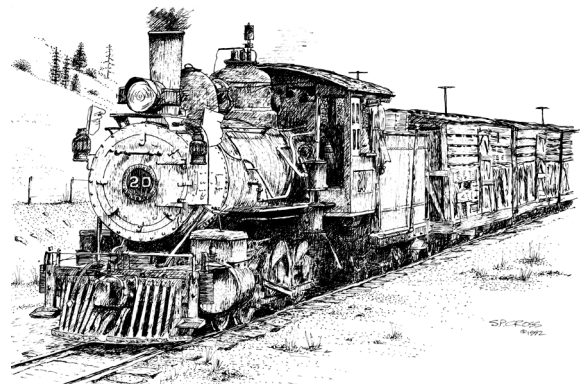


ROCKY MOUNTAIN RAIL REPORT



MARCH 2004

No. 534

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Fun With Private Cars

Presented by Dave Pitts

March 9, 2004 • 7:30 PM

Dave Pitts is a member of Colorado Zephyrs, Inc. They own the COLORADO PINE, an ex-Louisville and Nashville streamlined sleeper. The car was originally built by Pullman-Standard in 1953 to Lot 6909, Plan 4183, one of 22 cars as the PLANTATION PINE. Common with other "PINE" series sleepers, the car is a 6-6-4, meaning 6 sections, 6 roomettes and 4 double bedrooms. Refer to the floor plan on Page 2.

Briefly, the car entered service on the L&N on trains out of Chicago and ran until 1967. It was then renumbered to 1661 and used as a dormitory car for on-board crews. Amtrak couldn't use it in 1971 so Spencer Chemical Co. of Kansas City bought it to be converted to an office dormitory for use in weed spraying operations. However, no work was done on the car and it sat for 10 years. It was then sold to the Smoky Hill Railway and Historical Society in Kansas City, KS. In 1989 the Colorado Zephyrs bought the car after Vern West's idea: "Why not have your own private car?"

The car was placed on the Cadillac and Lake City Railroad (CLK) at Falcon, CO. When the CLK went out of business in 1990, the car was moved to the Great Western Railway (GWR) in Loveland. When the locomotive overhaul business became so great, CZ was asked to move the car so its space could be used for locomotive repair. In 1985 the car went to the Denver Rock Island Railway. It was moved to the Burnham coach shops in 2002 to do the final repair work leading to Amtrak certification. Amtrak certification was achieved in 2003 and the COLORADO PINE traveled to New Orleans for the AAPRCO convention early last fall.

Dave Pitts grew up in Terre Haute, Indiana. The last year the B&O's "National Limited" ran through his hometown was when he went back for his 10th high school reunion. The memory of the many passenger trains that stopped in Terre Haute and were now gone propelled Dave to be a railfan. Dave moved to Colorado in the 1980s and became involved in local railfan activities. He was a volunteer at the Colorado Railroad Museum and is qualified as an engineer. He worked on the Great Western Railway as a conductor. He works as an engineer as needed for the Denver Rock Island. And, yes, for the past 15 years he has worked most Saturdays restoring the COLORADO PINE.

Join us and bring a friend to see behind the scenes repair and maintenance of streamlined passenger cars. 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. The entrance to the meeting in Barnes Hall is on the south side of the building. **All programs are intended to provide an educational experience. The general public is welcome and there is no charge for this meeting.**

2004 RMRRRC Events Schedule

| | |
|-----------------------|---|
| April 13 Meeting: | To Be Announced |
| April 24 & 25 Trip: | Amtrak to Glenwood Springs |
| May 11 Meeting: | Slide Potpourri |
| May 22 Event: | Club Picnic at Lakeside |
| June 8 Meeting: | Living Steam In Living Black & White |
| July 13 Meeting: | Erie-Lackawanna East End |
| July 31 Trip: | Manitou and Pikes Peak Railway Moonlight Trip |
| August 10 Meeting: | To Be Announced |
| August 21 Trip: | Leadville Colorado & Southern |
| September 14 Meeting: | Pike's Peak Region Railroads 1870-1900 |
| October Event: | Annual Banquet |
| November 9 Meeting: | Video Potpourri |
| December 14 Meeting: | To Be Announced |

The deadline for items to be included in the April *Rail Report* is 3/22/04.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Fresh News From The President

