

ROCKY MOUNTAIN RAIL REPORT



JULY 2003
No. 526

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Polish Railways at the Broncos

Presented by Dave Gross and Ronnie Bill

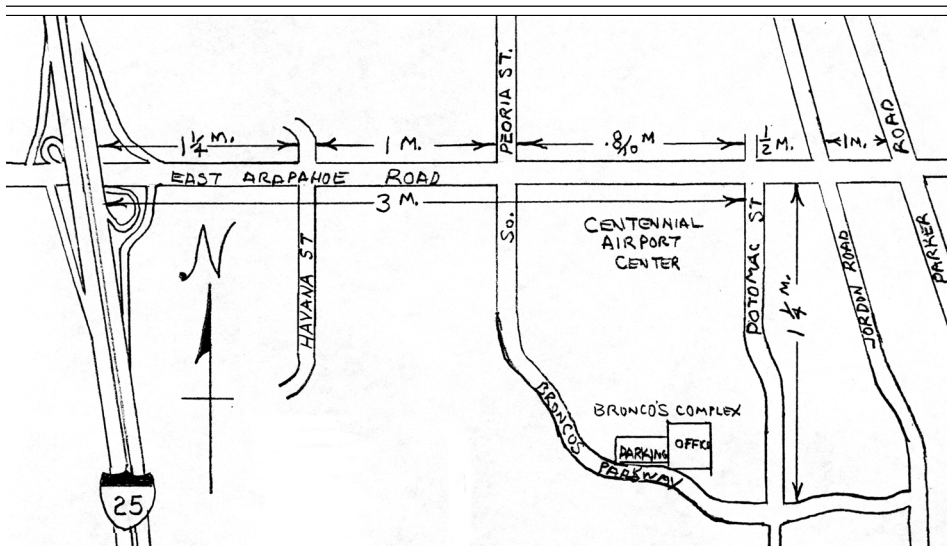
July 8, 2003 • 7:30 PM

July's program will take us on an adventure to Western Poland through video. The village of Wohlztyń is where steam trains continue to run in daily operation. We will ride in the cab of a high-driven Pacific pulling a passenger train while 2-10-0 freight steamers go about their daily chores. Another highlight is a visit to a working roundhouse and steam servicing facility. This video also takes us on a walking tour of the village of Wohlztyń. Enjoy this look at vanishing steam railroading while enjoying the air-conditioned Denver Bronco facility at Dove Valley.

Dave Gross joined the Club in 1955 and was an avid still and movie photographer recording the last stand of steam in this area. In 1962, his interest shifted from photography to steam traction engines. He was also involved with the two foot railroad at Heritage Square. Dave picked up his cameras again in 1981 when UP 3985 was placed back in service. He moved into video photography in 1988. In the fifteen years that have followed, his video productions have been produced by WB Video, Pentrex and Machines of Iron. Many of the videos have featured steam in foreign countries such as South Africa, The Ukraine, Romania, Poland, Germany and China.

Ronnie Bill, a Club member since 1961, has worked for the Denver Broncos as an equipment man for a number of years. Ronnie started with the Denver Bears when Lee

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2003 RMRRRC Events Schedule

July 20 Event:	3985 Excursion
August 12 Meeting:	RTD FasTracks
August 23 & 24 Event:	RMRRRC Annual Work Weekend
September 9 Meeting:	SP/UP Royal Gorge and Brown's Canyon
September 13 Event:	Car #25 Roll-out at The Federal Center
October 25 Event:	Annual Banquet
November 11 Meeting:	Video Potpourri
December 9 Meeting:	Blizzard of '49

2004 RMRRRC Events Schedule

January 13 Meeting:	La Veta Pass
February 10 Meeting:	F&CC Terminals
March 9 Meeting:	Fun With Private Cars
April 13 Meeting:	Erie-Lackawanna East End
May 11 Meeting:	Slide Potpourri

The deadline for items to be included in the August Rail Report is 7/21/03.

