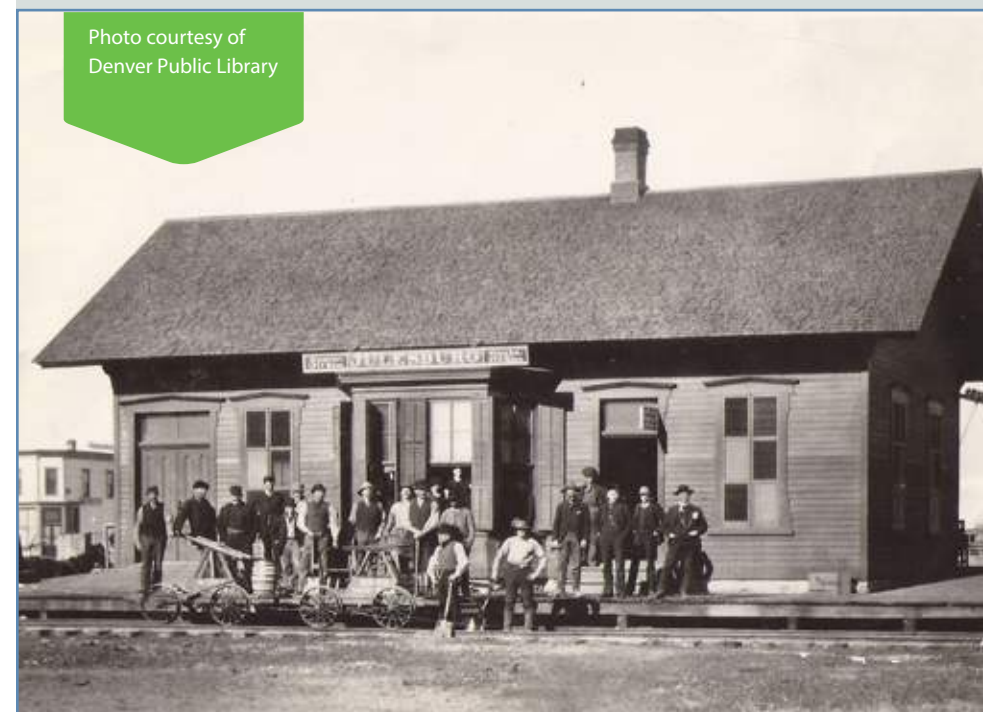
society which did not want to save it, a city government that had no desire to see it rescued. He wanted to move it to Sedgewick, and even had a place for it there. But was stymied by the cost of such a move, and sadly we couldn't help him as we did not have enough time to apply for monies to help move it. We were approached in early February and Wayne Kemp and Bret Johnson traveled to Julesburg to meet with this gentleman (he asked that we don't mention his name, and we will honor his request) and evaluate the depot. At that time it was decided we should make an effort to try and see if we could somehow, somehow rescue this icon from the wrecker's ball.

While there is no winner in the fight to save the depot, we have come up with a plan whereby we are going to submit a questionnaire on all projects in the future, We are in the process of developing a form we will use for our evaluations, and which will explain the exact role we can play, and the part we expect others to play in trying to rescue these old structures. It will include all pertinent information on the building, and should help define exactly what our role is in the preservation and restoration of these structures. This form will be a major part of our assessment and evaluation of the projects as we become involved in trying to find a way to save them. It will show and explain what we can do and what we cannot do.

So, the 1870's Union Pacific Depot in Julesburg, Colorado is no more, just memories' and photographs. Few mourned its passing, and another piece of history slips into oblivion and disappears forever.

Requiescat In Pace.....Rest in Peace

Photo courtesy of Denver Public Library



## Upcoming Events

JULY 14TH  
Calhan Day in Calhan, Colorado

JULY 15TH & 16TH  
Western Museum of Mining and Industry in Colorado Springs  
- 4 volunteers needed

JULY 22ND & 23RD  
Forney Museum Show  
- 4 volunteers needed

JULY 30TH  
Trinchera Tour

AUGUST 5TH & 6TH  
Pueblo Rail Fair at Pueblo Union Station, Pueblo, CO  
- 4 volunteers needed

