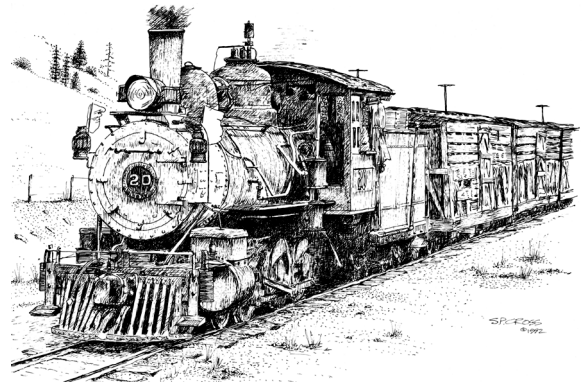


ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 2005

No. 554

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Video / DVD Potpourri

Presented by Dave Gross

November 8, 2005 • 7:30 PM

Please bring your DVD or VHS format video clips for the potpourri. VHS tapes should be set at the starting point and no longer than 10 to 12 minutes on any railroad subject you would like us to see. This has always been an interesting evening by members for members. DVDs and Videos will be returned at the end of the evening.

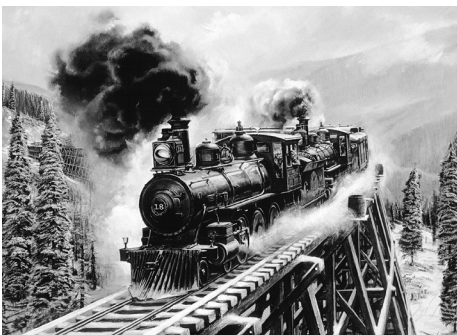
Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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.**

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 13, 2005, 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver,

Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

Club Christmas Card Holiday Sale



The RMRRRC Christmas Cards feature the full-color Philip Ronfor painting, "Thunder At Hagerman Trestle."

The painting was originally commissioned for the cover of the W. Morris Cafky *Colorado Midland* book. The greeting inside the card is:

Merry Christmas
and a
Happy New Year

The special holiday sale price for a box of ten cards and eleven envelopes is \$8.00 postpaid in the US. Please use the order form in this issue of the *Rail Report* to order your cards.

2005 RMRRRC Events Schedule

December 13 Meeting	Annual Membership Meeting
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2006 RMRRRC Events Schedule

January 10 Meeting	To Be Announced
February 14 Meeting	To Be Announced
March 14 Meeting	To Be Announced
April 11 Meeting	To Be Announced
May 9 Meeting	To Be Announced
June 13 Meeting	To Be Announced
July 11 Meeting	To Be Announced
August 8 Meeting	To Be Announced
September 12 Meeting	To Be Announced
October Event	Annual Banquet
November 14 Meeting	To Be Announced
December 12 Meeting	To Be Announced

The deadline for items to be included in the December *Rail Report* is 11/16/05.

