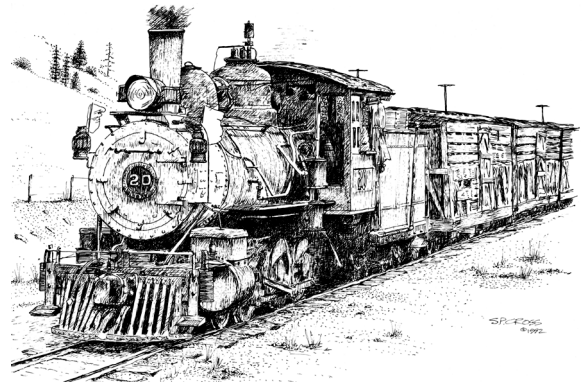


# ROCKY MOUNTAIN RAIL REPORT



MARCH 2005

No. 546

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## South African Garretts

Presented by Bill Botkin

March 8, 2005 • 7:30 PM

Join Bill for a South African adventure. Bill Botkin is one of the foremost railroad photographers in Colorado. Bill began photographing railroad subjects at age 10 using a fixed focus Kodak Brownie camera. During the next few years, he graduated to 35mm and 2-1/4 inch formats, shooting both slides and black & white. This dual passion for railroads and photography has taken him across the United States and to 20 countries on 5 continents, including 7 trips to South Africa to photograph steam. Though Bill's first love is steam, he does photograph diesel and electric locomotives on occasion.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, through the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

## 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 2005. Renewals were due by January 1, 2005. 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 mlck11@comcast.net with questions.

## Mark Your Calendar For These Club Trips

### Ski Train Winter Park Trip – March 19th

A ride to Winter Park on the Ski Train with a possible snow cat trip to Rollins Pass. For trip information, times, reservations and tickets, call Don Hulse, Trip Leader, at 303-373-5531 and leave a message after March 1st.

### Cheyenne Shops & Depot Museum Tour – May 7th

After a bus ride to Cheyenne, we will tour the UP shops. After lunch, those interested may tour the museum in the refurbished Cheyenne station then return by bus to Denver. There is a limit of 50 attendees. Watch the next *Rail Report* for tour information and ticket ordering information.

## 2005 RMRRC Events Schedule

|                  |   |
|------------------|---|
| March 19 Trip    | Ski Train to Winter Park                    |
| April Event      | Platte Valley Trolley Ride and Picnic       |
| April 12 Meeting | Joe McMillan's Santa Fe Years 1964 to 1995  |
| April Tour       | Uhrich Locomotive Works & Comanche Crossing |
| May 7 Tour       | Cheyenne Shops                              |
| May 10 Meeting   | Slide Potpourri                             |
| May 20 Tour      | Utah Junction                               |
| June Tour        | Burnham Shops                               |
| June 14 Meeting  | To Be Announced                             |
| June Trip        | Royal Gorge                                 |
| July Trip        | Summer Ski Train                            |
| July 12 Meeting  | To Be Announced                             |
| July Event       | Nixon Power Plant & Pueblo Depot            |

The deadline for items to be included in the April *Rail Report* is 3/21/05.

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.

## From The President – The Club History Project Update

By Jimmy A. Blouch

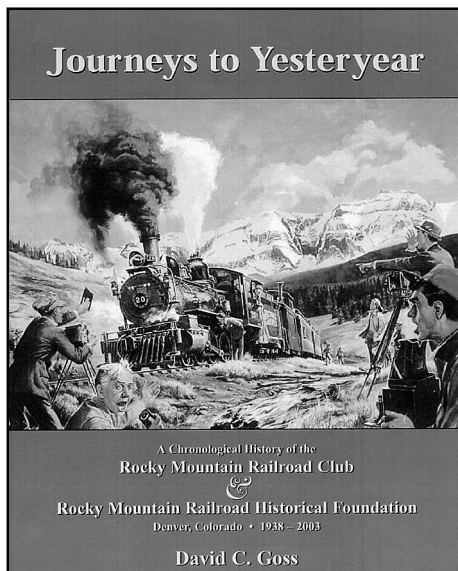
The manuscript for the Club history project was recently submitted to a printer. They have produced a proof and it is under review by the Club's publications committee. The book, *Journeys To Yesteryear*, should be in the process of being printed by the time you read this. As you know, this project has been in the works for quite some time.