AUGUST 19TH  
Boreas Pass Day in Como, CO  
- 6 volunteers needed

AUGUST 26TH  
Durango Rail Show  
- 4 volunteers needed

AUGUST 27TH & 28TH  
Cimmaron/Curecanti Tour in Cimmaron, CO



## Correspondence

*From time to time we receive correspondence that is sent to us from those persons who approve of our efforts, and have an interest in seeing the historic railroad history of the "Rocky Mountain empire" saved. This month's letter comes from Mr. Donald H. McNeil of Wyalusing, Pennsylvania.*

April 12th, 2017

Dear Mr. Jordan:

Thank you for speaking with me at the Rocky Mountain train Show on March 4th, last. I am pleased to find that your efforts underway are well chosen and appropriate. As I mentioned to you, I have photographed more than 925 depots across the country from Connecticut to California and composed a memoir about this project which is enclosed (as a pdf on DVD ROM). You may enjoy browsing through it.

Efforts such as your society's help save our historical endowment, but still there is always more to do. Listed below are the depots and related structures which I still worry about in the region which you serve. They are all good ones. Sad to say some of these maybe already gone.

- |          |   |   |
|----------|---|---|
| D & RG   | Gunnison Site Depot, Cookhouse and Bunk House*<br>Sergeants' Site*<br>Trinidad Depot<br>Leadville Depot (moved and sitting on a trash heap)<br>Embudo, New Mexico Depot, Water Tank and collapsed Freighthouse<br>Tres Piedras, New Mexico, Water Tank<br>Placerville, Depot* |   |
| CM       | Hartsel Site with Depot and Out Buildings   |   |
| CC / C&S | Idaho Springs Depot (in use as a house up Chicago Creek)  |   |
| AT&SF    | Castle Rock Depot*<br>Walsh Depot*  | <i>* Indicates those considered most endangered</i> |

Thanking you for the good work your society does.

Don McNeil

Photos by Wayne Kemp  
& Jim Jordan



## SPONSOR: Enterprise Rent-A-Car

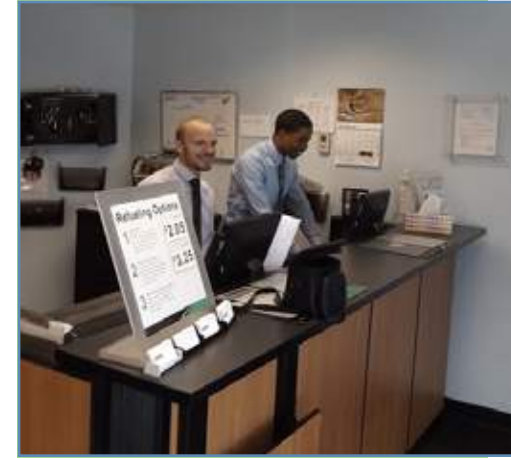
One of the strongest sponsors of our society is the South Broadway location of Enterprise Rent-a- Car. Located at 1790 South Broadway in Denver, this great sponsor has worked with us in supplying to the members and Society as a whole, great clean and carefree automobiles to the society for over four years.

They also have provided free car rentals for our Silent Auction at the symposiums we have held over the last four years. In addition, they helped arrange for free use of an automobile at last year's Amtrak prize weekend vacation in Grand Junction, which the lucky winner won at the RMRHS Symposium event held in Englewood, Colorado.

The Enterprise South Broadway location provides a 10% discount to the members of our society with a current membership card. The staff is very knowledgeable, helpful, caring and professional. I would heartily recommend that when you are in Denver for a meeting, a weekend getaway that you give Enterprise a try. Ask for either Daniel or Cameron and you will find what a great difference Enterprise makes in renting an automobile.

Enterprise took over the top spot in the car rental business in 1994. It continues to lead with revenue of \$6.4 billion last year, while Hertz is the distant No. 2 at \$3.8 billion. "We Pick You Up" only from Enterprise.

Photos from Google  
Images - David Wilson  
2016



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## The Story of the Lucky Caboose

By C.A. Arthur

This is the story of a lucky wooden caboose, not just any caboose but an old wooden one that had three or four different lives.

Our history begins in the middle of the cabooses story, about 1942 to be exact. The Second World War was raging, primarily in the Pacific and the Chicago, Rock Island and Pacific Railroad was like all other railroads in North America; overwhelmed by the movement of troops and war material.

Train engines which would have been scrapped in peace time were placed into service to help the war effort. For every train a caboose was needed, but the "Rock Island" did not have anywhere near enough available.