Submit articles and digital photos (72 dpi) for the Club website to Wally Weart, Webmaster, at wlg@nilenet.com

Foundation Update

Foundation Donor Update

By Jean Gross

The last few months have been very encouraging for the Foundation and its drive to raise money for completion of the restoration of Car No. 25, our current project.

We received a donation from Jack MacLennan and a matching grant from his company. They will donate an amount equal to his donation doubling the amount to the Foundation. This method of contributing not only helps our financial situation but it puts the Foundation on record with companies that might help us later as the image of the Foundation grows. Please let us know if you work for a matching grant company when donating.

We received a memorial donation from Tom Klinger in the name of Jackson C. Thode. Memorial donations in memory of a relative or a dedicated member of the Club are recorded forever when given to a project such as this.

Donations have also been received from George Fritz, Shane Schabow and Steve Mason and Robert L. Bartholic.

Every donation is very important. The Foundation trustees thank each and every one of you for contributing to the trolley's restoration. The Foundation is constantly looking forward and depends on your support.

No. 25 Progress Update

By Darrell Arndt

Perhaps the most exciting news to report regarding current activity on Car No. 25 is the exceptional fabrication work being done on the new pilot by Boykin Pearce Associates. It is an absolute gem and upon seeing it prior to painting, the thought crossed our minds that perhaps it should just be varnished and put on display inside the car!

Our thanks to AAA Metric for donating the protective plating applied to the metal components. The mounting of the roof sign lights and emergency lights over the steps has been accomplished and we thank Dr. Paul Thode for making the wooden

bases for them. Design work for the operator's control box for the various accessories is about finished and wiring diagrams have been refined.

Door panels have been made for the exterior doors and we have arrived at a solution for a controlling mechanism that raises the door traps. The No. 2 end sliding door and window is in place and the No. 2 end is now being worked on.

Many thanks to our members who continue to support our efforts financially! The project would not be possible without your participation.

July 8th Program

Continued from Page 1, Column 2

Howsam was a part owner. When the American Football League started in 1960, Ronnie was equipment man with the Denver Broncos. He has seen the entire history of the team including Super Bowl appearances. He has arranged for the Club to use the air conditioned Broncos training theater at Dove Valley. Ronnie will also give us a tour of the entire facility, not normally seen by the public.

We will meet at 13655 Bronco Parkway, east of I-25 and south of Arapahoe. Refer to the map on page 1 for directions. We will assemble in the entrance on the south side of the building. **All programs are meant to be educational and informational. Visitors are always welcome and there is no charge for the program.**

Publishers Statement

Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Club Phone: 303-979-2806
Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

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

Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the third week every month. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Littleton, CO 80162-0579
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Out At The Museum

By Bob Tully

The south side of Rico has a fresh coat of paint courtesy of the Stuskas. At various times during the past month, usually on a warm weekday and as soon as the museum opened, they painted for a couple of hours, quitting before the sunburn sets in. It really looks great. The exterior wood is again protected from the weather.

Bill Haefely spent a couple of days tracing the lettering on the car using a large roll of mylar-type material. Long strips were taped over the lettering and each character carefully traced with a pen. Thus, both the shape and the spacing of all letters were documented. Because each word is in two colors to represent shadows, the process of tracing was done twice, once to depict the letter, the second to preserve a record of the shadow. He then used a sharp blade to cut out each letter and the shadow of the letter. We now have a method to successfully preserve and reproduce this unusual lettering. This is another of the historic features of this old car that makes the Rico valuable to preserve and enjoy.

On May 24th, the crew of Denny, Roger, Ken and I were pleased to have one of the newest members of the Club join us for lunch and an afternoon of woodwork.

Terry Boardman of New South Wales, Australia was in Denver for only a week, yet made it to a Club board meeting and a Saturday work day before leaving on the 25th. He spent the previous week in New Mexico helping the Friends of the Cumbres and Toltec Scenic Railroad improve the condition of a 5-ton Rogers locomotive. Terry is a deeply involved volunteer at the Zig Zag Railway in the Blue Mountains west of Sydney and at the Sydney Tramway Museum.