During January 2003 initial plans were approved for a small publication to be distributed exclusively to Rocky Mountain Railroad Club members. At that time, the projected cost was approximately \$5,500.00. As work progressed, more material and more photographs were added to the point that the publication evolved from a small booklet to a full book size. The final product will have 176 pages, hundreds of black and white photographs, an eight page full color section, a color cover and the interior will be printed in two colors. We plan to print 1,000 copies. While the final costs have yet to be determined it is estimated that production, printing and other related costs will bring the total to approximately \$15,000.00, nearly triple the original estimate.

During November 2003 members were informed they would receive a copy of this publication at no cost to them. This was done with the best of intentions, however, at the time this information was released, the manuscript had not been finalized and was not ready for submission to a printer. As a result an accurate final estimate for cost could not be determined. Due to this distribution commitment, projected proceeds from donations and book sales will not equal publication cost and expenses.

The officers and board of directors realize there is a commitment to honor the offer of copies at no cost to members. However, they strongly recommend and hope that each member who receives a copy at no cost will make a fair contribution to help offset the loss the club will incur on the publication of this book. Unfortunately they are forced into this

recommendation due to the financial constraints of the Club. When the Club receives the completed books, each member will receive a letter detailing distribution plans and the procedure to follow for requesting their copy.



Dick Kindig recently celebrated his 89th birthday. Club members Al Chione and Jim Ehernberger arranged for a small gathering of Club members and friends at Dick's favorite watering hole. Dick thoroughly enjoyed this occasion. He holds membership card #1 and is a charter member of our Club which had its beginnings 67 years ago this month. – Photo © Jimmy Blouch.

### 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  
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                 | Jimmy Blouch  |
| Vice President - Projects | Darrell Arndt |
| Vice President - Programs | Don Hulse     |
| Secretary                 | Roger Sherman |
| Treasurer                 | Dave Goss     |

### Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the 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:

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)

## January Foundation Donors

By Jean Gross

While the list of names is not long, generosity still abounds. We have reached the \$9,000 level on our way to \$14,000. Much is being accomplished on No.25 because of the tremendous volunteer effort that includes some new faces. Let us continue to support the project and the people that have donated many long hours of planning, materials and labor to get to this advanced stage. As the weather improves and the days get longer, work will increase. The electrical systems are still a big hurdle to overcome financially and in engineering. Your donations are imperative to keep this going. Thank you to the following donors:

Mr. Robert L. Bartholic, Mr. Peter Ford, Bruce Nall - Select Image and Donald Ziesesch.

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## No. 25 Happenings

By Darrell Arndt

Recent work on No. 25 has focused on the 600 volt wiring from the roof down into the car body. An extensive amount of thought has gone into this aspect of the restoration, anticipating the environment in which the car will operate. Design modifications to trolley cars subsequent to the construction of No. 25 resulted in less "wear and tear" on controller mechanics and also to prevent operating the car with the pole up in the wrong direction. We have created innovative solutions to address these concerns and appreciate the feedback from our friends at the Western Railway Museum, Seashore Trolley Museum and experts in Australia.

Modifications to the air compressor governor circuit will also enhance the reliability of the car. Fred Perry from Maine visited the car recently and provided welcomed advice and some parts. These applications will not detract visually from the car's historic appearance. Thanks to volunteers Des Sainsbury, Carlos Seegmiller, Tom Peyton, Bob Johnson and Don Smith for their continuing participation. Des and Tom have put much time into drawing and



## Union Pacific Burnham Tour

By Director Barry Smith, Photo © Tom Peyton

The Burnham Locomotive shop tour in January was blessed by mother nature with 70 degree weather. We were fortunate to have the shop superintendent as a knowledgeable guide who was quite generous with his information. Fifteen Club members weaved our way in and out of the buildings including the original brick D&RG building.