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

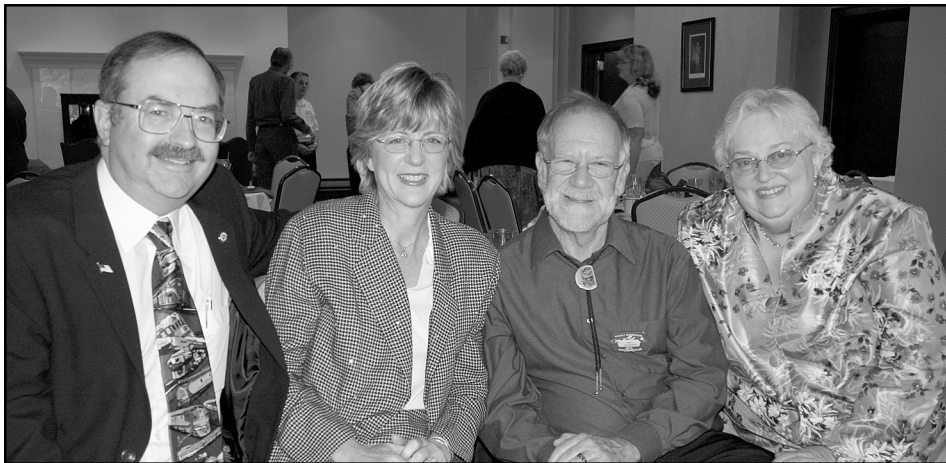
By Jimmy A. Blouch

This year the annual banquet was held as a "banquet luncheon" and took place at the Lakewood Country Club at noon on October 15, 2005. The luncheon was well attended and, as far as I could tell, enjoyed by all. The meals and service were excellent – it seemed the staff of the Lakewood Country Club did everything they possibly could to fulfill any of our requests. After the meal several door prizes were given out and Jim Ozment presented an excellent program titled "South Park Surprise."

Included with this issue of the Rocky Mountain Rail Report is the membership

dues renewal form. Membership renewals for 2006 are due no later than January 1, 2006. Fees for all membership levels will remain the same with no increase for the year 2006. Also included with the renewal notice are coupons for the annual book/video drawing. Funds raised from this drawing benefits our equipment fund, which is used to care for the Club's equipment on display at the Colorado Railroad Museum.

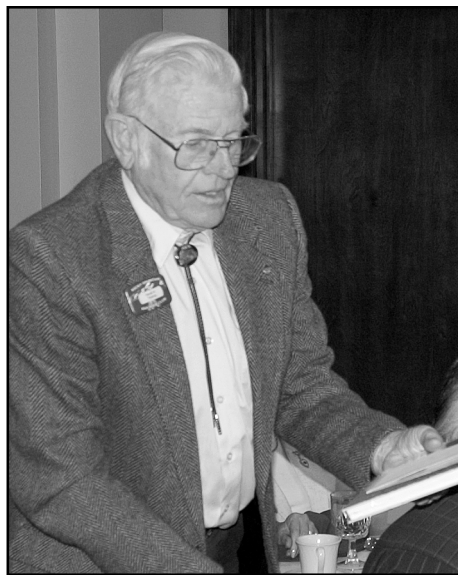
Members may contact me by phone at 303-932-8153 or by e-mail at RMRRCPresident@aol.com.



Enjoying the annual banquet from left, Darrell Arndt, Becky Winter, Ardie Schoeninger and Cynthia Trombly. – Three photos © 2005 Jean Gross.



Special banquet guest Joyce Thode, widow of Club founding member Jackson C. Thode.



Harold Topping receives one of the door prizes donated for the banquet.

Publishers Statement

Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
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	Jean Gross

Board Meetings

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

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.

Royal Gorge To Add Full-Length Domes In November 2005

The Royal Gorge Route Railroad announced in September 2005 that it had purchased three 1950s ex-Santa Fe historic full-length observation dome cars from Holland America Line, Inc. for use on its scenic train line which traverses the Royal Gorge.

The cars are in mint condition and will be added to the current Royal Gorge Route train, which already includes a total of ten passenger, dining and observation cars. The three new cars will lengthen the train to over a quarter mile.

“This is an exciting time for our railroad as cars like these are difficult to come by. Train passengers will have the opportunity to experience the Royal Gorge with unobstructed views in beautifully appointed, glass-topped cars designed for maximum comfort,” said Mark Greksa, co-owner and CEO of the Royal Gorge Railroad. “The elevated seating and all that glass truly captures the breathtaking scenery and wildlife of the Gorge.”

The new dome cars will travel from Anchorage to Seattle by ship and will continue the rest of their journey by rail. BNSF moved the three dome cars south via Ft. Collins on 10/22/05. The cars are expected to arrive in Canon City by late October and will be available for passengers on the train in early November.

Passengers first enjoyed dome car service through the Royal Gorge in 1947 but all passenger service ended in 1967, returning after a 32-year absence in May of 1999 as the Royal Gorge Route Railroad.