The primary effort that day was to cut the windows out of a new piece of the fascia. After carefully locating each window on the board, corner holes were drilled and each rectangle removed using a saber saw. Now the fascia has to be carefully handled and installed as about half of the board is reduced to scrap leaving narrow upper and lower edges and a few inches between windows to fasten in place. After six months of occasional work on the clerestory, it is starting to look like we are getting somewhere.

Remember to check this column next month when we will tell you about events planned for the August 26-27 equipment work weekend.

Sustaining Members

The Board of Directors, Officers and the membership wish to thank the sustaining members of the Club. We are publishing their names as recognition of the gift they gave to the Club. Their gifts enable us to proceed with various projects like the paver project at Denver Union Station and help sustain the Club in normal operating activities. When you renew your dues, please consider joining at a higher level to help out. Again, we wish our sustaining members a hearty thank you:

Roy E. Altenbach, Larry W. Anderson, Perry Becker, William Bemis, Ronald E. Brozanic, Peter Bulkeley, Thomas E. Caldwell, Dave Cohen, Bruce F. Curtis, James E. Duncan, R.L. Ellis, Jr., Richard B. Erickson, Bud Gamel, Leanna Gaskins,

Vernon J. Glover, Ken Gow, Geoffrey H. Hamway, D. A. Hanna, Frank R. Head, Jeremiah Herderich, Leroy V. Hester, Georgia Hoenig, Michael H. Hoenig, George Hollowell, Roberta Nell Hoy, Chip Irwin, John Jaidinger, Keith Jensen, Lynn Johnson, John R. Kellenbenz, Michael C. Kirby, Lavern W. Lenzen, Edward Lichtenfels, Harry Lindsay, John Manley, James H. Marlow, Steve Mason, Pat Mauro, John J. McCarthy, F. J. Miner, John Poley, Carl W. Reich, Dan Sherer, Ted Sherman, John Sullivan, John Templeton, Kirk Thode, Larry F. Tryon, Loren Tryon, John Tucciarone, Robert Tully, Dick Unzelman, R. Michael Walker, Walter Weart.

Trip Report

By Steve Mason

We had a big turn out at Tiny Town for the annual picnic. We went there for two reasons: there is steam the kids can ride and by bringing kids and grandkids we interest them in our hobby. We were also able to visit at length in a relaxed setting right before Father's Day.

The 50th Anniversary #3985 trip is selling quite well. We have sold out the dome and parlor seats as we predicted last month. This will be one of the largest excursions we have ever run having 605 saleable seats including 165 dome seats. Roughly one out of every four seats is a dome seat.

The six dome cars will make this train appear like a combined California Zephyr (for the amount of domes) and either the Domeliner City of Los Angeles or City of Portland with the dome-lounge-observation and real dome diner. Although the Union Pacific was the last transcontinental line to get domes, the ones they bought were superb.

American Car & Foundry received an order for \$10 million dollars in 1954 for ten dome coaches (7000-7009), fifteen dome observations (9000-9014), and ten dome diners (8000-8009). The City of Portland had all three types. The City of Los Angeles had five each of dome diners and dome observations. The Challenger received the rest, five dome observations and five dome coaches. Our train will have examples of all three types of Union Pacific dome cars in the consist. We will have short tours in the City of Portland enroute to explain the finer points of that car. It will be open to all.

If you haven't bought a seat on the train, be sure to get a coach seat. At \$125 a seat this is the deal of 2003. This train will be one of the very few big steam trips run in 2003 and will be a fun ride. The first half will be a straight rail fan trip complete with photo run-bys. The last half will be more for "normal people", who like an Old West experience, some real chuck wagon food and western entertainment trackside and at the ranch.

OS Colorado Current Railroad Happenings By Chip Sherman

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

DRGW Caboose Finds A Home In Estes Park

Don Widrig had a dream to enjoy his model railroading interest in a caboose. That dream came another step closer on 6/12/03 when freshly painted former Denver & Rio Grande Western RR caboose 01465 emerged from the old Burnham Shops Building 2, the former paint shop. The caboose was ready to begin its journey to its new home in Estes Park, Colorado, by highway.