Other than requesting that the group refrain from photography, we were shown about all there is to see. An interesting fact is that the shop operations are leased to General Electric. They work three shifts, seven days a week, putting out 10 to 12 locomotives a day. All repairs are performed at the modular level – the broken assembly is pulled out and shipped to the appropriate repair company. Painting is done in Arkansas, not here.

Most locomotives (don't call them "engines") on site are AC units. The AC alternator is bolted to the front of the engine with a direct drive from the crank

shaft. The three-phase controllers pick off current twice for every engine rotation. The electrical controls bay behind the cab is 8 by 8 by 10 feet in size, made of stainless steel to block interference with the microprocessor controls. Each traction motor costs about \$90,000 and weighs 20 tons.

Some locomotive models are still classified as "tunnel units" with low air intakes. We watched as they moved a locomotive without starting the engine using the battery and one axle motor. We nearly went through a running unit – maybe next time. Outside, what appeared to be a wash rack is actually a load test area with a large heat dissipater. After the tour a few of us enjoyed dinner at a local restaurant.

For this tour, there was a standby list with enough names for two more tours. We are planning to do another tour in June. Those on the standby list for this tour will be given first chance for the next tour.

modifying a wiring diagram for the car.

A big thank you is due to Bob Dunmire for his construction of a clever donation box that is modeled after No. 25 complete with a jeweled headlight and real windows. It will mount on our welcome sign and provide a fun receptacle for donations by visitors to the car. Thanks to Irv August for his donation of a 2005 trolley calendar

to enhance our work shop and also to Bob Packer for his calendar donation.

All of us who work on the car thank all of you who have provided generous financial support of our effort. Without your participation we simply could not continue the project nor witness the car's 94th birthday this February in such wonderful condition.

## 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.

### UP Builds Whitewater Siding to Handle Record Coal Output

Union Pacific continues investing in Centennial State trackage to handle increasing Colorado coal production. The state produced 40.1 million tons of coal in 2004, up 12 percent from the 35.8 million tons produced in 2003. Tonnage was reported by the U.S. Department of Energy’s Energy Information Agency (EIA).

Colorado is now ranked sixth in US coal production. The top six coal producing states are Wyoming (393.7 million tons!), West Virginia, Kentucky, Pennsylvania, Texas and Colorado.

“Western coal production is increasing because it is largely surface mine coal that is cheaper to mine,” stated EIA’s Jonathan Cogan. “So even with high transportation costs, Western coal can compete with Eastern coal.”

Union Pacific operated a rare 67-car ballast train with six units up front and four on the rear. The unit ballast train originated at Granite, WY. It moved south via the Greeley, CO, line from Cheyenne, WY, with only two units, UP 9194 and 9215. The train was at UP’s North Yard, Denver on January 10, 2005.

North Yard added six units on the west end (UP 6463, 7531, 7024, 5954, 8011 and SP 208). Added to the other end were UP 7572 and 5855 which were coupled onto the UP 9194 and 9215. The extra locomotives were moved on the ballast train to Grand Junction to eliminate a light engine move. Train arrived Bond, CO, on Jan. 11 before 7:00 AM.

The ballast train dumped its stone on the North Fork Subdivision at the new



Eastbound coal load C BRTSH 20 had distributed power unit UP 6654 on the rear as it dove into Moffat Tunnel at Winter Park, CO, on 1/22/05. The Bowie Resources Limited (train symbol BR), coal load originated in Paonia, Delta County, Colorado loaded at Converse. – Photo © 2005 Chip.

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.



UP train C BRTSH 20, transversing Tabernash Siding, CO, on 1/22/05. Train used siding account Harsco Track Technologies rail grinder, RMSX 0411 West, was working the main. – Photo © 2005 Chip.

