

# ROCKY MOUNTAIN RAIL REPORT



MARCH 2003

No. 522

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Vanishing Depots

Presented by Bob Andrews

March 11, 2003 • 7:30 PM

Bob Andrews will show us many examples of train stations and depots. While most of his subjects are in the West, Bob also has examples from the Midwest, the East, Canada and Africa. Stations from big cities like Chicago, Washington, St. Louis, Los Angeles, and Kansas City will be shown. Mid-sized cities like Colorado Springs, Pueblo, Topeka and Lincoln will be represented. The smaller town depots, like Eads, Ogallala and Cheyenne Wells are the ones many of us remember well and have largely disappeared. There will be some interior photos of depots. There will be a section on depots converted to other uses like a Brighton restaurant, banks, police stations, Chambers of Commerce, and museums to name a few.

Bob has been taking train photos since 1937. He bought his first good camera in Hawaii and took photos of the 3 foot gauge while in the Army in World War II. When he came home in 1946 he continued taking train photos as he does today. He has an extensive collection of photos featuring the Burlington, Rock Island, Union Pacific, D&RGW and many passenger trains.

Join us with a guest to learn about these fascinating depots, now mostly gone. We meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking at the rear of the building and the entrance to the meeting in Barnes Hall is on the south side of the church building. **All programs are intended to provide an educational experience. The general public are welcome to attend and there is no charge for this meeting.**

## Trip Report

By Steve Mason

We are getting a good response on the April 12th Royal Gorge trip. Be sure to sign up early so you don't get left behind. To clarify trip costs, RMRRC members spouses, relatives or friends are \$50.00. The \$55.00 nonmember price is for any one who is not a member of the Club in any way. We will refund the extra \$5.00 over payment to any members.

Continued on Page 2, Column 2

## --- Attention --- Dues Renewal Reminder

A colored address label on this month's newsletter indicates we have not received your 2003 dues payment. If payment is not received, the last issue mailed to members who have not renewed their membership for this year will be the April issue. If you think the colored label is in error, please contact Membership Chair, Dave Goss, at 303-693-9933 or e-mail m1ck11@pcisys.net for further information.

## 2003 RMRRC Events Schedule

March 15 Event:	BNSF Control Tower Tour
April 8 Meeting:	Hatch Wroton's Films
April 12 Event:	Royal Gorge Trip
May 3 Event:	Cheyenne Shops Tour
May 13 Meeting:	Slide Potpourri
June 10 Meeting:	Why Dieselize? Electrify!
June 14 Event:	Annual Picnic at Tiny Town
July 8 Meeting:	Polish Railways
July 20 Event:	3985 Excursion
August 12 Meeting:	RTD FasTracks
August 23 & 24 Event:	RMRRC Annual Work Weekend
September 9 Meeting:	SP/UP Royal Gorge and Brown's Canyon
October Event:	Annual Banquet
November 11 Meeting:	Video Potpourri
December 9 Meeting:	To Be Announced

The deadline for items to be included in the April *Rail Report* is 3/17/03.

## From The President

By Mike Gailus

Thanks to the great effort of your board of directors, the Club finished the year financially in the black. The 2002 financial statement is on page 3. The Club, like everyone else in the nation, is affected financially. It is costing the Club more to have the newsletter printed, and postage rates have gone up. I could go on, but you all know the story. You can help the Club with extra income if you are planning a summer vacation. I would like to suggest you visit the Trains Unlimited, Tours web site or give them a call and book your vacation with them. Be sure to tell them you are a Club member. We receive money every time a member signs up for one their trips.

I would like to thank the outstanding folks who served on the Club's board last year. These ladies and gentleman really made a difference. They took time out of their very busy schedules and attended meetings, arranged trips, worked on the Club's equipment, made phone calls and printed this great newsletter. I am very grateful for their contributions and commend them for their work.

