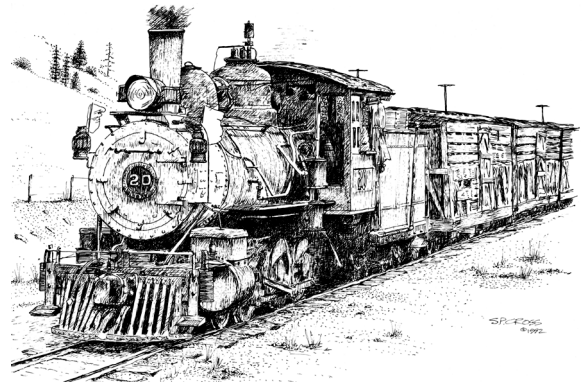


ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2006

No. 557

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

The Railroads of Rocky Mountain National Park

Presented by William B. Butler, Ph.D.

February 14, 2006 • 7:30 PM

The railroads in William's presentation include the Loveland & Estes Park, the Greeley, Salt Lake & Pacific, the Colorado & Grand River and the Rocky Mountain Railway. The Moffat and Switzerland Trail will be covered briefly. The discussion includes railroads and the National Parks, routes, grades, history, economics and other information.

William B. Butler, Ph.D. is the Cultural Resource Manager, Park Archeologist at Rocky Mountain National Park.

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.**

Do You Know That The Club Has A Website?

Do You Know That The Club Has A News Page?

By Wally Weart, News Page Webmaster

I hope you will consider sharing your railroad pictures with your fellow Club members. I can accept almost any digital format and would welcome your pictures. Please be sure that you give me a caption so I can give you proper credit.

If you want to see the page go to:
<http://ra.nilenet.com/~wlg/Rocky/news.htm>
and there is an e-mail link to reach me.

I really need your help to share news and pictures with our membership. Thanks!

Club Member Discounts For Trains Unlimited, Tours

Just a reminder that all tours operated by Trains Unlimited, Tours are offered to Club members at discounts up to \$300 per person depending on the tour. Special discount tour prices for Club members are available by calling 1-800-359-4870 or by visiting the special Club web page at: www.trainsunlimitedtours.com/rmrrc/

In addition, for every member that books a Trains Unlimited, Tours adventure, the Club will receive a booking donation of \$25 to \$50 per person. Support your Club and book with Trains Unlimited, Tours now. You get a discount and our Club will receive much needed money for future projects. Upcoming tours are listed on page 8 of the *Rail Report*.

2006 RMRRC Events Schedule

March 14 Meeting	Amtrak
April 11 Meeting	Excursions of the 60s
May 9 Meeting	Slide Potpourri
June 13 Meeting	Yesterday, Today and Tomorrow – Denver Rail Transit
July 11 Meeting	Dome Car Magic
August 8 Meeting	To Be Announced
September 12 Meeting	To Be Announced
October Event	Annual Banquet
November 14 Meeting	Video Potpourri
December 12 Meeting	To Be Announced

The deadline for items to be included in
the March *Rail Report* is 2/20/06.

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

Included in this issue on page 3 are the year end financial reports for both the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. The net income for the Club during the year 2005 is a positive figure as compared with a substantial loss figure for the year 2004. This gain is due in great part to the generous donations the Club received for the Club history publication. Also, expenses were reduced in several areas.

At present, income projections do not include a similar amount of income for the current year. Therefore the Officers and Board of Directors of the Rocky Mountain Railroad Club will continue to review sources of income and review further reduction of expenses. One area that no doubt will be reviewed is the possibility of increasing membership dues for the year 2007. Updates on progress of the Club's goals will be provided in this column.

Membership dues renewals for 2006 and new membership applications are still being processed. Just as soon as we feel we have received the bulk of the renewals, final updating of the membership records will be accomplished and membership cards will be printed. It is estimated that

The Fort Morgan Museum Presents Railroad Programs

The Fort Morgan Museum will sponsor "Smoke Over the Prairie IV" on February 18, 2006, from 1 to 4 PM. Topics include Early Colorado Railroad History by Al Frank and the Colorado Midland by Mel McFarland. There will also be a program on train wrecks, "Smoke Steam Dust and Water."