In the 1950s, dome cars were introduced to provide passengers incomparable views



A mechanical marvel, the Plasser & Theurer undercutter model RM 76, was put to work on Union Pacific's Moffat Tunnel line in mid-September 2005 starting at East Portal, Colorado. Moffat Tunnel is to the left of CNW 2001, seen throwing dirt from the ballast. The machine clears out dirt from the ballast underneath the ties. This is one of several gangs (grade crossing, tie and rail replacement) working to improve UP's Mainline through the Rockies. – September 15, 2005, photo © 2005 Chip.



Here's the business end of Plasser & Theurer's RM 76. The ballast pick-up unit removes ballast under the ties and moves it onto conveyor belts to the screening unit. Here the reusable ballast is separated from waste material. The conveyors transport the waste material to the end of the machine, where it is discharged along the track. The cleaned ballast is mixed with the pre-dumped, picked-up and stored ballast and put back to the track directly behind the cutter chain. UP's CNW 2001 undercutter was at East Portal, Colorado, on 9/15/05. – Photo © 2005 Chip.

never before experienced by train. At the time, two companies were building these famous dome cars: Pullman Standard and Budd. The cars purchased by the Royal Gorge Route Railroad are two Pullman Domes and one Budd Dome. The cars

were previously used by Holland America on the Alaskan Railroad.

The new dome cars will be offered to

Continued on the next page

OS Colorado

Continued from page 3, column 3

passengers who wish to purchase or upgrade to "Observation Dome Class" and will also be used on the popular three-course gourmet lunch and four-course dinner and murder mystery trains. Both lunch and dinner capacity will increase from 172 to 290 per seating. The train can currently carry 550 passengers per trip. These new cars will increase that to 670.

For more information on the historic Royal Gorge Route Railroad, including departure times, high resolution photos, and a history of the area, visit the website at www.royalgorgeroute.com. For information and reservations, call: 1-888-RAILS4U or 303-569-1000.
—*Royal Gorge Railroad*