My thanks goes to: Steve Mason, Vice President and Trip Committee Chairman. Friend John Miner, Secretary-Treasurer. Directors: Robert E. Wilson, Ken Gow, Charles Moffat, Charlotte Williams, Barry Smith, and Roger Sherman. Equipment Committee: Bob Tully. Events Committee: Salena Moffat. Membership Chairman: Dave Goss. Newsletter Editor: Bruce Nall. Newsletter Mailing Committee: Hugh H. Wilson. Publications Committee: Jim Ehernberger. Video Committee: Dave Gross. Webmasters: Janet Turman and Wally Weart. Bookkeeper: Katherine R. Gray. Foundation President: Richard Loveman.

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### Name Tags

By Steve Mason

Please wear your blue rectangular name tags at meetings, on tours and on trips so we know your name. New name tags are available at meetings for new members or members who lost theirs and need another.

## Trip Report

Continued From Page 1, Column 1

The discount is a benefit of Club membership. We will have member's pricing on our trips this year. If you look at the TUT C&TS and D&SNG trips you will see that is where the different member and nonmember pricing first started. The 3985 steam trip will have the biggest member discount.

We are also getting good response on the Trains Unlimited trips. We are even getting some new members because of this, which was our intent. Please note that the Sacramento riverboat was sold and those three trips were canceled by TUT. Please tell your friends about the TUT trip deals through RMRRC membership. For Trains Unlimited information and pricing call 1-800-359-4870 or go to our page on their web site at: [www.trainsunlimitedtours.com/rmrcc/](http://www.trainsunlimitedtours.com/rmrcc/)

Barry Smith has been running Yard tower tours in Denver for UP and BNSF. Ordinarily we cannot do these as the facility to be toured is small and we cannot take a large group. We need to severely limit attendance as the railroads will only let us take 5 or 6 at a time in the towers.

Barry splits his groups in two but still must limit sign ups to 9 or 12. The only way to sign up is to come to meetings. It is a good way to limit attendance for the tours that are limited to us. If you have not come to a meeting recently, please consider visiting as there is a lot going on. You will find we always have a warm welcome for you.

The Intermountain Chapter of the National Railway Historical Society has extended an invitation to RMRRC members to participate in their Forney Transportation Museum tour. RMRRC members may attend the tour for the same prices as NRHS members. The Forney Transportation Museum is located at 4303 Brighton Boulevard in Denver. The tour begins at 1:00 PM on Saturday, March 22nd. Use the insert in this month's *Rail Report* to make your reservations. Please call 303-298-0377 for more information.

### 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	Friend John Miner
Treasurer	Friend John Miner

#### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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

Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

## Rocky Mountain Railroad Club Treasurer's Report for 2002

By Friend John Miner

### INCOME

Banquet	\$ 3,612.50
Book Sales	7,126.88
Donations	363.20
Dues	21,561.10
Equipment Fund	2,578.05
Interest Income	702.58
Lease	12.00
Merchandise Sales	862.25
Miscellaneous	386.00
Trips	52,717.55
Video Royalties	3,853.35
Video Sales	<u>6,223.33</u>
<b>TOTAL INCOME</b>	<b>\$ 99,998.79</b>

### EXPENSE

Accounting/Bookkeeping	\$ 4,866.62
Advertising	1,275.09
Bank Charges	1,415.64
Banquet Expenses	3,612.48
Cash Donations	1,500.00
Goodwill/Public Relations	1,052.00
Insurance	3,299.40
Meetings	1,638.24
Miscellaneous	329.36
Merchandise	6,139.64
Office Expenses	1,103.10
Postage	5,410.62
Printing	13,678.96
Rent	1,943.50
Restoration	1,308.94
Service Project	96.34
Taxes and Licenses	659.64
Telephone	818.80
Train Shows	45.00
Trip Costs	48,158.01
Video	386.35
Website	<u>320.00</u>
<b>TOTAL EXPENSE</b>	<b>\$ 99,057.73</b>

**NET INCOME \$ 941.06**

### *In Remembrance* **Mike Johnson**

Former Club member and past President, Mike Johnson, of Colorado Springs died on January 26, 2003. Mike served as President of the Club in 1995 and 1996 and served on the Board of Directors prior to that.