The programs will be held at the Fort Morgan Museum, 414 Main Street, Fort Morgan, Colorado. Use exit 80 on I-76 and proceed south on Main Street to City Park. Signs provide directions to the museum. Saturday museum hours are 11 AM to 5 PM. Call the museum at 970-542-4010 for information.

the mailing of 2006 membership cards will take place from mid February to the end of February.

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

In Remembrance

Joseph Wayne Gailus

Joseph Wayne Gailus, long time member of the Rocky Mountain Railroad Club, died December 23, 2005. He was a member of the Club for 30 years having joined in 1975 and held membership number 222.

Mr. Gailus was a former UP fireman and engineer in the early 1950s. His runs included Denver to Cheyenne and working the beet harvest near LaSalle. He regularly attended Club meetings until his health prevented him from doing so. He maintained his Club connection by having the newsletter read to him each month. He is the father of Mike Gailus, member and past president of the Rocky Mountain Railroad Club.

In Remembrance

Paul W. Holtz

Paul W. Holtz, member of the Rocky Mountain Railroad Club, died January 20, 2005. He was born in 1914 and was a long time resident of Elgin, Illinois, before moving to Colorado. He had an avid interest in AMTRAK and did a lot of traveling via AMTRAK. A Memorial Service was held at Bethany Lutheran Church on January 24, 2005.

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
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.

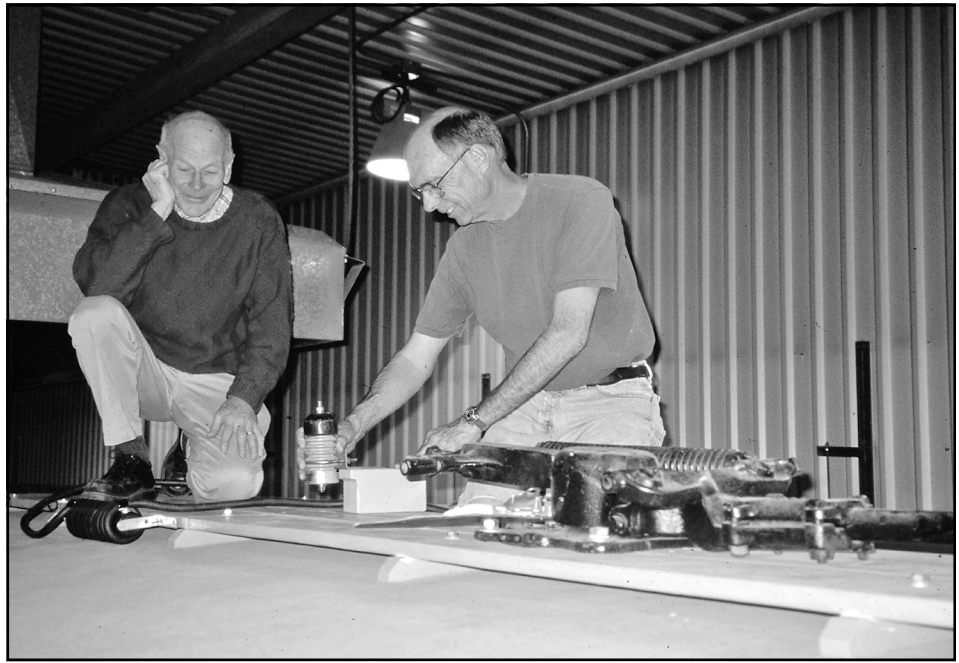
Newsletter Contributions

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



The restored lettering and sign on No. 25.
 – Photo © 2005 Bruce Nail.