By Mike Gailus

I wanted to highlight a feature that has been on our web site for quite some time, but is updated almost daily. Log onto our web site, www.rockymtnrrclub.org, and click on the NEWS section. You will be linked to the Club's news site. The Club's Webmaster, Wally Weart, maintains this very useful site. He receives postings from members via e-mail and posts them for all to enjoy. One of the recent photos by Chip is of the sunrise at Denver Union Station. It is very good as are the other photographs he has taken and shared with us via the web site. I would like to encourage all members who take photos of trains to share them with the rest of us using this tool. You can send your contributions to Wally via email at dim01521@nilenet.com. I will look

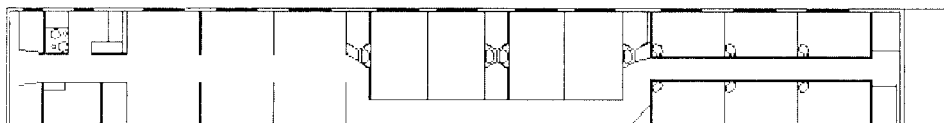
forward to seeing your photographs.

I also want to highlight a couple of other folks in the club. Our bookkeeper, Katherine Gray, and her husband Patrick were the grand prize winners of a local radio station's Valentine Contest. Patrick wrote the winning essay called "Perfect Love Casts Out Fear." Patrick writes about his love for Katherine and how he received healing through her love. I happen to be listening last Saturday when they announced them as the winners. It was a touching interview on the radio. I congratulate them on winning the contest, but more so on their marriage and committed love. If you would like to read Patrick's letter, you can visit this web site: <http://www.am91.org/vstory.htm>

Colorado Pine Floor Plan

By David Pitts, © 1994-2003 by Colorado Zephyrs, Inc. – Used with permission

From left on this side are: Pantry, Galley, Section 12, Section 10, Section 8, Bedroom D with toilet annex, Bedroom C with toilet annex, Bedroom B with toilet annex, Bedroom A with toilet annex, Roomette 6, Roomette 4, Roomette 2, Refrigerator/freezer locker.



From left on this side are: Electrical Locker, Unisex toilet with shower, Section 11, Section 9, Section 7, Bedroom hall, Roomette 5, Roomette 3, Roomette 1, Linen locker.

A passenger car such as this has many mechanical and electrical systems. For further information go to www.cozx.com or "The Official Pullman-Standard Library," Volume 7, Southeast Railroads, pages 167-175, for the as-built appearance.

Dues Renewal Reminder – Is Your Address Label In Color?

If you received a color address label on your newsletter this month, that means we do not have a record of receiving your dues payment for 2004. Please mail your renewals as soon as possible. You will not receive a newsletter after April until you are paid in full. Please contact Dave Goss at 303-693-9933 or m1ck11@pcisys.net with questions.

Open House at Mizell Trains on Tuesday, March 16th

By Don Hulse

Mizell Trains will host a hobby shop open house for RMRRC members from 6:00 PM to 8:00 PM on March 16th. Warren will be serving refreshments and Club members will receive a 10% discount off all items.

Come out and enjoy the refreshments, shopping, browsing and visiting with other Club members and the hobby shop employees.

Publishers Statement

Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

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 \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 for each month remaining in the year. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

| | |
|----------------|---------------|
| President | Mike Gailus |
| Vice President | Steve Mason |
| Secretary | Roger Sherman |
| Treasurer | Dave Goss |

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the Thursday preceding the monthly meeting. 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:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579
Fax: 303-978-0402
E-mail: selectimag@aol.com

**Rocky Mountain Railroad
Historical Foundation
Treasurer's Report – 2003**
By David Henker and Dave Goss

Income

| | |
|-------------------------|-------------------|
| Contributions – Books | \$340.00 |
| Contributions – Drawing | \$135.00 |
| Contributions – Other | \$10,426.25 |
| Merchandise Sales | <u>\$1,237.49</u> |

Total Income \$12,138.74

(Cost of Goods Sold) (\$432.99)

Gross Profit \$11,705.75

Expense

| | |
|--------------------------|------------|
| Bank Charges | \$75.19 |
| Licenses / Permits | \$45.00 |
| Office Supplies | \$72.62 |
| Postage | \$715.70 |
| Printing | \$381.93 |
| Accounting / Bookkeeping | \$144.00 |
| Rent | \$3,480.00 |

Restoration – Car #25:

| | |
|------------|------------|
| Brass | \$680.00 |
| Doors | \$467.68 |
| Electrical | \$278.31 |
| Hardware | \$17.55 |
| Paint | \$22.26 |
| Pilots | \$6,200.00 |

Restoration Total \$7,732.20

Sales Tax \$42.51

Telephone \$398.67

Total Expense \$13,087.82

NET (Loss) (\$ 1,354.17)

A Preview of This Year's RMRRRC Trips And Events

By Don Hulse



Live Steam locomotive 17 operates at Lakeside Amusement Park. – Photo © Bruce Nall.