## Rocky Mountain Railroad Historical Foundation

Balance Sheet as of December 31, 2002

By David Henker

### ASSETS

Money Market Account	\$ 14,516.70
Norwest Banks	137.61
Inventory	2,449.52
Undeposited Funds	195.00
Fixed Asset – #25 Trolley	<u>62,541.65</u>
<b>TOTAL ASSETS</b>	<b>\$ 79,840.48</b>

### LIABILITIES & EQUITY

#### Liabilities

Rocky Mountain RR Club	\$ 68,001.00
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#### Equity

Opening Balance Equity	3,839.12
Retained Earnings	15,337.11
Net Income	<u>-7,336.75</u>
<b>TOTAL EQUITY</b>	<b>11,839.48</b>

**TOTAL LIABILITIES & EQUITY \$ 79,840.48**

### Foundation Update

By Jean Gross

It is with great pleasure that the Foundation trustees can announce the success of the latest fund drive. A letter went out to the membership in late December asking for financial support for the last stages of the restoration of Car No. 25, The Interurban Trolley project. Over \$2,600.00 has been raised to date. The Foundation thanks the following people for their generous support:

Thomas Smithers, Richard Hague, Robert Fryml, Thomas Caldwell, Fred Carlson, Edward Gerlits, D. A. Rainey, Carl Hammergen, Les Nelson, Laddie Hanus, Ronnie Bill, Harold Topping, Kenneth Gow, Ardie Schoeninger, Cynthia Trombly, Stan Griffith, Robert H. Keller, Jon Esty, James Hurt, Dan Davis, MD, Thomas Giovale, E. Glenn Kindler, Donald Tautz, Allen Harper – Durango Silverton R.R., Lowell Le Moine, Richard Ralston, Thomas Toft, John Buckman, Robert Cambell III, Bruce B. Kilbourne, James Fisher, Wally & Susie Weart, Steve Fey,

## Rocky Mountain Railroad Historical Foundation

Profit & Loss For 2002

By David Henker

### INCOME

Contributions - Books	\$ 527.09
Contributions - Drawing	305.00
Contributions - Unrestricted	1,225.90
Interest Income	117.33
Merchandise Sales	258.00
Less Cost of goods sold	<u>-30.96</u>
<b>TOTAL INCOME</b>	<b>\$ 2,402.36</b>

### EXPENSE

Bank Service Charges	\$ 56.00
Licenses and Permits	45.00
Miscellaneous	6.22
Office supplies	42.55
Postage and Delivery	36.07
Printing and Reproduction	30.72
Rent - Storage Unit	261.00
Rent for previous year	580.00
Rent - Other	3,480.00
Sales Tax	7.00
Telephone	415.17
Meals	103.50
Volunteer Appreciation Day	100.77

### RESTORATION

#25 Bearing repair	\$ 60.05
#25 Brass	18.75
#25 Electrical	3,955.98
#25 Hardware	374.70
#25 Seats	104.12
#25 Traction Motor	<u>61.51</u>
<b>TOTAL EXPENSE</b>	<b>\$ 9,739.11</b>

**NET INCOME \$ - 7,336.75**

Arthur M. Butler, Jr., Sylvester C. Gamel, Neal Miller, David Allen, Helen Santilli, John Sullivan, Daryl B. Ryder, Thomas Beckett, Gregory Bates, Bruce Nall – Select Image Photography, Peter H. Nathrop, Robert Allen, Donald Zielesch, Albert & Zona Fowler, David Henker, R.D. Christal, Wm. & Ruth Youder, Richard Loveman, Hugh Wilson

Your repeated dedication is recognized and deeply appreciated as is the dedication of those that continually work on this project through hours of volunteer labor. We also appreciate the materials and services often donated by local companies.

## 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.

### Coil Steel Trains on the Moffat Tunnel Line

BNSF coil steel trains on the Moffat are back, at least temporarily. There have been two westbounds and one eastbound so far. The second westbound left Denver late the morning of 1/20/03. It was stabbed at Crescent for an hour or so waiting on Maintenance of Way forces ahead. It had 60 loaded cars with two Dash 9's on the point and two DPU Dash 9's on the rear. The eastbound empties came through Arvada about 7:00 AM, 1/19/03.