Mr. Widrig contacted Rail Transportation Technical Services Corporation which agreed to undertake the DRGW caboose 01465 project. Rail Transportation Technical Services has an office in the old D&RGW Burnham Shops. They agreed to do metal repairs and paint the DRGW 01465 into the Rio Grande gold, silver and black single stripe scheme.

DRGW caboose 01465 was returned to the Burnham Shop buildings where it was built in 1948. Work began in March 2003. Caboose 01465 was originally painted black since the steam exhaust and numerous tunnels quickly made the equipment look rather dirty. Mr. Widrig wanted the caboose painted in the more popular Grande Gold paint scheme, similar to the AnSCO Ski Train scheme.

June 12th dawned sunny and pleasant. Perfect for moving a caboose. About 7:30 AM the Ski Train track mobile pulled the ex-D&RGW caboose from Building 2 onto the transfer table. The caboose made its final trip on home rails before being lifted by crane onto a flatbed truck. The caboose moved on highways to Estes Park. A 33-foot long section of panel track accompanied the caboose trucks. Once at Estes Park, the track and caboose were moved to its new home.



Don Widrig has purchased, restored the windows, painted and moved ex-Denver & Rio Grande Western RR caboose 01465. The caboose was built at the Burnham Shops by the D&RGW in 1948. Don had Rail Transportation Technical Services Corporation restore the windows and paint the caboose at the old paint shop (Building 2) at the former Burnham Shops. Fresh with new paint, caboose 01465 rides the transfer table before being lifted on a truck for a trip to Estes Park, CO. – Photo © Chip.

Mr. Widrig continues to complete his dream. He plans to add a Rio Grande “Thru The Rockies” herald. Once everything is connected, then comes his model railroad. A great way to enjoy your hobby – in a former Denver & Rio Grande Western caboose. Dreams can come true. –*The Colorado Zephyr*

BNSF Semaphores Continue Standing in New Mexico

Good news is no news concerning the venerable, photogenic blades south of Raton, NM. The BNSF signal project to replace the remaining ex-AT&SF US&S Style T-2 Upper Quadrant Semaphore signals is apparently in hiatus. For the Glorietta Sub (Albuquerque - Las Vegas), there is no evidence of any signal replacement efforts including staging of materials.

For the Raton Sub (Las Vegas - Raton), there is no recent signal replacement activity following efforts between W. Wagon Mound and W. Shoemaker in late 2001 and early/mid 2002. Signal bases and underground cabling have been in place for months between E. Wagon Mound and MP 706, for a ready change over to hooded color lights, but no further progress has been observed.

–*Bob*

Colorado Railcar’s DMU Tours the West

Colorado Railcar of Fort Lupton, CO, sent their Diesel Multiple Unit (DMU) west on Amtrak’s California Zephyr, train #5, departing Denver on 5/24/03. It made stops at Salt Lake City for the Utah Department of Transportation, San Francisco/Oakland, CA, for Caltrain and will tour northern California in June 2003 for two or three weeks. The CRMX 2002 will also visit Los Angeles, CA, and Las Vegas, NV, during its trip out west.

Colorado’s Railcar Director of Economics and Environment, Christina Rader, will give a presentation at the APTA 2003 Rail Transit Conference at San Jose, CA, on 6/11/03. Her presentation, “Economics of FRA-Compliant Diesel Multiple Units (DMU’s)” detailed the significant cost savings that the Colorado Railcar DMU can provide over locomotive hauled train service.

Colorado Railcar also plans to demonstrate their DMU in Alaska come August 2003. It will have to move by barge via Seattle, WA, to get there. Colorado Railcar continues to aggressively promote their commuter rail alternative.



General Electric is testing five new C45ACCTEs on Union Pacific lines. The UP 5695-5697 started testing in April 2003. UP 5698 & 5699 came west across Wyoming on June 10, 2003 and went to Sparks, NV (east of Reno) for static tests. June 3, 2003 found the first set, UP 5696, 5697, GE test car GEMINI 90 and 5695, running west on the Global 1 Chicago, IL, to Seattle, WA, train I APSE 01. Train was west of Buford climbing Sherman Hill. – Photo © Chip.