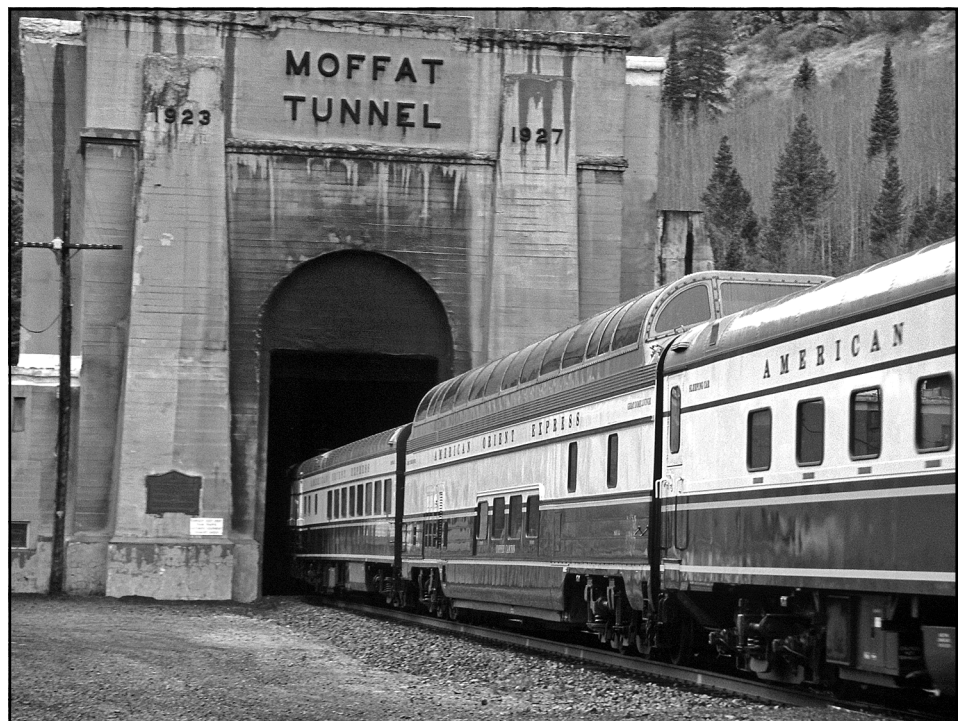
American Orient Express

American Orient Express passengers began their seven day Rockies and Sierras trip at The Brown Palace Hotel for a welcome reception on October 8, 2005. Later in the afternoon the folks were taken to the train parked at Denver Union Station, track three. They enjoyed dinner aboard the stationary train.

On Sunday, October 9th, the AOE left Denver at 8:35 AM with Amtrak P42DCs 145 and 144 handling the 17-car train. Passengers took in the impressive wilderness landscape as they climbed Union Pacific's Moffat Tunnel line westward. The on-board lecture series began, and the day offered ample opportunity for folks to explore the train. That evening everyone dined on board the train as the train headed for Grand Junction.

On Monday morning, October 10th, the group headed into Utah by bus to experience the wondrous beauty of the Arches and Canyonlands National Parks. The group returned to the train that afternoon and the AOE departed Grand Junction. Passengers had dinner aboard the train as they headed for Salt Lake City, Utah.

The fourth day found the group touring



Diving into Moffat Tunnel at 10:20 AM Sunday, 10/9/05, was the American Orient Express full length dome COPPER CANYON 800743. This was COPPER CANYON's first trip through Moffat Tunnel. Light snow was falling as the 17-car train sped westward for its Grand Junction evening layover. — Photo © 2005 Chip.

Lake Tahoe and the Sierra Nevada Mountains. Passengers rejoined the train at Truckee, CA.

On the fifth day, October 12, the train was in Sacramento, California. The group took a motor coach to Yosemite that took them to 5,000 feet in elevation. The group enjoyed dinner and overnight at a Yosemite Lodge.

On October 13th the group was free to hike and stop by the visitors center. That evening they were back on board the train. They celebrated their journey with a farewell cocktail reception and dinner.

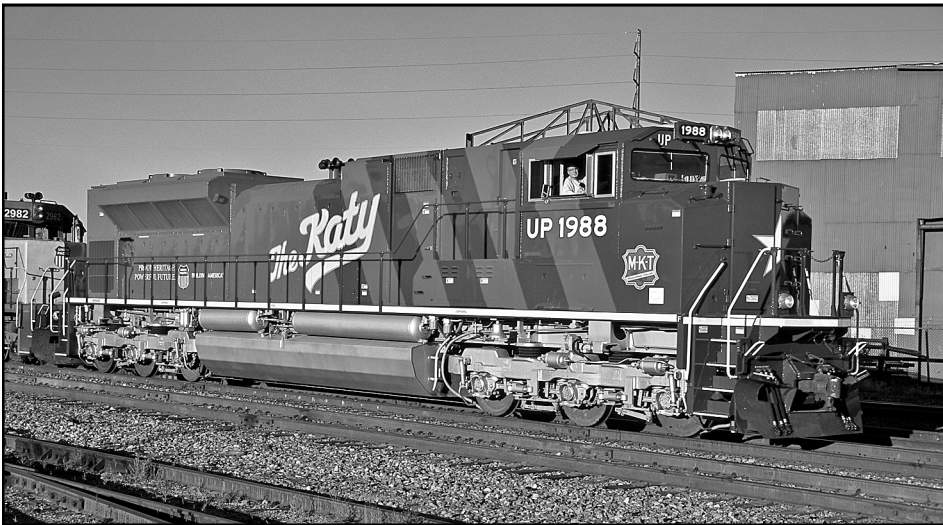
The American Orient Express provided breakfast as the train approached Emeryville, California, on 10/14/05. Their adventure came to an end late morning in Oakland, the railway gate to the San Francisco Bay Area.