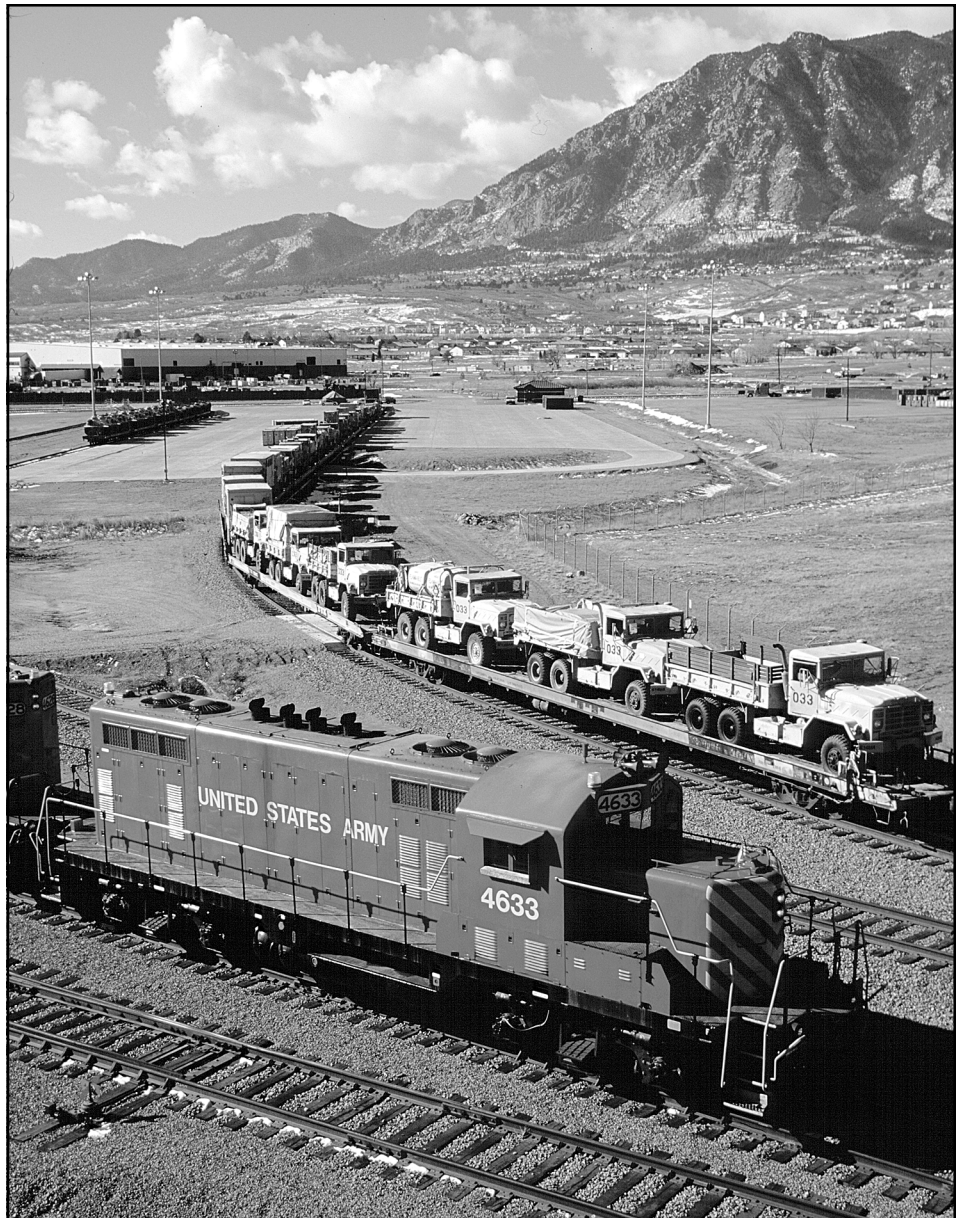
—Joe McMillan

The BNSF was working in partnership with the UPRR between Bakersfield, California, and Sandcut, California, for a fifteen-mile track maintenance project. Phase three of this five phase project began 2/16/03 and continued for 10 days. This project was expected to be completed in mid March 2003.