General Electric (GE) deployed its test car with their C45s testing on Union Pacific beginning in April 2003. GECX 90 named GEMINI accompanies the new 12-cylinder GEVO diesel engine locomotives. It was on UP train I APSE 01 with UP 5696, 5697 and 5695 which are owned by GE. – Photo © Chip.

GE Evolution C45ACCTEs West Across Wyoming

The three General Electric owned and operated C45ACCTE (Evolution Series with 12-cylinder engines) units rolled westward across Wyoming on 6/3/03. The three Union Pacific painted units, UP 5695, 5696 and 5697, began testing on UP in April 2003 in the Blue Mountains around Hinkle, OR.

On May 30th, the C45ACCTEs were on a UP Intermodal train moving east to Chicago, IL. They were turned for the run

west to Seattle, WA. They operated all facing west, UP 5696, 5697, GECX 90 and 5695 (the three GE Evolution series C45's) on the I APSE 01 (Global I, Chicago to Seattle, WA). UP 5696 West arrived at Cheyenne, WY, about 6:20 AM. The new crew had to drop a car off in the yard. The train left about 7:30 AM routed over Sherman Hill on track two. West of Laramie, WY, it was hustling along at 70 M.P.H.

Arrival at Rawlins, WY, was delayed by the new signals being installed. Several trains were at the Rawlins crew change

and fuel racks between noon and 2:00 PM. Signal maintainers were cutting over to the new signals. Conductor pilots were out talking to train crews to get the trains past the dark signals. UP 5696 West departed Rawlins about 1:45 PM.

New BNSF 5600s Invade Colorado

New BNSF AC4400s in the 5603-5653 series (total of 50 units) rolled west across Colorado on Father's Day, 6/15/03. Three trains offered new General Electric AC4400CWs which are being delivered to BNSF this spring. The trains all rolled westward from Sterling or McCook, NE, via the Brush Subdivision.

The first train with a new unit was BNSF AC4400 5619, SD70MAC 9583, 9886 and 9446. It changed crews at 31st Street Yard and continued south on the Joint Line bound for Texas.

The next train with solid 5600s power was the Z CHIDEN1 14 (Chicago, IL, to Denver). The train had 5603, 5643 and 5615. It arrived Denver about 2:30 PM. This train headed for Rennix Yard to off-load its Intermodal cargo. These three units were later placed on a coal empty and headed for Alliance, NE, and Wyoming Powder River Basin coal train service.

The next train with 5600s was the H LINDEN1 14 (Lincoln, NE, to Denver) with 5650 and 5632. It held the main at Irontdale for a meet with BNSF's Bakersfield, CA, to Lincoln, NE, train. The BNSF 5650 West then rolled into 31st Street Yard and the power went to Denver Diesel Shop for servicing.

Alstom Unit GCFX 3094 Roams Union Pacific

Union Pacific picked up Alstom leasor SD40-2 3094 at Kansas City, Kansas on 5/8/03 from CSXT which was leasing the unit. The gray with blue stripes unit features a V-shaped white and blue safety striped nose. Believe the unit was once Kansas City Southern 625. It was at UP's Denver North Yard on 5/25/03. The GCFX 3094 moved from North Platte, NE, to Denver, CO, earlier that weekend.

Fort Collins Trolley and Cheyenne Shops Tour

By Steve Mason

The Club went to Fort Collins to ride Birney #21. The car was restored by the Fort Collins Municipal Railway and they did a fine job. Al Jackson, conductor, and Bob Hutchison, motorman, gave our two groups a good ride and photo run by on tree lined Mountain Avenue. Mountain Avenue is one of the finest places to take a trolley ride.

We then traveled to Cheyenne and ordered lunch at the Albany Restaurant across the street from the depot. Many of us went on the overpass to photograph the action on the Union Pacific mainline. There were never less than three freights in motion or in sight at the same time. Next we went to Holliday Park to photograph the Big Boy, #4004.