Whitewater Siding located between Grand Junction and Bridgeport Siding. UP is improving its capacity to better serve the needs of western Colorado coal mines. Grading on the new siding began in September 2004 according to Levi McEuen, superintendent of coal

operations, Grand Junction.

### BNSF Cabless GP9B 1700

A rare BNSF locomotive visited Colorado in January. Cabless due to wreck damage many years ago, GP-9B 1700 was noted at



BNSF cabless GP-9B 1700, series 1700-1703, was at BNSF's Denver Diesel Shop on 1/24/05. The unit was in Colorado about a week before moving south to Carlsbad, NM.  
 – Photo © 2005 Chip.



BNSF operated a six car engineering inspection train from McCook, NE, which left Denver Union Station on 2/2/05, about 11:00 AM. The train had 9-44CW 5042, baggage car 77, sleeper MARIAS PASS 64, business car MISSOURI RIVER 4, sleeper TRINCHERA PASS 67 (ex-ATSF Regal Manor), business JOHN S. REED 8 (ex-ATSF 53) and theatre inspection car WILLIAM B. STRONG 32. It laid over at La Junta, CO, that evening. It inspected the Boise Subdivision to Amarillo, TX, then returned north on the Joint Line 2/4/05 back to Denver. – Photo © 2005 Chip.

BNSF's Denver Diesel Shop on 1/24/05. BNSF only rostered four GP-9Bs.

BNSF 1700, serial number 21224, was built in July 1956 as Northern Pacific GP-9 267 and later renumbered BN 1890. When wrecked it became cabless GP9B BN 600:2. BN's highly talented West Burlington Shops did the conversion from manned cab GP-9 to a cabless GP-9B. It was painted BNSF's Heritage I scheme at Northtown Yard, near Minneapolis, MN, July 25, 1998.

Where are the other BNSF GP9B's? Two were working at Lincoln, NE: BNSF 1701 and 1703. BNSF 1702 has been sold to Wright Cooperative at Dodge City, KS. It still wears BNSF colors.

### Inspection Trains Visit Colorado

BNSF and Union Pacific both operated inspection trains across Colorado in February 2005. BNSF operated a six-car engineering inspection trip over the Joint Line. UP operated a train from California

to Council Bluffs, NE, inspecting their new \$44 million dollar Utah Junction Bypass north of Denver.

BNSF's engineering inspection train used 9-44CW 5042. The 6-car train included:

- Baggage car 77
- Sleeper MARIAS PASS 64
- Business car MISSOURI RIVER 4
- Sleeper TRINCHERA PASS 67
- Business car JOHN S. REED 8
- Lounge theatre style inspection car WILLIAM B. STRONG 32

The train arrived at Denver Union Station 2/2/2005. About 11:00 AM on 2/3/05 the train departed Denver Union Station using the Buck Main and headed for Rennix Yard. It reversed direction and moved southward over the Joint Line through Colorado Springs and Pueblo tying up that evening at La Junta, CO. The train continued the next day inspecting the Boise City Subdivision to Amarillo, TX. The train looked over the Twin Peaks and Spanish Peaks Subdivisions via Trinidad and Walsenburg, CO, on the northbound leg. Coal train directional running track improvements were likely considered. The inspection trip ended 2/4/05 at Denver Union Station.

Union Pacific's four-car train also operated with a locomotive numbered 5042, an SD70M. The UP train included:

- Power car UPP 207
- Business car UPP 119 KENEFICK
- 8-bedroom deluxe sleeper UPP 1602 GREEN RIVER
- Inspection car UPP 420 FOX RIVER

The train came east via Las Vegas, NV, Salt Lake City, UT and Grand Junction, CO. It was noted making a meet with a UP westbound coal empty at Rocky Siding about 3:00 PM on 2/12/05. Corridor managers and dispatchers looked over the new UP Utah Junction Bypass which the train used between the Moffat line and the Belt Line. Train crews changed at Broadway, DS900.