Work events scheduled for this project included a wooden cross tie renewal and surfacing of 15 track miles. BNSF has detoured trains over the UPRR between Northern and Southern California and rerouted trains via the Central Corridor between Northern California and Denver to minimize impact to their customers.

### Night Switching

Fort Carson GP-16's 4628 and 4633 were busy the evening of 1/21/03 switching DODX flatcars into position for deployment of several Army units. They have announced they have orders to deploy in support of the Persian Gulf buildup, yet exact location remains classified.



The Army was busy deploying tanks, trucks, Humvees, heavy expanded mobility tactical trucks (HEMTT) and containers from Fort Carson, CO, by rail. Army GP-16 switchers 4633 and 4628 worked to place flatcars at the Fort Carson Railyard loading ramps on February 4, 2003. Cheyenne Mountain is at the upper right. — Photo © Chip.

### Littleton Residents Get Less Track Vibrations

Main 1 at Littleton, CO, was out of service for 8 hours on 1/15/03 as crews replaced concrete ties and added rubber mats designed to absorb vibrations from the trains. The changes should minimize vibrations in adjacent homes just north of Mineral Avenue. RTD absorbed the \$250,000 bill to pay for 1,000 feet of larger cement ties, rail and the half-inch rubber mats tied onto the rails with wire.

Installation involved moving the old section of rail and ties and replacing it. According to the RTD, the mats have been tried only once before, on light rail in Europe. Vibration measurements were taken before the installation and will be taken again sometime in February. If the mats prove successful, RTD has enough money to install a few more hundred feet of pads. About three years ago the southbound tracks were moved about 100 feet closer to homes when the RTD's Southwest Light Rail line was constructed. Residents immediately complained that



The Army's heavy duty truck is the M-977 built by Oshkosh Truck Corporation. The official name for these is heavy expanded mobility tactical trucks (HEMTT). A container was loaded onto this M-977 atop BNSF flatcar 585021 at Fort Carson, south of Colorado Springs, CO, on February 4, 2003. – Photo © Chip.

the southbound trains caused their homes to shake. Almost all residents affected north of Mineral Avenue say that train speed seems to be a critical factor in the amount of vibration their homes experience. –*Herb*

#### North Yard Plunged into Darkness

Union Pacific's North Yard was plunged into darkness about 6:00 PM on Sunday, 2/2/03. A transformer south of the 48th Avenue overpass blew up during the snowstorm. Electricity was cut to North Yard's tower/offices and the fuel track. The command center had to relocate to the 36th Street Yard for computer support. Emergency generators eventually came on to allow locomotive fueling. Lights came back on at the tower, but computers were still down at 4:00 AM on 2/3/03 while Xcel Energy performed repairs.

A minor three-car derailment occurred the evening of 2/2/03 during the snowstorm. Six boxcars rolled and three derailed west of Roydale, east of Denver near the former Denver Stapleton Airport. The 60-foot boxcars, BNSF 727780, Canadian National 558345 and CN 558524 were derailed by the derail on the west leg of the wye, Limon Subdivision milepost 633. The wye comes off UP's Limon Subdivision (AKA the Kansas Pacific line) west of Havana Street and East Smith

Road. The line going north serves the industrial park and previously served the closed Rocky Mountain Arsenal. Hulcher arrived at 10:30 AM to clear the derailed cars. CN 558524 was lying on its side. The derailed cars were turned away from the main line and didn't interfere with coal train operations on the Limon Subdivision.

#### Flags West to Grand Junction

The Union Pacific operated three General Electric built model C44ACCTE units west on the West Elk Mine coal empty out of Denver's North Yard the evening of 1/29/03. The three units all had waving US flags on their flanks. The lead unit was delivered to UP in January 2003, UP 5899. Other units were 5824 and 5862. They were noted passing Glenwood Springs about 10:00 AM on January 30th. The 102-car train, C CSWE 26, moved into Grand Junction's large yard to await loading at the West Elk Mine that afternoon.