On January 14th, Des Sainsbury (left) and Tom Peyton were working on the installation of electrical components on the roof of Car No. 25. The restoration of Denver and Intermountain Interurban Car No. 25 is a Rocky Mountain Railroad Foundation funded project. Tom is holding the lightning arrestor, something he indicated he will not do when the car is in service and a storm is near! – Photo © 2006 Darrell Arndt.

**Rocky Mountain Railroad
 Historical Foundation**

Treasurer's Report 2005

By Jean Gross

INCOME

Campaign Income	\$ 1,195.00
Contributions Income	1,002.80
Merchandise Sales	951.88
Miscellaneous Income	194.00

Total Income	\$ 3,343.68
Cost of Goods sold	(24.33)

Gross Profit	\$ 3,319.35
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EXPENSE

Deposit in error	(\$ 50.00)
Goodwill/Public Relations	163.26
Licenses and Permits	38.00
Postage and Delivery	1.75
Printing and Reproduction	117.94
Rent	3,770.00
Restoration Car #25	1,465.60
Sales Tax	41.70
Telephone	472.66

Total Expense	\$ 6,020.91
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Net Ordinary Income	(\$ 2,701.56)
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Net Other Income	11.90
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Net Income	(\$ 2,689.66)
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Rocky Mountain Railroad Club

Treasurer's Report 2005

By Jean Gross

INCOME

Advertising Income	\$ 125.00
Book Sales	7,120.02
Commissions Trip Tours	1,500.00
Donations	10,881.40
Dues	18,301.00
Equipment Fund	1,721.87
Interest Income	300.12
Lease Trolleys	48.00
Merchandise Sales	1,201.11
Misc Income	76.30
Trips & Events	10,408.50
Video & DVD Sales	2,850.73
Video Royalties	1,592.21

Total Income	\$ 56,126.26
Cost of Goods Sold	(7,747.22)

Gross Profit	\$ 48,379.04
---------------------	---------------------

EXPENSE

Accounting & Bookkeeping	\$ 2,887.00
Advertising	225.00
Bank Charges	890.51
Cash Donations	1,350.00
Depreciation Expense	680.04
Goodwill & Public Relations	650.24
Insurance	4,971.90
Inventory Adjustment	(1,008.99)
Memberships	490.72
Miscellaneous	576.02
Office Expenses	58.22
Postage	3,802.96
Newsletter	13,372.10
Rent	2,006.00
Taxes & Licenses	752.81
Telephone	279.92
Train Shows	60.00
Trips & Events	8,470.84
Website	150.00

Total Expense	\$ 40,665.29
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Net Income	\$ 7,713.75
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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.

Caltran Unit on Amtrak Train 5

Caltran unit CDTX 2052, ex-Amtrak 501, was on the point of westbound Amtrak train 5 by Arvada 8:35 AM 12/19/05.

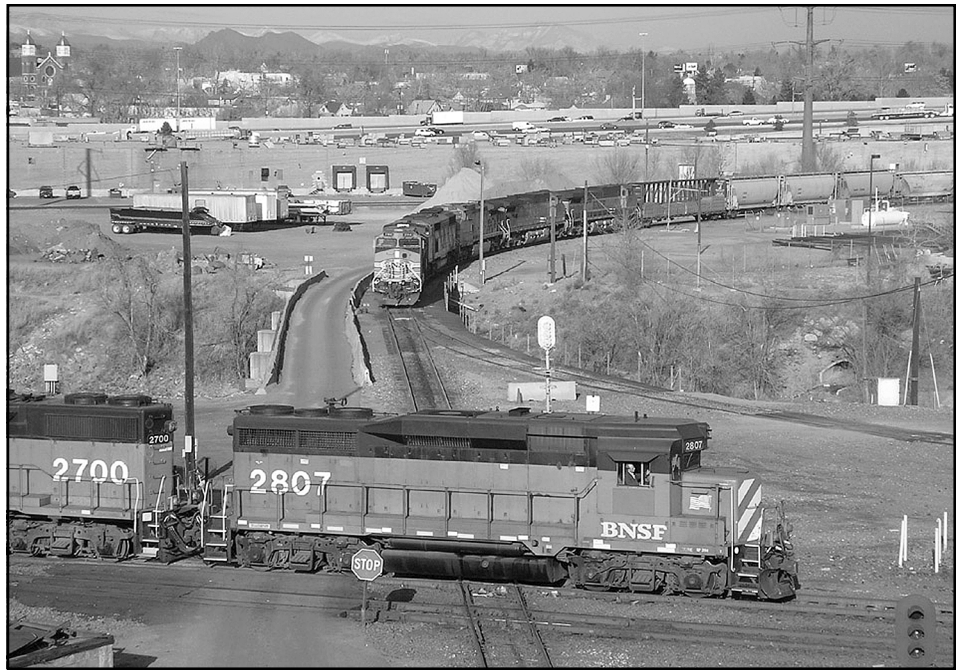
More amazing was the second unit, Amtrak P42DC 34 – it has returned to the California Zephyr route! Number 34 was involved in an extensive fire at Arvada, Colorado, the first week of June 2000 due to fuel line rupture. One fire fighter fell through the roof of the burning unit. That’s when we all discovered certain Amtrak locomotives have a fiberglass roof. No. 34 has been used in hundreds of emergency responder training classes sponsored by BNSF since then.