Katy Heritage Unit, UP 1988

The first visit to Colorado by Union Pacific's "The Katy" heritage unit occurred in September 2005. UP

SD70ACe 1988 honoring the Katy (Missouri-Kansas-Texas) departed Salina, Kansas, on 9/25/05 with 102-cars on the Salina to Denver 36th Street Yard, train M SIDV 25. UP 1988 led two SD40-2 units. The train laid over at Sharon Springs, Kansas, most of 9/26/05. UP 1988 arrived in Denver before sunrise on 9/27/05. The Salina to Denver train pulled off the Kansas Pacific line onto the outbound track northeast of York Street. Power was cut off the train and wyeed on the Pullman Wye.

UP 1988 was parked on the New Lead across from 36th Street Yard office most of the day on 9/27. Several well informed railfans (alerted by Trainorders.com) caught the unit basking in the sun. The unit is painted a distinctive red and dark maroon scheme. There is a star on the nose (reminds me of a Texas star since at one time "The Katy", had their headquarters in Denison, Texas). The Star also might be a tribute to Katy's Texas Special passenger train. There was a star on the noses of EMD E-7 units (101A and 101C, built March 1947) for the streamlined Texas Special train. Thanks



Fresh off the Salina, Kansas, to 36th Street Yard, Denver train (M SIDV 25), UP heritage SD70ACe 1988 "The Katy" headed for the Pullman Wye. It was being moved by hostlers near York Street, Denver, on 9/27/05. – Photo © 2005 Chip.

to UP for taking pride in their past.

Early on 9/28/05, the Katy unit led the Denver 36th Street Yard to North Platte, NE, train M DVNP 28, northward via the Greeley line. Power on the train was UP 1988, C44-9W 9723, C40-8 9257 and SD70M 4348 leaving Denver before sunrise.

The UP 1988 has been operating between Fort Worth, Texas, and Kansas City, Missouri. The unit was built by EMD in May 2005. It carries serial number 20046610-088. The unit was painted at Horicon, Wisconsin, for the Union Pacific. The paint scheme was designed by Chief Mechanical Officer Martin Rister and Chief Financial Officer Charles Reasoner. UP 1988 has a control stand at the engineer's left. Two computer screens (integrated computer display) are mounted in front of the engineer.

The Katy's fortunes were on the decline in the 1960s. During his 1965-1970 tenure as president of the Missouri-Kansas-Texas, John Walker Barriger III, a well-known advocate of railroad survival through mergers, tried unsuccessfully to find the Katy a merger partner. In 1967 it reported a net loss of over \$10,000,000. In 1976 the Katy obtained a \$19 million government guaranteed loan to repair deteriorating track ties. The railroad's fortunes otherwise continued to decline.

In 1988 the Interstate Commerce Commission gave Union Pacific and its subsidiary, the Missouri Pacific Railroad Company, permission to buy the Katy. The ICC cited the Katy's ongoing financial problems as a major factor contributing to their permission for the sale and also noted that the sale would be in the public interest because it would improve rail efficiency. On December 1, 1989, the two companies merged, and the Missouri-Kansas-Texas was no more.

AAPRCO Convention Special Chicago to Albuquerque, New Mexico

This year the American Association of Private Railroad Car Owners (AAPRCO) Convention Special left Chicago on 10/1/05 at 10:30 AM enroute to Albuquerque and Santa Fe, New Mexico, Williams, Arizona, and the Grand Canyon. The convention train from Chicago was called the Arizona Limited.

The train used the Southwest Chief's route via Kansas City, Missouri, Topeka, Kansas, Newton, Kansas, via Colorado and Raton Pass. Private varnish, CITY OF SPOKANE, joined the train at La Junta, Colorado. The special continued westward arriving in Albuquerque, New Mexico on 10/2/05 about 12:10 PM. AAPRCO Convention 2005 was held October 7 to 9, 2005, at Williams, Arizona.