Coal seams at West Elk Mine (B and E seams) contain over 150 million tons of recoverable reserves. The mine opened in January 1982 and shipped 5.05 million tons of coal in 2001. Design capacity of the mine is 7.0 million tons annually. The Arch Coal Incorporated owned mine is located south east of Grand Junction, east of Delta, CO. Rail load out is called Arco.

#### Steam on The Canon City & Royal Gorge Railroad

The owners of the Canon City & Royal Gorge Railroad (based in Canon City, CO) have purchased former Lake Superior & Ishpeming (LS&I)/Grand Canyon/MGM Grand 2-8-0 steam locomotive No. 19 to operate on special trains through the gorge. The locomotive was recently on display at the MGM Grand Hotel in Las Vegas, NV. Built in 1910, No. 19 was purchased in 1989 from LS&I by the GCRy and was eventually sold to MGM in the early 1990s after cosmetic restoration.

It seems to be in good shape but will probably not run until 2004. It needs some work and parts replacement as well as Federal inspections before operations can commence. –*Bob Vicker*

#### Library Cataloging New Railroad Collection

Eugene Copeland, a local book collector and expert on Colorado railroads, donated 277 volumes to the Auraria Library that pertain to the history and development of railroads in Colorado and the western United States. The collection, appraised at more than \$35,000, contains several rare titles and many signed and numbered special editions. The Gene L. Copeland Railroad Collection will reside in the Archives and Special Collections Department and will be available for use after it is cataloged. It will benefit library users who are interested in the history of Colorado's numerous railroads, settlements, mining districts and economy.

#### Slide Potpourri – Slides Needed

By Erwin Chaim

It is time to choose slides for the May 13th slide potpourri. Select about 15 slides on a topic or your favorites to show us. Put your name slide at the front. If needed, I will make a name slide. Slides should be submitted by the April meeting. You can give me slides at the regular March or April meetings, at the Caboose Hobbies repair department or at my home at 560 Emerson in Denver. You can call me at 303-777-7682 with any questions.

## My Narrow Gauge Adventure

### Part 2

By Jim Ehernberger

It was a nice, bright and clear morning on August 22nd, 1952, after I had a full night of sleep in Montrose, Colorado. This was to be my big day, the day that I would make my first journey on The Silverton Train, the real purpose of this adventure.

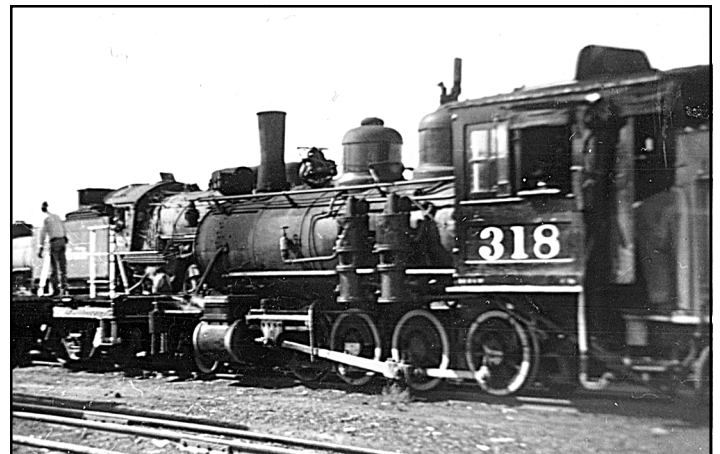
When you are fifteen years old, with a lot of ambition and enthusiasm, distance makes no difference, so I hiked to the railroad yard and to the engine house where a standard gauge locomotive (Number 1213, a 2-8-2) was being fired-up for a trip to Grand Junction. Narrow gauge engine 454 sat dead on an adjacent track opposite the engine house. Rio Grande Southern narrow gauge



Rio Grande Southern equipment loaded on flat cars was being prepared for movement. Former RGS engine 74 and caboose 0401 were sold to the city of Boulder for display, along with business car B-20 which was en-route to Knotts Berry Farm in California, as shown in this photo from the Mal Ferrell collection.