**Amtrak To Glenwood Springs and Back
April 24th and 25th**

insert in this *Rail Report* to order tickets.

21 members and guests will ride bi-level cars on Amtrak trains #5 and #6, The California Zephyr, from Denver to Glenwood Springs on April 24th and return to Denver the next day. The train travels through eight canyons and 42 tunnels. The Rio Grande Chapter of the NRHS will give us a tour of their depot space before we leave Glenwood. All riders will get a surprise treat!

An overnight stay at the famous Colorado Hotel and a pass to the famous two-block long, hot springs fed swimming pool is included. Meals are not included. See the

**Lakeside Amusement Park Picnic
Saturday, May 22nd**

Plan to enjoy a picnic lunch and spend some fun time with your family and friends at Lakeside Amusement Park. See the next *Rail Report* for details.

**“Once in a Blue Moon”
Pikes Peak Cog Railway Excursion
Saturday, July 31st**

Ride the Pike's Peak Cog Railway from Manitou Springs to the top of Pike's Peak. The train gains 8,000 feet of elevation as it travels to 14,110 feet above sea level. Saturday, July 31st, is a “Blue Moon,” the second full moon in July. Our train will leave late in the day and is limited to 80 passengers. Watch the *Rail Report* for details.

**Leadville, Colorado and Southern
Saturday, August 21st**

Fifty passengers will depart from the old 1893 Leadville depot and travel about an hour and a half on this last remaining segment of the DSP&P to Climax at the top of Fremont Pass. Watch the *Rail Report* for details.

In Remembrance

George Hinds

Member George Hinds died in January 2004 at Colorado Springs after a long illness. He was born in 1922 in Manitoba Province, Canada, and moved with his family at a young age to Detroit, Michigan. He was a lifetime railroader, rising, his wife Ruth says “...from the bottom to the top.” While working in Cleveland, George was assistant to the president of his union. He retired from Conrail in the 1980s.

George had wide interests and belonged to railfan associations as well as light rail passenger groups. His large collection of railroad materials, “...boxes of it,” Ruth remembers, was donated to the Colorado Railroad Museum.

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.

Rebuilt GP40-2's Join The Service

The Army has received two GP40-2 locomotives for their posts out west. Fort Carson, CO, received USAX 4653 and Fort Hood, TX, was getting USAX 4652. The 4653 was moved by Union Pacific to Colorado Springs, CO, arriving 1/23/04.

The Army's 4653 came from EMD in 1967 built for Louisville & Nashville, series 3010 - 3029 (20 units). National Railway Equipment (NRE) at Dixmoor, IL, rebuilt it for the Army. NRE installed their builder plate during the 2004 rebuild. Frame number/order number appears to be 7075-2 (last number is hard to read). The unit was ex-CSXT 6807, eex-Seaboard 6807, nee-Louisville & Nashville 3011. NRE shipped the USAX 4653 west via Union Pacific in January 2004.

BNSF Reports Great Fourth Quarter

On January 27, 2004, Burlington Northern Santa Fe Corporation (BNSF) reported record fourth quarter 2003 earnings of \$0.61 per share, 13% higher than fourth quarter 2002 earnings of \$0.54 per share.

Coal revenues for the fourth quarter decreased \$15 million, or 3%, to \$525 million compared with strong 2002 fourth quarter revenues of \$540 million. The decrease was primarily due to a plant shutdown, the conversion of a utility from coal to natural gas and the closure of a BNSF served mine.