The special departed east on the Belt Line, then north on the Greeley line to Cheyenne, WY. It returned to Council Bluffs where UP keeps the Heritage passenger car fleet.



## Communities of Yesteryear Along the New Santa Fe Regional Trail

By Jack Anthony

The El Paso County's new Santa Fe Regional Trail is a 15-mile recreational path that starts at Ice Lake at the southern boundary of the Air Force Academy and journeys northward to Palmer Lake. Most of this wonderful 8 to 10 foot wide trail weaves its way along the route of two railroads that played key roles in early Colorado Springs history, the Denver & Rio Grande Railroad (D&RG) built in 1871 (today operated by Union Pacific and Burlington Northern Santa Fe railroad company) and the Santa Fe Railroad built in 1887. A majority of the trail is actually on the original Santa Fe Railroad route. The 116-mile extension of the Santa Fe Railroad from Pueblo to Denver was built in 1887 in just 6 months.

### The Trail and Its History

I enjoy running on the trail and I became curious as to what was here in the early days of the late 1800s. For a 1999 article, I interviewed two wonderful railroad history enthusiasts who live here in Colorado Springs, Gordon Bassett and Mel McFarland. Gordon and Mel shared a lot of great insight and knowledge about the communities that existed along these railroads "way back when." Since the interview, I have visited the Pioneer Museum, AFA Library, and the Palmer Lake Historical Society and met several local area history enthusiasts who have helped me greatly in my research and wonder on the early days of the Front Range communities along the Santa Fe Railroad.

There are also several outstanding books documenting the history of these communities. Authors include Lucille Lavelett, John and Betsy Kitch, James Head, Jill Trout, George Fagan and the El Paso County Historical Society's own Forest Porter. In this series of articles, I seek to take you on a journey northward along the trail and share interesting historical tidbits that give insight to these communities of yesteryear. Often when I



The Santa Fe depot at Breed, Colorado, on May 7th, 1931.  
– Photo provided by Forest Porter, El Paso County Pioneers' Association.

complete my runs along sections of the trail, I take myself back 100 to 120 years and imagine sounds of the communities of Breed, Edgerton, Sommers, Husted, Pring, Monument and Palmer Lake as they existed during the glory days of railroading along this part of the Front Range.

### The Communities Along the Way

Our journey will take us north from the Ice Lake trailhead to Palmer Lake – 15 miles in length and a 1000 foot gain in altitude. More than 100 years ago, this stretch along the front range included several roadside communities that connected Colorado Springs to Denver. The Santa Fe Railroad ran northerly through the community of Breed. From Breed, the railroad proceeded northwest through Edgerton and continued north, passing through the small whistle stop community of Sommers. After Sommers, it began paralleling I-25 and passed through the communities of Husted, Pring Station, and Monument. Following Monument, the railroad veered northwest to Palmer Lake.

Nevada Avenue and Cascade Avenue were the roads heading north from Colorado Springs. They connected into what was to become Highway 85 and 87 that leads to Denver. The highway headed north through Breed, Husted, Monument, and

ultimately reached Denver. You can still see the old highway roadbed near I-25's Baptist Road exit.

First, lets take a quick trip north on the D&RG Railroad, and recognize the stations and communities that ran along its tracks back then. The station in Edgerton was actually on the D&RG (the town also had access to the Santa Fe from the east). North of Edgerton and west of Sommers was a station called Aetna. The east and west sections of Husted joined into both railroads. North of Husted and west of Pring Station was the Borst station (originally named Southwater). The D&RG continued through Monument and Palmer Lake, paralleling the Santa Fe. Both railroads often came within feet of each other. They were basically confined to the Monument Creek drainage and their tracks were fairly close together. You may find it surprising that they did not share common station and settlement names. Let's now begin our journey through some of these wonderful front range communities.