Three Amtrak P42DC's, Amtrak 61, 156, and 122 (122 facing east), handled the westbound 17 to 20-car train. It operated as Amtrak No. 989 of October 1st.

The return move departed Williams, Arizona, on 10/11/05 returning to Chicago on October 12th. Some of the 23-cars attending the convention were: ATSF 56, Birch Grove, Chapel Hill, Oliver Hazard Perry, North Star, Vista Dome, Burrard, Federal, Metis, Hollywood Beach, Northern Sky, Northern Dreams and Georgia 300.

BNSF Director's Special From Montana to La Junta

The Front Range line had a mixed train come south on October 11, 2005. BNSF's Laurel, Montana, to Denver train had eight passenger cars on the rear: Princess Ultradomes (built by Colorado Railcar, Fort Lupton, CO) MSEX 7089, 7085 and 7087. The rear five cars were for BNSF directors: sleeper MARIAS PASS, crew sleeper STEVENS PASS, TRINCHERA PASS, MOUNTAIN VIEW with power bar herald and business car RED RIVER BNSF 3.

The business cars came off the train at BNSF 31st Street Yard. They were pulled over to Rennix Yard where BNSF Heritage II painted 4899 was added. Train O DENPUE 1 11A departed Denver passing South Denver about 3:55 PM, October 11th. The train headed for the Transportation Technology Center via Avondale, Colorado.

After their trip to the Transportation Technology Center east of Pueblo, the five business cars moved to La Junta, Colorado. There they were added to Amtrak's train 4, the Southwest Chief and taken to Kansas City.

Club lounge car MOUNTAIN VIEW, BNSF 28 (ex-Burlington Northern COMO, BNA 10) was making its maiden voyage after an overhaul. This is the first BNSF with the "power bar" logo. The car name has been moved to where BNSF was written out above the windows.

The Husted Train Wreck

By Jack Anthony,

Wilber H. Fulker & Wilber F. Fulker

This article gives a first hand account of the August 14, 1909 train wreck at Husted. I wish to thank and dedicate this article to Wilber H. Fulker, whose dad Wilber F. Fulker, was a teenager on the southbound passenger train that collided with a northbounder on the Denver & Rio Grande Railroad. Wilber's dad wrote up notes about the accident and snapped six photos of the scene. I used his notes to retell his story that fateful Saturday.

Perhaps the name Wilber Fulker rings a bell. The beautiful fountain in Acacia Park in Colorado Springs is Uncle Wilber's fountain. It is a favorite of kids, and some adults too as they dash and giggle in the pulsating spouts of water. Uncle Wilber's fountain is located on the southwest corner of the park. Wilber has helped me with my history research and is just a joy to talk with. He is a railroad enthusiast and historian. Wilbur has shared a lot of insight and stories of Monument and the rich railroading history of this area. Wilber is presently living at the Brighton Gardens Senior Home near Bear Creek Park. Wilber is on the mend from an injury, recovering quite nicely, and I anxiously await his wellness and strength so that he can accompany me on site explorations!

The following is Wilber F. Fulker's account of Saturday, August 14, 1909:

Summer ranch work was winding down for my brother Ivan and I and we were set to take the train down to Colorado Springs for a Saturday of sight seeing. Uncle Lewis Fritz brought us to the Monument Denver & Rio Grande station to catch the morning train south. We got our tickets and met Cleve Norvell and Pete Kendrick who likewise were seeking a break from summer work. We boarded and Ivan was able to find a seat, but Cleve, Pete and I stood in the rear of the passenger seating area in an open anteroom. It wouldn't be too bad standing and maybe at Husted or Edgerton some folks would get off. The train pulled out and we were on our way.



The wreck scene looking south towards Husted. Note the smoke from a train approaching from the south.

– Photo by Wilber F. Fulker on August 14, 1909, courtesy of Wilber H. Fulker & The Vaile Museum in Palmer Lake, Colorado.