—BNSF

More UP CCRCL Units to Denver

UP's North Platte, NE, to Denver North Yard train, M NPNY 29, arrived with two more Control Cab Remote Control Locomotive (CCRCL) units: UPY 120 and 121. Power arrived in Denver early



National Railway Equipment rebuilt ex-CSXT 6807, eex-Louisville & Nashville GP40 3011 into US Army GP40-2 #4653. The Army will use it at Fort Carson, CO. Returning Army vehicles and tanks from Iraq will put this workhorse to the test. Unit trains of 3rd Armored Cavalry vehicles started rolling into Fort Carson in March 2004.
— Colorado Springs, CO, 1/23/04, photo © Chip.

on 1/30/04. The consist: UP 6599, SP 100, SP 315, UP 7525, UPY (CCRCL) 120 and UPY 121.

UP Coal Load Derails Over Gunnison River at Austin Bridge

Union Pacific had a coal load, the C BRPAH 09, derailed 10-cars on the Austin Bridge over the Gunnison River about ten miles east of Delta, CO, on 2/9/04. The Bowie Resources coal load was on the UP's North Fork Branch (line runs south out of Grand Junction, CO). The Austin Bridge is a three span, through truss with all three spans of different lengths, shapes, and ages. The middle span failed at one of the cross beams that support the track. One end came loose and dropped the track out from beneath the train. The welded rail helped keep the derailment from dumping the train into the river.

Reports indicate the bridge I-beams under the tracks gave way while the loaded coal train was passing over the river. The river is at its winter low water point and was not a factor in the bridge structure failure. UP found about 59-cars on this train were damaged (lower part of car from hitting rail account dip in track on bridge).

The Bowie #2 mine began commercial

production in November 1997 and has a capacity of 6 million tons per year. Bowie's primary product is a high Btu, low sulphur, run-of-mine steam coal. The coal can be supplied as a stoker product. Mining is done underground in the thick Paonia Somerset "B" and "D" seams. Recoverable reserves presently leased exceed 100 million tons. The property has 60 million tons under permit.

Coal trains were parked in the Grand Junction area while the bridge was repaired. A pile driver was sent to help with repairs. UP reopened the line on Thursday, 2/12/04.

—Kolorado Kid contributed to this report

UP Locomotives on Amtrak

Amtrak's westbound California Zephyr, train 5, added two Union Pacific locomotives at Denver Union Station, Denver, CO, on 2/10/04. Amtrak P42s on late arriving #5 were the 194 and 154. UP was asked to provide two units. The C44ACCTE 5802 with US flag and SD9043AC 8008 were added. The train proceeded west via the Moffat Tunnel line passing Arvada, CO, about 12:15 PM. The train is usually by Arvada about 9:30 AM.



BNSF SD75M 8227 proudly wears warbonnet scheme as it lead the Denver to Laurel, MT, (M DENLAU1 30A) west on the BNSF Front Range Subdivision. The train was about to duck under new Northwest Parkway toll road overpass northwest of Broomfield, CO. The other BNSF units were SD60M 9222 and GP38U 2218. – 1/30/04 Photo © Chip.



Union Pacific put their gray painted control car remote control locomotive (CCRCL) UPY 105 to work with UPY SW1500 1087 in late January 2004. They were at Union Pacific's North Yard Storage Yard near Utah Junction, north of Denver, CO, on 1/27/04 between student runs. – Photo © Chip.

41 Cars Derail on UP East of Glenwood Springs

A Union Pacific West Elk Mine coal train with 105 cars derailed 41 cars and two mid-train distributed power units (DPU) locomotives about 12:15 PM on Sunday, 2/15/04. The derailment was just west of Grizzly Siding in Glenwood Canyon four miles east of Glenwood Springs on the main line between Denver and Salt Lake City, UT. The mid-train locomotives

derailed but stayed upright. There were no injuries to the two man crew based out of Grand Junction. The coal load originated from a mine on the North Fork Branch southeast of Grand Junction, CO. It was headed for East St. Louis, IL.

Union Pacific reopened the line to UP and BNSF freights on 2/18/04 and Amtrak on 2/19/04. An investigation was underway to determine what caused the 2 x 2 x 2 DPU powered coal train derailment. The

locomotives were UP 6637 & 7025 up front, UP 6612 and 8149 mid-train (derailed units) and UP 7066 & 6551. The limited access between the canyon wall and the Colorado River hindered reopening the line. BNSF trackage rights trains were held or ran on other BNSF routes, i.e. via New Mexico.