### Breed

Along with the Santa Fe RR station, Breed also had a gas station and a tourist court, an early version of the modern day motel. Marion Porter (grandfather of local author and historian Forest P. Porter) operated the

## Communities of Yesteryear

Continued from the previous page

tourist court. In the early 1920s it consisted of a series of Santa Fe Railroad refrigerator cars which had been converted into one and two unit suites and sited on the Porter property to form a small village arranged around a circular drive. As time went on, the tourist court was remodeled into a modern day motel, which operated until the property was purchased in the mid-1950s as part of the Air Force Academy reservation.

### Edgerton

The town site of Edgerton was located in the Ice Lake trailhead parking lot area and in the vicinity of AFA's Services and Supply complex. Edgerton had homes on both sides of Monument Creek. Mr. David Edgerton first settled into this area in 1868. In the 1869 time frame, the Pueblo to Denver stagecoach stopped three times a week at a large two story home built by Harlow Teachout. This two-story home, called the Edgerton House, was located to the nearby south. Fifty people were living in Edgerton in 1891 and by 1902, its population had grown to 350.

The Edgerton House had 8 rooms upstairs and a large dining room on the main level. The area around it became a popular health resort. As many as 200 tents could be seen gathered around the house during the summer months. An advertisement in 1874 cited "Fine riding horses, plenty of sweet cream and milk, board \$7.00 a week." The tracks of the D&RG were built near the house. Across to the east of the Ice lake trailhead, Edgerton had access to the Santa Fe Railroad.

The community boasted several cattle and coal businesses, but those weren't the most regarded commodities or "crops" produced locally. The big "crop" was ICE! Edgerton's Ice Lake was appropriately named by the citizens as it was the source of ice in the town. Built in the 1880s, the man-made lake was solely used for ice production. Ice was the primary source of Edgerton's income, and the town's own Cascade Ice Company

## Out at the Museum

By Denny Haefele

The equipment committee got a little work done while ducking and diving snowballs from the weatherman. Work still continues on the North side of Rico with some new siding and fascia. Denny Haefele, Bob Tully and Roger Sherman met at the museum late in January and cut some letter board to size as well as installing some more tongue and groove siding. Early sunsets and cool afternoons cut short most days out of doors this time of year.

Roger and Bob met the first weekend in February on a non scheduled day just to try and gain a little ground. They managed to cut a bevel on all the letter board that we had previously shaped, making it ready to put on the car. These pieces of 1-3/4 x 12 foot Poplar are not easy to handle and will require the cooperation of three or more people to hoist and fasten to the car.

Denny and Bob met the Friday before the scheduled work day in a effort to beat a prediction of bad weather on Saturday. After moving some lumber back up the Club's storage car, Bob and Denny mounted a piece of redwood sill on the car. The center rail was not originally on the North side of the car. In order to make both sides of the car match we are installing rails on the north side. These rails also serve as the lower window sills. Other than to mount a center rail we did not do a lot to change the appearance of the car.

The stage is set for some rapid advancement in the siding of the car. We

drove the market. The ice would be cut from the lake, then either shipped on special railcars, or stored in large ice storage buildings and sold throughout the summer to keep food cool on the railroads.

The specially made stone and wood buildings that stored the ice used sawdust between the inner and outer walls as insulation. Believe it or not it worked! Sometimes the ice would last throughout



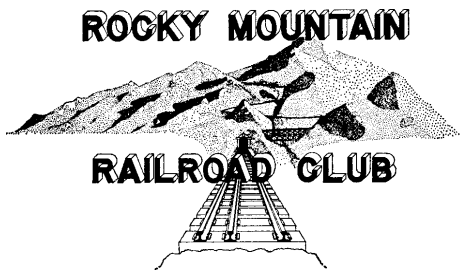
Club member Herbert Votaw donated his hand crafted models for display at the museum and they are quite literally beyond description in words. There are five locomotives, two cabooses and one reefer car. These models include a "Big Boy," Rio Grande articulated 3712 and UP 4-8-4 844. Herbert began modeling these incredible pieces of equipment in 1943. At present the display is still under construction but the pieces can be seen in part with the final version of the display to be completed in the near future. Remember, your Club membership includes admission to the museum.