When they applied to the WPB (War Production Board) for steel to manufacture cabooses, they were turned down as the steel was needed to build tanks, submarines, ships, rifles and all the necessary items to fight a major war. So the Rock Island came up with a plan to manufacture cabooses using wooden B-2 boxcars which had been built in 1912. These

were originally considered a stop gap measure to see the railroad through the war and until the WPB relaxed the rules enough so that steel could be used to manufacture new cabooses. So the caboose came from a box car and became a caboose, and began the second phase of its existence. Now wooden cabooses had been around since the beginning of freight trains, but they could be dangerous. Many a caboose was destroyed when another train would run into the rear end of the caboose, and of course be smashed to splinters, probably causing severe injuries to the men inside the caboose.

The caboose, number 17658, worked through the war years and ran in train service until the 1970's. In 1974 it was declared as surplus and ended being sold to serve as an eye catching advertisement at a recreational vehicle park outside of Larkspur, Colorado where it began its second existence, trying to lure tourists to stop and rent a space for the night or longer.

It stood in the rain, snow, heat and cold for years, slowly succumbing to the elements and neglect. Sometime, no

Photos by Wayne Kemp



## Rio Grande Curecanti Needle Mug

The Rocky Mountain Railroad Heritage Society's Curecanti pattern coffee mug is the second in our series of coffee mugs of the railroads which ran in Colorado. Our first offering was the Prospector pattern of the D&RGW Railroad as used on the overnight train of the same name which ran between Denver and Salt Lake City.

This second offering is an exact reproduction of the Curecanti pattern of the Denver and Rio Grande Railroad which was used from 1884 until 1927. It was designed for the railroad by the renowned General Passenger Agent, Major Shadrack K. Hooper in 1884. The logo features the Curecanti Needle mountain, which is in stark relief, as the rising sun in the east is shining on the walls of the Black Canyon of the Gunnison River in southwestern Colorado. The Black Canyon of the Gunnison was the first main line for the Denver and Rio Grande through the Rockies until the Royal Gorge route was opened.

The Curecanti pattern was used in the eating houses that the D&RG RR operated until dining car service was introduced to the D&RG's passenger trains. The pattern was used in service from 1884 through 1927.

We have made every effort to capture the famous logo and place it on the best china we can find. There will only be 250 of this very limited edition produced here in the United States. The mug is American designed and produced, and weighs almost 1 lb.

We know that you will enjoy and treasure this mug for a very long time.



Special Membership Pricing  
**\$25.00 each**

Rio Grande Curecanti Needle Mug photo by Jim Jordan.



## Lucky Caboose continued...

one really has the exact date it was sold to the Forney Museum and moved from Larkspur to Denver, where it was again put on display outside of the museum.

By this time it was in rough shape, and had become a major case for restoration, so now it was an attraction at a transportation museum, and so it sat until it attracted the attention of a couple of dedicated railroad preservationists, who saw an opportunity to save the old caboose. There was a letter written to the Director of the Museum and a joint venture was proposed to restore this great old vehicle and donate it to a small town which had been on the mainline, outside of Colorado Springs. For over a year there was no response to the letter seeking to save this really nice old caboose.

Then one afternoon a phone call was received from the Forney Museum wanting to know if there was still interest in restoring this great example of a wooden Rock Island caboose. After three or four visits and inspections, an agreement was reached and the Rocky Mountain Railroad Heritage Society became the proud owner of a 105 year old ex boxcar, turned caboose. It does need work, and it needs new insides but eventually it will be perfect example of a mid-20th Century wooden Chicago, Rock Island and Pacific Railroad caboose, and sit looking proud as it once was when new as it rests at the Calhan, Colorado Depot. A very lucky caboose!

You can be a part of saving this grand old caboose, please volunteer your time or funds to help preserve it.



## MEMBERSHIP APPLICATION

Individual \$25

Business \$100

Family \$45

Lifetime \$250

Associate \$45

Corporate/Patron \$1000

Name \_\_\_\_\_

Address \_\_\_\_\_

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Phone \_\_\_\_\_ Email \_\_\_\_\_

Please enclose a check or Money Order. For Credit cards please call 303.269.9768

### Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

2017 Membership expires on January 31, 2018. Those joining after September 2017 will not have their membership expire until January 31st, 2019.

## Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

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