The best part of the tour was going to the Union Pacific Steam Program's backshops and the old passenger roundhouse. Again we split into two groups with Lynn Nystrom, UP steam crew fireman, and Bob Fryml each guiding a group. Mary Nystrom opened the "Sherman Hill" concession car for purchase of souvenirs. The Steam Crew had been putting the finishing touches on an interior remodel of the car. The air conditioning was on and the interior redecoration looks great.

All of us climbed into the cab of the #3985 4-6-6-4 to look around and get our photos taken of ourselves as the engineer. We really got a good look at the work being done on #844, the 4-8-4. Lynn tells us it will be about three years before the new firebox is put inside. Nothing is left inside the boiler. All the old firebox, front and back tube sheets, flues, staybolts, and boiler anchors have been removed. All the staybolt holes have been ground down and the flexible staybolt holes have been dressed for new ones. There is a crack in the inch thick steel boiler barrel where it transitions from being concentric to the firebox wrapper sheet on both sides.

Apparently this occurred when #844 was in regular service as it has been patched before. Now it will be patched again. A



Fort Collins Municipal Railway Birney #21 glides toward Mountain Avenue with the first group of Club members on board. – Photo © Steve Mason.



Fort Collins Municipal Railway Birney #21 glides down Mountain Avenue. – Photo © Ray Kilcoyne.



The tour included rides on the Fort Collins Municipal Railway speeder. – Photo © Ray Kilcoyne.

small contractor has about five welders working on the boiler. They graciously stopped when we arrived and answered our questions. We also saw the 4-8-4 #838 which is being used for parts.

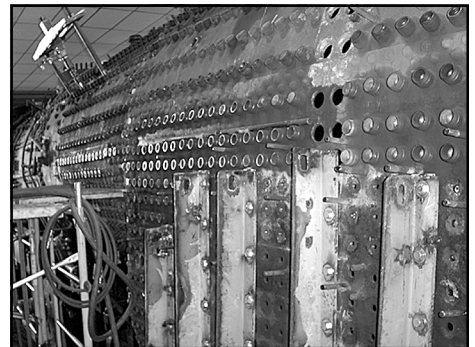
The #5511, a 2-10-2, is stored and will not ever be used because the piston rod has been torched in half on both sides. It is interesting because it has the clever Young valve gear where the right side valve is driven off the wrist pin on the left side and



Action on the Union Pacific mainline in Cheyenne, WY. – Photo © Ray Kilcoyne.



UP 3985 cab tours were available as part of the tour. – Photo © Ray Kilcoyne.



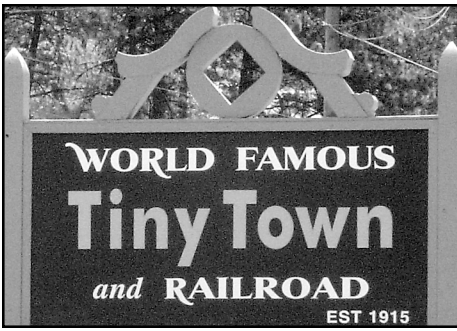
Extensive boiler work was underway on UP 844. – Photo © Ray Kilcoyne.

vice versa. There are no eccentric cranks on the engine. The big rotary snowplow is in the passenger roundhouse, too. The tender and cab from the #844 is also there. The interior of the cab is getting new tongue and groove wood lining inside.

Outside is a collection of E9 A&B, UP centipede tender, trucks for tenders, and other equipment, cabooses, box cars, a D&RGW F9B unit and the water tenders from old turbines used on the steam train.

We all had a good time and took many photos. Our thanks to Lynn and Mary Nystrom who took time to show us around on their day off, Bob Fryml for being a guide and Jack Wolff for coming as a

Continued on Page 8, Column 1



3rd Annual Picnic at Tiny Town
by Steve Mason

Weather was sunny and pleasantly warm for our picnic. The Club has been very fortunate having good weather on trips this year and this was no exception. The steam up started at 8 AM on the Ulrich built 2-6-0. Tiny Town, a Denver landmark since 1915, has never looked better. The grounds are clean and neat and all the tiny buildings are well maintained. There are plenty of picnic tables.