Glenwood Canyon Coal Train Derailment Changes Amtrak #5 and #6

Train 5 (14th) was turned 12 miles east of Glenwood Springs, CO, on 2/15/04, with passengers bussed to Grand Junction, CO, where they boarded equipment from 2/14/04, train 6 to continue their trips west (the train continued to Emeryville, CA). Train 6 (14th) was turned at Grand Junction with passengers bussed to equipment off train 5 (14th). The train returned east as train 6 moving to Chicago, IL. Union Pacific RR reported the initial estimate for track reopening in Glenwood Canyon was 48 hours. As a result, February 15, 16 and 17 trains 5 (15th) and 6 (15th) were detoured from Salt Lake City, UT, via Wyoming to Denver, CO. –Gene Poon and AMTRAK

Rock N Rail Still Running

Rock N Rail left Pueblo, CO, on 2/17/04 with 25 cars powered by ex-NS 2795 and RNR 301 and 401. –Grande473

Union Pacific Railroad's Challenger Steam Locomotive No. 3985 Super Bowl XXXVIII Tour Delay

A blister in or near the firebox forced Union Pacific Railroad's Challenger Steam Locomotive No. 3985 to stay in St. Louis, MO, from Sunday, 1/18/04 until 1/21/04. The fire was dropped and the engine cooled so the repair work could be accomplished. UP 3985 skipped a few scheduled stops but arrived in Houston for the Super Bowl.

Amtrak Will Run Through Wyoming

Amtrak trains #5 and #6 are scheduled to run through Wyoming on the UP mainline from early June through late July 2004 due to UP track work east of Bond on the old Rio Grande Moffat Tunnel route. –Don

A Railroad Career On The Union Pacific

By Jim Ehernberger

I started working at age 16 in 1953 in Cheyenne as a Train Crew Caller (Call Boy), and was still in high school as a senior. Before winter set in, they had me breaking in as a Train Crew Dispatcher, a position I held off and on for a number of years. Half of my life was on the night shift. It took 20 years before I learned there was really a day shift.

From the Crew Dispatcher position I worked numerous clerical jobs in the Yard Office, Bill Clerk, Car Checker (Mud Hop), IBM Clerk, Paddy Wagon driver (hauling crews to cabooses and engines), etc. In 1968 the UP built a second hump yard at North Platte and that ended Cheyenne being a flat switching yard that blocked the trains – there went 14 jobs! All these new innovations are “seniority robbers” according to an old timer I knew that lived to the age of 102!

Because of the set-back in seniority (and in those days about every year or so they took off passenger trains - thus - less employees), I had heard there was a vacancy at the Superintendent’s office, so I put in a Rule 15 transfer and was accepted.

I was on a different seniority roster. I started at the bottom again as a Mail Clerk. This was mostly handling mail and messages to and from various locations around the depot and the Superintendent’s office. As good luck would have it, I managed to work numerous vacancies, as Timekeeper, Bills Payable in the Division Engineer’s office. A guy had a heart attack and that provided an opening as Personnel Supervisor. This was supervising in the Personal Records office, and it was a semi-appointed position, and I was asked to take it and worked that for about two years.

This gave me direct working relationship with the Superintendent because a lot of business we handled pertained to formal investigations, and many personnel matters, including medicals, etc. The Superintendent we had was J. R. Johnson, formerly a Conductor on the Ogden-Green

River district. He was a fine gentleman and treated everyone fairly. We hit it off very well. He asked me if I would like to go out with him “on the car” as he referred to it. That was an old expression based when they had business cars. In 1968 or so they discontinued Superintendent business cars, but he still had a private traveling Secretary and that’s the job he asked me to consider.

I was not a stenographer and had wanted to learn speed writing, so I told him that I was not qualified, but would work toward it for the future. At our local community college they offered speed writing, so I signed up. As bad luck would have it, there weren’t enough students signed up to offer the class. I purchased the books and went to work. I learned most of the basics and practiced it as much as I could. I still catch myself wanting to use some symbols in writing.

Russ Johnson was promoted and Bob Irion came in and it wasn’t long until he was asking me to take the job. I was very hesitant, but I did take it in May of 1972 and worked it for nearly two years. We travelled a lot, normally 22 nights out a month! We worked derailments at all hours and half days on Saturdays too. My speed writing gained momentum. By time I left the job in 1974 I could think like this man and I could almost always have his first paragraph written when he dictated letters. I was always a fast and good typist.