As far as I know this is No. 34’s first return to Arvada! The Amtrak locomotive had been operating between Chicago and Detroit, Michigan.
–Arvada Ticket Agent

RailAmerica Sells Colorado Short Line To Permian Basin Railways

In December 2005 RailAmerica Inc., sold another short line to Permian Basin Railways Inc. The Iowa Pacific Holdings subsidiary purchased the 154-mile San Luis and Rio Grande Railroad (SLRG) for \$5.5 million cash, a \$980,000 note and \$520,000 in proceeds from the sale of the short line’s non-operating real estate to third parties. SLRG operates lines between Walsenburg and Derrick, and Alamosa and Antonito, Colorado.

“The sale is part of our previously announced plan to restructure our portfolio of railroads into its most economic core,” said RailAmerica Chief Executive Officer Charles Swinburn in a prepared statement.



BNSF’s Pueblo to Denver local with GP39M 2807 was headed for 31st Street Yard when it passed BNSF 9-44CW 5144 on the Stockton, CA, to Denver train stopped on the South Platte River bridge, 1/10/06. BNSF 2807 was a GP30 rebuilt at Morrison-Knudsen at Boise, ID, in September 1989 from UP 726. – Photo © 2006 Chip.

Last year, Permian Basin Railways Inc. purchased the Arizona Eastern Railway and West Texas and Lubbock Railroad from RailAmerica, which now owns 46 regionals and short lines in the United States and Canada.

Last 2005 Private Varnish on Amtrak

Amtrak’s westbound train 5, the California Zephyr, picked up private varnish (PV) Gulf, Mobile & Ohio 50 at Denver Union Station, Denver, on 12/31/05. The car was properly positioned on the rear of train #5. GM&O 50 disappeared into Moffat Tunnel at 10:10 AM that Saturday morning. Isaac Tigrett, great nephew of Gulf, Mobile & Ohio founder I. B. Tigrett is part-owner of #50. He and Dan Akroyd are partners in the House of Blues Restaurant chain. The car pays tribute to the GM&O wings and the Alton Route.

Passing through Colorado was former ATSF business car 56 on the rear of Amtrak train 6 on 12/31/05. The eastbound California Zephyr departed Denver Union Station at 9:43 PM with Tom Hoback’s 56 headed home on Amtrak Number 6 (30). The ATSF 56 had planned to head east on the Southwest Chief but

got trapped in Oakland, California, due to Coast Starlight troubles. Fine looking car.