Small caboose 0577 was among a large variety of freight cars in the Montrose yard. Note the improper lettering on the name board. The lettering remained that way up to the end of the narrow gauge operations in 1953. This is a Robert Gray photo from 1950.



Narrow gauge engine 318 was switching standard gauge cars making up the local freight for Grand Junction. What a sight as the 318 slipped, grunted, pulled and shoved cars for a good part of an hour, using a special standard gauge idler car for the change of coupler and gauges of cars being handled. This was from one of my own box camera images.



Engine 473 was the motive power on The Silverton Mixed on the day of my one-way trip from Silverton to Durango in 1952. This view was taken by Jack Pfeifer about a month later.



The Silver Vista observation car was very popular with tourists on The Silverton train. My seat is marked with a black "x" as shown in this Sanborn postcard view of the era. This car was destroyed in the car shop fire at Alamosa in September of 1953.

## My Narrow Gauge Adventure

Continued

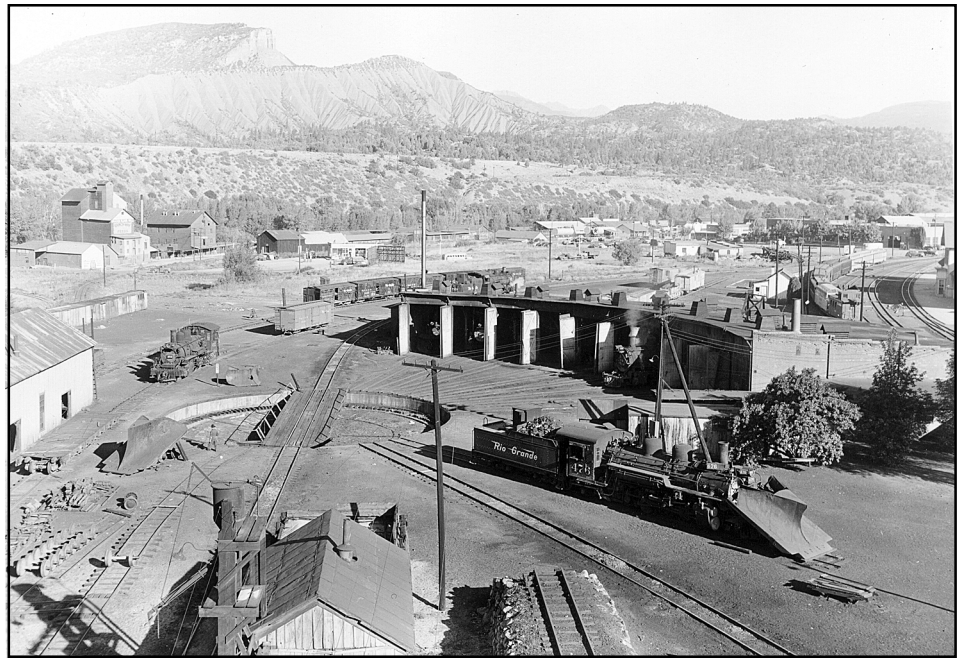
equipment was being prepared for shipment to their new owners, and the yard was full of narrow gauge freight cars, including short caboose 0577, displaying an improperly lettered name board. More action was taking place near the station as engine 318 switched standard gauge cars making up the local freight train soon to depart for Grand Junction. This was my first time to witness a narrow gauge locomotive at work!

When the bus pulled out of Montrose there were a lot of memories left behind. A brief stop was made at Ridgway. Unfortunately, the stop was on the highway so a closer view of the Rio Grande Southern roundhouse and yards was not possible. Little did I know the first scrap train would depart two days later!

The Silverton Mixed, a true mixed train then, had considerable switching to do in Silverton. Engine 473 was the power on that day. I had a reserved parlor car seat in the famous glass top observation car, the Silver Vista. By the time we had passed the high line near Rockwood it was dusk, and before we reached Durango, the brakeman had coal oil lamps lit in the open platform coaches. What a sight! At Durango I checked in at the Savoy Hotel (now the Palmer House), which was more expensive than Montrose – this hotel room cost me three dollars!