In 1974 there was a shortage of Train Dispatchers and I mentioned to the Chief Dispatcher that I was getting road-worn and would like to be considered for the position. The Superintendent I was working for was about due for promotion and I really was not looking forward to working with anyone else. So, I was accepted on the Train Dispatcher position, but that took more than two months of memorizing the entire rule book as a word for word written examination was facing me. I always had a pretty good memory and with lots of practice and writing and typing the rule book over and over again

and again, I made the grade. Again, I was at the bottom of the seniority list and worked nights most of the time.

We had a series of bad collisions on the Wyoming Division during the late 1970s, and the job was very stressful. We were always under pressure not to delay trains. Traffic levels were high. We had Amtrak in those days and they would operate at 90 M.P.H. while some freight trains dogged along at 40 M.P.H. and we had to work ourselves hard to avoid criticism and delays. It was very difficult.

I had three incidents where people were killed. All of these required my testifying at National Transportation Safety Board hearings. I decided to try to move on.

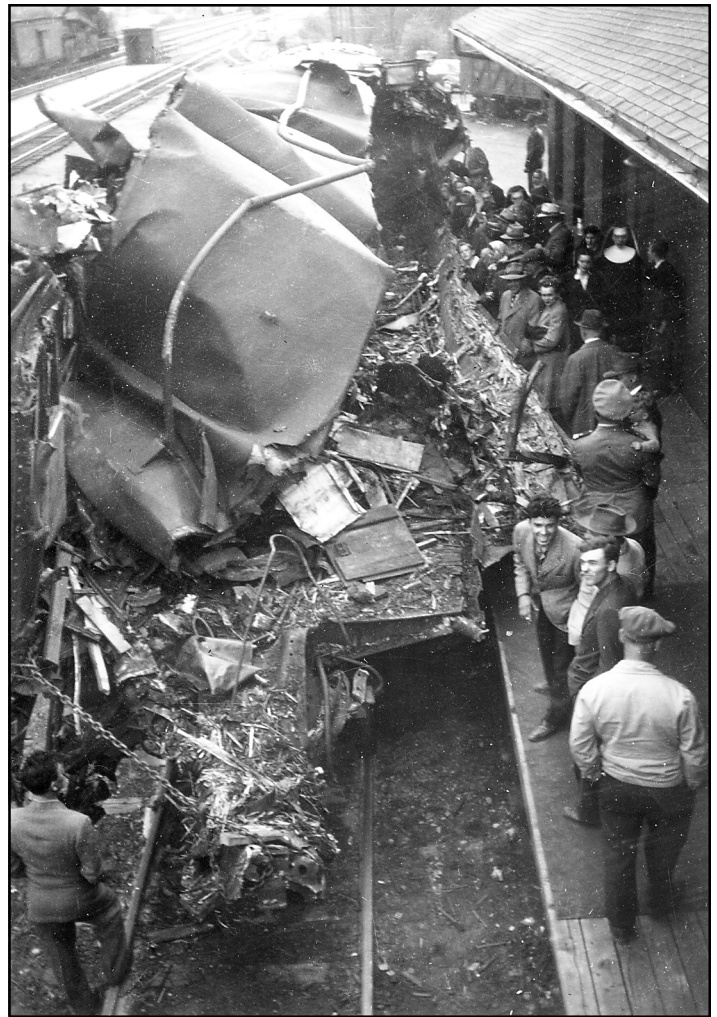
I sent in a request to Omaha to be considered in the Rules Department. This was just something I thought I might like. There were no vacancies, but I thought it never hurts to have a foot in the door. As it turned out, another collision in July of 1979, plus many incidents, caused the NTSB to provide a “negative” report regarding UP’s management and loose rules compliance. When this hit the railroad President’s desk, he wanted something done quickly. As good luck turns out, my name was on file, and they decided to establish a position on each of the Divisions. I was appointed to the Wyoming Division on April 1, 1980, and stayed where I had lived most of my life.

In 1985 things started to change. We got a new President and he brought in ideas of change. Most of it was doubling up on jobs. They doubled up on my Rules job and combined it with Safety. Our program of testing employees and getting them proficient in rules compliance took a back seat because Safety was first. I had to do things that I really was not interested in.

Because of all of this uncertainty and the fact that I was competing for the future with college graduates, I just felt it best to take their management buy-out offer and accept an early retirement. I did that on May 1, 1988, at age 51.