The New Mexico Department of Transportation Acquires Certain Assets of the BNSF Railway Company

New Mexico Department of Transportation (NMDOT), an agency of the State of New Mexico and a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire from the BNSF Railway Company (BNSF) certain right-of-way and trackage, totaling approximately 297.1 miles in Valencia, Bernalillo, Sandoval, Santa Fe, San Miguel, Mora, and Colfax Counties, New Mexico, and Las Animas County, Colorado. The rail line extends between milepost 932.1 in Belen, New Mexico, on BNSF’s El Paso Subdivision and milepost 635.0 in Trinidad, Colorado, on BNSF’s Raton Subdivision.

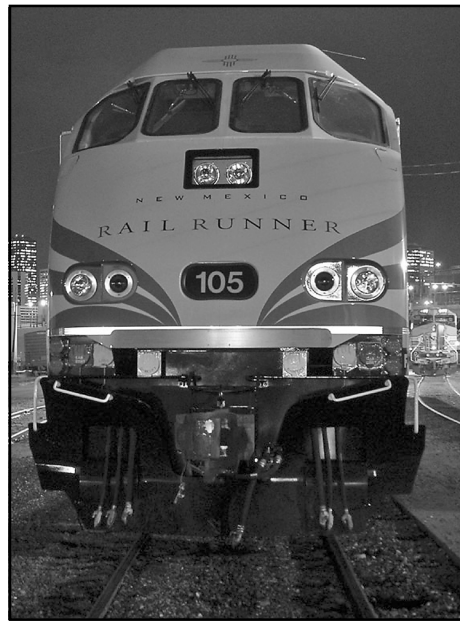
NMDOT states that, pursuant to a purchase and sale agreement between the parties, BNSF will in three separate phases convey to NMDOT the right-of-way, track, and other real property and assets associated with the line, subject to BNSF’s retention of a permanent,



S. U. Mahesh, Director of The Office Public Relations and Marketing, helped coordinate the Rail Runner dedication ceremony in early December 2005. New Mexico Department of Transportation MP36PH-3C 101 and 102 (unit at left) with ten Bombardier bi-level commuter cars were on hand 12/5/05 at the former Santa Fe Shop at Albuquerque, NM. – Photo © Daren Genau.



MotivePower of Boise, Idaho, built five MP36PH-3C locomotives for New Mexico Department of Transportation (reporting marks NMRX) Rail Runner units 101 - 105. Two of them, NMRX 103 and 105 were in Denver starting 1/5/06. Rail Runner 103 was at BNSF's Denver Diesel Shop on the evening of 1/6/06. – Photo © 2006 Chip.



New Albuquerque, New Mexico, commuter operation called Rail Runner will operate five MP36PH-3C locomotives. The NMRX 105, built in December 2005, laid over at BNSF's Denver Diesel Shop on 1/7/06. – Photo © 2006 Chip.

Long-Term Operating Agreement Reached For Towner Line

On December 21, 2005, the Colorado Department of Transportation (CDOT) and the V & S Railway, Inc., signed an agreement regarding the sale of the NA Towner Railroad Line. The contract provides for the long-term operation of the

railroad line by V&S Railway. In addition, the agreement provides CDOT the first right to repurchase the line should V & S Railway seek to abandon the railroad in the future. The line was sold for \$10.35 million dollars.

“The signing of this agreement will allow for V & S to fulfill the needs of the communities along the Towner Line by providing continuous and efficient service for years to come,” said CDOT Executive Director Tom Norton.

The 122-mile NA Towner Railroad Line was purchased by the State of Colorado in 1998. From 1999 to 2005, the Colorado Kansas and Pacific Railroad (CKP), through a lease-purchase agreement with CDOT, operated the line. At the end of the lease period, CDOT sought to secure a new operator through the sale process. V&S Railway, Inc. of Salt Lake City, Utah, was chosen through a competitive and open formal request for proposals process.

V&S Railway has been successfully operating a railroad in the State of Kansas for more than five years. V&S affiliated railroads have been operating for more than 15 years. These railroads are located in the State of California and the Canadian Province of Manitoba.

Norton added, “We are confident that V&S will be a viable business and member of the southeast Colorado community. They have provided CDOT with financial and operating assurances of their commitment to work with local communities to ensure the line’s viability. This agreement is a win-win opportunity for all involved.”