On August 23rd, getting an early start, I went to the depot and walked through the roundhouse. There were two soot-covered Rio Grande Southern engines, the 20 and the 42, with their noses looking out the open doorways. Other than engine 473, outside from the previous day, no other locomotives were under steam. The Silverton was a tri-weekly in those days, and a roundhouse employee told me there would not be any trains in from the east. Because of that, there was no reason to remain in Durango, so I checked out of the hotel and took a bus for Alamosa, departing around 9:00 that morning.

All along the way I had been seeing and



This view shows the 10-stall roundhouse and facilities as they existed in Durango in 1952. There were no freight train operations on the day I was there, and The Silverton Mixed only operated on a tri-weekly schedule at that time. Because of that, there was no need to remain in Durango, so I caught a bus for Alamosa. This scene was photographed from the coal chute by noted railroad artist Phil Ronfor.



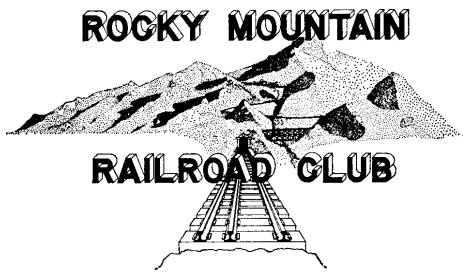
Alamosa and the Narrow Gauge Motel became my final narrow gauge destination. Engine 346 along with a short caboose were on display. Narrow gauge freight business was irregular at this time, as the oil boom in the Farmington, NM, area was still to come. Without any train movements taking place, there was no need to stay at Alamosa. My narrow gauge adventure was over and I boarded the next bus out of Alamosa, homeward bound.

picking up small pocket-sized brochures advertising "Narrow Gauge Country" issued by the Narrow Gauge Motel in Alamosa. Some of these brochures were somewhat outdated, as they contained the schedule for the San Juan passenger train. Others included information about the Rio Grande Southern and the Galloping Goose operations, while the current editions only contained schedule information for The Silverton Mixed. A photo of engine 346 and caboose 05 on display at the Narrow Gauge Museum prompted my interest to

visit this establishment.

After arrival, I placed my suitcase in a coin locker at the Alamosa bus (railroad) station. The early afternoon arrival allowed me plenty of time to make the 2-1/2 mile walk to find the Narrow Gauge Motel, located south of town. In those days it was really out in the country! Of course, the route took me past a good portion of the narrow gauge freight yard.

Continued on Page 8, Column 1



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**FIRST CLASS**

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**If you have a color newsletter address label, we have not received your 2003 dues payment.. See page 1 for information.**

**My Narrow Gauge Adventure**

Continued From Page 7, Column 3

Equipment at the motel was displayed as advertised. It was the beginning of a large collection that was then being developed into the Narrow Gauge Museum, and later became the Colorado Railroad Museum near Golden.

The person in charge was Rocky Mountain Railroad Club member Carl Helfin. He told me that the Rio Grande Southern scrap train preparations were underway. There were no narrow gauge freight operations scheduled for that or the next day. Carl generously offered to take me back to town since he had to go to the post office. However on the way, Carl took me through the nearly full Alamosa roundhouse as a side trip. There were narrow and standard gauge steam locomotives all over the place! What a way to end "My Narrow Gauge Adventure."

**Intermountain Chapter, NRHS 2003 Event Schedule**

March 14:	Chapter Meeting: 7:30PM	April 18:	Chapter Meeting: 7:30 PM
March 22:	Forney Musuem Tour: 1:00 PM	July 26 & 27:	Railfair

For information call 303-298-0377.

**Trains Unlimited, Tours 2003 Trip Schedule**

May 10 & 11:	McCloud Steam	August 16 to	
May 17 to 25:	Canadian Rail Adventure	September 3:	Great Brazilian Railfan Adventure
June 4 to 14:	Alaskan Rail Adventure	October 5 to 11:	New England Colors
June 5 to 8:	White Pass Steam	October 7 & 8:	Rio Grande Photo Freight
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 Photo Freight, Durango Photo Freight Combination

For TUT information call 1-800-359-4870.

October 11 to 14: Fall Colors Express