The Denver and Rio Grande used one set of tracks for both north and southbound trains, thus precise coordination was the key to safety and success. In the 40 years of railroading in this area, most mishaps were related to high winds blowing trains over. Not today, it was a warm and sunny morning and no hint of a breeze, a great day not to be doing ranch work!

As we passed south of Borst Station near Pring and were about two miles north of Husted, I looked forward at Ivan and the look on his face was one of fear and concern. I also noticed the engineer was really on the whistle as it blared away and steam rocketed out of it. He leapt to his feet and grabbed the rail above and hollered “hang on fellas, we’re in trouble.” I couldn't fathom what Ivan meant, but the whistle and now the screeching brakes were met with a crash and jolting impact that threw a lady returning from the rest room through the air and right at Ivan's feet. As all this occurred in what was slow motion, but horrific sound. I was whacked by the lid off the water can that was located in the rear. Luckily I was wearing my Derby Hat and it took the blow instead of my forehead. The hat band was cut, but all I had was a nick – and a need for a new Derby hat, but we had a situation on our hands and needed to act swiftly to get off.

Cleve's hat laid on the floor as evacuating passengers gave it several unintended stomps. “There goes my John B” he exclaimed in a rather casual manner given we were in the midst of a train crash. I lost sight of Ivan in the melee of folks getting off. I jumped down and looked up and down to find Ivan. I watched remaining people getting off and still no Ivan. I went back into the coach, which had a mist of dust and smell of steam. I frantically looked about and then I bumped into a person back to back. I came around and it was Ivan. He was looking for me and had been delayed helping the lady who landed at his feet.

Miraculously I still had my camera strapped around my neck. So, I began taking pictures of the wreck. I took six snapshots and then a rather peculiar thing happened. People came up to me and asked me to make prints and send them the prints. People were giving me their addresses and also handing off money in advance. Others said they would send the money. I was overwhelmed and started to realize this was a very serious train wreck as I went forward to what were the north and south bound engines and tenders.

Meanwhile, word reached back to Monument that there had been a wreck.



The wreck scene looking southwest.
 – Photo by Wilber F. Fulker on August 14, 1909, courtesy of Wilber H. Fulker & The Vaile Museum in Palmer Lake, Colorado.

Uncle Lewis had left town and when he heard the news he jumped up and said, “Good gosh, I’ve got two nephews on that train!” So he rigged up his horses and rode a wagon all the way to the site. He found us OK but insisted we return with him back to Monument. Gone was the day of touring Colorado Springs.

As we milled about we started to learn and see first hand the seriousness and devastation of the accident. Our southbound engineer and fireman saw the inevitable crash coming and after blowing the distress signal and setting the brakes they jumped to safety. In all, 11 people were killed and 42 injured. No one in the

southbound train was killed. The lead passenger car of our train had six rows of seats torn out from the floor, all of them (*passengers*) were injured.

The northbound train was a double header, by that I mean it was a helper engine assisting an engine and set of cars up the steep grade to Palmer Lake. The fireman on that helper was Mr. Jack Gossage who lived in Husted and had just waved to his wife as he headed north on a helper run. He was trapped between the engine and the tender full of coal and died in the accident.

My brother Ivan and I did get to tour

Colorado Springs the next Saturday, and yes, we took the train.

How did this accident happen? Somehow the orders of the day got messed up and a northbound train was released to head north even though a southbound train was coming. In 1918, the federal government mandated that the Denver & Rio Grande and Santa Fe agree to share tracks and have northbound on the Santa Fe line and southbound on the Denver & Rio Grande so this accident would not be repeated. Several of Wilber’s photos are included and give insight into just how devastating this crash was.

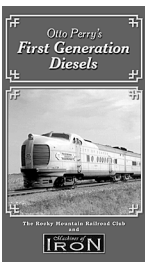
So, where was this tragic accident? Based on the photos as well as good description by Wilber’s dad, I believe this tragic wreck occurred very close to where the New Santa Fe Regional Trail completes a westbound and downhill stretch and turns north towards Baptist Road trail head. There is a nice shelter along this stretch of trail and after the trail turns north it crossed a road that goes under the tracks to the west. In the area to the southwest of this turn in the trail is where the wreck occurred.