precut all the T&G that was primed both to fit below the rail and above. The siding above the rail needed to be beveled on one end so that it would fit tight against the center rail. Once the letter board is up the T&G will fit under it and the bottom will rest on the center rail. The next work session will involve priming letter board and center rails. Then some more siding will go up. Once this is up then we will have exhausted our supply of primed siding and some good warm days along with some enthusiastic help will get the rest of the siding ready to go.

the summer in these much-insulated buildings! Ice production and distribution was a big deal back then – refrigerators weren't invented yet! Along with Edgerton, Monument and Palmer Lake also had ice production operations on their respective lakes. We'll learn more about ice production when we visit Monument.

In future *Rail Report* articles, we will explore more communities along this trail.

See [http://adm.elpasoco.com/parks/r\\_trails/n\\_sntafe/Nsfrt.asp](http://adm.elpasoco.com/parks/r_trails/n_sntafe/Nsfrt.asp) for trail information.



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Operation Days**

For information call 303-279-4591

|                          |                       |
|--------------------------|-----------------------|
| March 26:                | Bunny Express         |
| April 16 & 17:           | Steam Up              |
| May 21 & 22:             | Steam Up              |
| June 18 & 19:            | Father's Day          |
| July 30 & 31:            | Steam Up              |
| September 17-18 & 23-25: | A Day Out With Thomas |
| December 3 & 4:          | 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 2005 Event Schedule**

For information call 303-298-0377

Friday, March 18, 2005: Dinner Meeting at Rossi's Catering. We are pleased to have Hatch Wroton presenting two films. The first is *Steam engines don't obey NO SMOKING signs*, a short film showing the August 21, 2004, RMRRC excursion on the Georgetown Loop Railroad, with GLRR No. 40 pulling our train and Shay No. 12 also on the line. The feature film is *Pea Vine Flyer* showing the chapter's excursion on September 27, 2003.

Menu: Fried chicken, a second entree, mashed potatoes with gravy, green beans, dessert, decaf coffee and iced tea. Dinner reservations required. Call the Chapter office (303-298-0377). No drop-ins. All reservations and any cancellations must be made by 5:00 PM, Wednesday, February 16. After that, call Rossi's directly (303-296-1144). No-shows are billed by the Chapter. Cost for dinner meetings is \$12 per person. Cash bar opens at 6:30 PM, dinner is at 7:00 PM and the program is at 8:00. If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program, and you should arrive by 7:45 PM.

**Trains Unlimited, Tours 2005 Trip Schedule**

For TUT information call 1-800-359-4870

or visit our web page at: [www.trainsunlimitedtours.com/rmrrc/](http://www.trainsunlimitedtours.com/rmrrc/)

|                  |  |                 |   |
|------------------|--|-----------------|---|
| March 6-19       | China Steam Spectacular I                        | September 10-25 | Andes Rail Adventure                            |
| March 20-April 2 | China Steam Spectacular II                       | September 26-27 | Rio Grande Photo Freight                        |
| May 7-8          | Carrizo Gorge Adventure                          | September 29-30 | Durango Photo Freight                           |
| July 2-4         | Pacific Northwest Adventure                      | October 1-17    | Rocky Mountain Fall Colors                      |
| July 10-11       | Cascade Rail Adventure                           | October 2-16    | Great Canadian Rail Adventure                   |
| August 20-28     | Steam in the Andes                               | October 15-19   | Fall Colors Express<br>(One Way and Round Trip) |
| August 26-28     | Domes to Feather River<br>Railroad Days Festival | November 5-21   | Patagonian Rail Adventure                       |
| August 29        | Cumbres Photo Special                            | November 10-16  | Mexican Copper Canyon                           |