While walking around it is good to hear comments like, "Don't you remember Denver Fire Station No. 1?" or remarks about the other tiny buildings. The best is young children or grandchildren around two years old able to walk into the small house and stores. It is hard to see who is having more fun - the parents, grandparents or the delighted child.

Remember the first terrifying encounter with a noisy steam locomotive? The same look is there with the little tots. After a short interval, they love the engine and want to ride and ride. We had a big turn out of children and grandchildren. The quarter size miniature railway was a big hit with them. The Tiny Town people did many photo run bys for us. They have trestles over Turkey Creek and did them on both ends of the loop. A few of the public learned photo line discipline! It was all in fun and everyone got their shots and enjoyed themselves. We want to thank the engine crews: Al Kincade, Lee Brown, Mike Spera, and Phil Schol. They did a good job accommodating us.

Special thanks go to trip committee members who gave their Saturday to Club members. Mike Tinetti, Barry Smith, Don Hulse, and Ron Kaminen were at the Tiny



Rides behind steam were popular.



Diesel fans were not disappointed.

Town ticket kiosk selling tickets to late arrivals, handing over tickets on pick up orders and generally being helpful to members. A big "atta-boy" to all of you.

The pop stand was manned by Jack Bradley, the park manager, and Elvira Nedoma. Although there were many of us, they handled us quickly and with grace. Ellen Hastings manned the gift shop and was very busy there, too. She was friendly and waited on everyone with efficiency. Jack Bradley and his crew are top notch. Their refreshing business outlook of trusting people is not normally seen. It is an attitude we seem to have left behind.

Down in the picnic grove Tiny Town has a display of photos of their long history here. It is amazing to see the changes that have happened. One was a photo of the



The trains traveled through lush green scenery - something new to this area since the past year's drought.



The crews repeated photo run-bys at the trestles over Turkey Creek.



What Club excursion would be complete without the Club drumhead on the last car of the train?

– Six Tiny Town Photos © Janelle Gailus.

Indian Pueblo, the two lakes, the original buildings, the model T cars and later model A Fords. Then as now this family place appealed to each generation in turn.

The picnic was not structured and members came and left at will. We had a good turn out with 103 people attending. My grandson had a very good day and everyone else I met had a good time.



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Trolley and Cheyenne Shops

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backup, Jim Ehernberger for making arrangements at the Albany and piloting the bus around Cheyenne, Don Hulse and Ron Kaminen for being trip leaders, Steve Lee of Union Pacific for allowing us on the property and the Fort Collins Municipal Railway people for doing an excellent job for us.

Colorado Rail Car Factory Tour

The Colorado Endowment for the Humanities is sponsoring tours of the Colorado Rail Car factory in Fort Lupton on Saturday, August 2nd at 9:00 AM. A second tour will follow the first one. Each tour is limited to 50 people. Because of the limited number that can be accommodated, you must make reservations with Charlie Odend'hal in Greeley, phone 1-970-346-1018. Locally, information can be obtained by calling Mark Skinner at the Colorado Endowment for the Humanities at 303-894-7951.

Colorado Railroad Museum 2003 Scheduled Operations

For information call 303-279-4591

July 19-20, August 9-10, September 6-7
A Day Out With Thomas: October 10-13 and 17-19
Santa Specials: December 6-7 and 13-14

Intermountain Chapter, NRHS 2003 Event Schedule

For information call 303-298-0377

July 26 & 27:	Railfair	September 27:	Pea Vine Flyer, Center, CO, excursion
August 15:	Dinner Meeting: 6:30 PM, Program: Denver Garden Railway Society.		

Trains Unlimited, Tours 2003 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

July 12 to 27:	Rocky Mountain Train Splendors	October 9:	Durango Photo Freight
July 19 to 27:	Steam in the Andes	October 7 to 9:	Rio Grande and Durango Photo Freight Combination
August 16 to September 3:	Great Brazilian Railfan Adventure	October 11 to 14:	Fall Colors Express
October 5 to 11:	New England Colors	October 18 to November 2:	China Steam Spectacular
October 7 & 8:	Rio Grande Photo Freight		