Once again, I want to sincerely thank Roger Davis and the staff of the Lucretia Vaile Museum in Palmer Lake. In their collection are all 6 of Wilber F. Fulker’s photos taken on August 14, 1909 as well as his notes typed up. Do consider visiting this gem of a local history museum with a staff that will enlighten you. The next time you are downtown Colorado Springs, do visit Uncle Wilber’s Fountain and join the kids as they dash through the spouts of water. It is OK to giggle, even if you are a grown up!

RMRRC VHS Video Holiday Sale

Special holiday sale price of \$10.00 per VHS video postpaid in the US. Please use the order form in this *Rail Report* to order.

Otto Perry’s First Generation Diesels

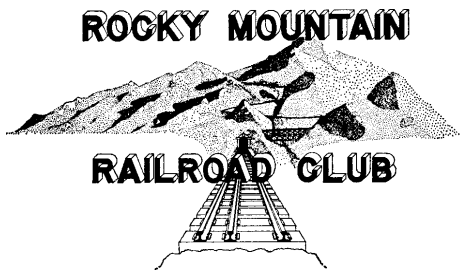


Enjoy long gone passenger trains and freights pulled by classic diesel locomotives from Fairbanks-Morse, Electro-Motive Division, Alco, GE, Krauss-Maffei, and more including an EM-1, AB6, FTs, F3s, F6s, F7s, E6s, E8s, Centipedes, Eries, & PA-2s. Railroads throughout the United States are seen.



Richard Luckins Super Chief

Super Chief Speed - Style - Service is Richard Luckin’s documentary on the first-class Super Chief trains of the Santa Fe Railway. For speed and comfort, the Santa Fe set the standard for all western passenger trains. From Chicago to Los Angeles, there was no other way to travel. Hosted by actor Michael Gross.



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**Colorado Railroad Museum
2005 Scheduled Special
Operation Days**

For information call 303-279-4591

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

Monday, November 14, 2005: Annual Dinner and Awards Banquet at Rossi's Catering. Our guest speaker will be Tom Klinger, author of *C&S Highline Memories and Then Some*, co-authored with his wife Denise. Tom is a retired math and computer science teacher.

In addition to our program, there will be NRHS 25-year membership recognitions and the H.R. Mathisen Volunteer Award will be presented. Door prizes will again be in abundance.

Our menu is: Chicken Cordon Bleu, Carved beef, Green beans and carrots, Parsley potatoes, Garden salad, Cucumber and tomato in vinaigrette, Chocolate and Lemon cakes, Dinner rolls, Coffee and Tea. Cash bar is at 6:00 PM, dinner at 7:00, and the program is at 8:00. Dinner is \$20 per person by reservation only. Reservations MUST be received by Wednesday, November 9, 2005. Mail to Intermountain Chapter, NRHS, 4303 Brighton Boulevard, Bldg. 3, Denver CO 80216. No walk-ins for dinner or the program. No phone orders, please.

Trains Unlimited, Tours 2006 Tentative Trip Schedule

For TUT information call 1-800-359-4870

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

February 18-19-20	Snowflake Express	June 23-25	Charter Train in Oregon
March 30 - April 5	Northern California and Oregon	June 25 - July 2	Great Western Rail Spectacular
April 7-9	Charter Train in Oregon	August 13-29	Great Brazilian Railfan Adventure
May 7-20	The Last Chinese Steam	Aug. 29 - Sept. 11	Andes Rail Adventure I
May 26-29	Charter Train in Oregon-Washington-Idaho	September 8-21	Andes Rail Adventure II
June 11-13	Charter Train in Oregon	October 11-31	New Zealand Steam Spectacular
June 13-18	Charter Train in Oregon		