The damaged CB&Q locomotive and coach at Naperville, IL, from the Advanced Exposition Flyer and the Exposition Flyer wreck.
 – Two Neal Miller photos from the Tom Klinger collection.



Curious spectators and the wreckage at the Naperville platform.

Neal Miller's Photographs of the Wreck of Burlington's Advanced Exposition and Exposition Flyers

Tom Klinger

Club member and photographer, Neal Miller, happened to be traveling through Naperville, IL, after the wreck of Burlington's Advanced Exposition Flyer and Exposition Flyer. In the February *Rail Report*, member Peter Bulkley wrote of

his experience as a passenger on the Flyer.

Editor's note: There is a lot of historical knowledge residing in the RMRRC. One Club member was a passenger on the train and another member photographed the

wreckage of a railroad tragedy that changed the way all US railroads operate. I would like to encourage Club members to send in their railroad experience, story or photographs to share with other members.

Robert Beyer's Colorado Joint Line Rail Cam

The camera feeding live, streaming video to the internet is pointing out of Rob's house in Monument, CO. It is an ongoing experiment and will undergo change now and then. It has been working for two months and is accessed at:
<http://railview.net/webcam/>

The camera usually looks south, but sometimes you will find it looking north, or other directions for fun. This time of

year, the sun is glaring most of the day when the camera is looking south, but that is the view that shows the nice "S" curve.

The camera is an internet surveillance type and the original lens was a cheap wide angle. The lens was replaced with a slightly telephoto, good quality TV camera type lens and it delivers a pretty good picture. Obviously, the motion will appear smoother like a movie when viewed on a

broadband system. The camera is on 24 hours and at night you only see headlights.

Right now its just live but we hope to add a capture gallery in the future for the great clips. You can e-mail Rob at rob@railview.net if you have any questions or comments. The cost of the project is being absorbed by Rob and fellow railfan, Dennis Hanley, and may change or be discontinued at any time.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873



If you have a color newsletter address label, we have not received your 2004 dues payment. See page 2 for information.

**Colorado Railroad Museum
2004 Scheduled Special
Operation Days**
For information call 303-279-4591

| | |
|-----------------------|---------------------------|
| April 10: | Bunny Express |
| June 19 & 20: | Father's Day |
| August 14 & 15: | Garden Railway Convention |
| October 8-10 & 16-17: | A Day Out With Thomas |
| December 4 & 5: | Santa Claus Special |

The Club's equipment committee works on the Club owned equipment at the Colorado Railroad Museum on the second and fourth Saturdays of each month. Any Club member is invited to join in the restoration and maintenance of historic equipment.

Call Bob Tully at 303-428-2322 for details.

Intermountain Chapter, NRHS 2004 Event Schedule
For information call 303-298-0377

| | | |
|-----------|--|---|
| March 19: | Dinner meeting at Rossi's: "Hatch Wroton Presents" Hatch will show a video featuring a variety of films he's taken over the years. | Reservations are required. Cash bar at 6:30, dinner at 7:00, program at 8:00. \$12 per person for dinner and program. Program only is \$5 per person to defray the cost of the program (and any leftover dessert and beverages) - please arrive by 7:45 PM. |
|-----------|--|---|

Trains Unlimited, Tours 2004 Trip Schedule
For TUT information call 1-800-359-4870
or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

| | | | |
|----------------|--------------------------------|-----------------|--------------------------------|
| April 15-18 | Domes To Reno | August 7-9 | Pacific Coast Domes |
| April 22-May 6 | Great Canadian Rail Adventure | Aug. 19-Sept. 2 | Great Peruvian Rail Adventure |
| April 26-May 3 | Canadian Steam | August 27-29 | Domes To Feather River RR Days |
| May 1-2 | Caribou Express | Sept. 19-Oct. 2 | China Steam Spectacular |
| May 15 | McCloud Steam | Sept. 27-28 | Rio Grande Photo Freight |
| June 10-20 | Alaskan Railfan Adventure | Sept. 29 | Durango Photo Special |
| June 10-13 | White Pass Steam | October 2-3 | Nevada Northern |
| July 2-8 | Domes To The Pacific Northwest | October 2-9 | New England Fall Colors |
| July 4 | Domes To Canada | Oct. 28-Nov. 12 | The Old Patagonian Express |
| July 6 | Stampede Pass Rail Adventure | November 11-17 | Mexican Copper Canyon |