Funds Raised For Grade Separation

Phase One of the Union Pacific Denver Bypass was completed in November 2004 at a cost of nearly \$40 million. The project allows UP to improve coal train, manifest freight and passenger train operations through the Denver terminal. The bypass has kept Denver fluid. UP seldom holds trains out of North

exclusive freight railroad operating easement. NMDOT indicates that it will not acquire the right or obligation to provide freight rail service on the line. –*Department of Transportation, Surface Transportation Board, STB Finance Docket No. 34793*

Continued on page 6, column 1

OS Colorado

Continued from page 5, column 3

Yard/Utah Bypass. However, motorists have encountered more trains and blocked crossings at Pecos Street.

Adams County and UP anticipated this problem and began raising funds for a grade separation long before bypass construction started.

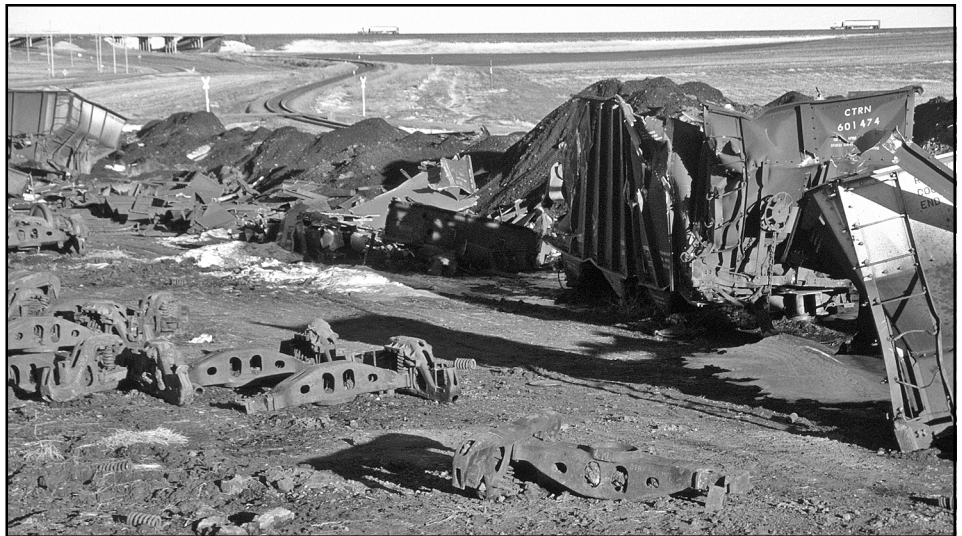
Preliminary estimates put the grade separation between \$9 million and \$11 million. Adams County raised \$1.3 million in general funds; Congressman Beauprez secured \$500,000; Senator Allard got \$3 million in the Surface Transportation Bill; and UP has committed paying half the cost of construction up to \$5.5 million for a total of \$10.3 million.

BNSF Grain Train with 700's

BNSF continued in January 2006 to move grain trains to Midwest grain elevators. Moving north on the Joint Line, 1/15/06, were silver and red painted BNSF 9-44CW 779, 706 and 885 on a 117-car unit grain train headed for McCook, NE. The X BARMCN1 13 (Barstow, California, to McCook, Nebraska) rolled north by Bragdon, Colorado, about 5:50 AM and passed South Denver at 3:35 PM. A smooth trip up the Joint Line.

BNSF Derailment East of Alliance, Nebraska

BNSF had a loaded eastbound coal train derail forty-two cars on 12/17/05 east of Alliance, Nebraska. The C SBMSLW1 02A derailed about 8:00 AM near Hyannis, Nebraska, milepost 301.5 going 45 to 50 m.p.h. The loaded coal cars started derailing about 28 or 30 cars behind the power. The crew was not injured. 42 loads ended up in a pile less than 1000-feet long stacked up two and three cars high. Both mains were blocked until 1:00 AM Sunday morning. Several days later they were busy cleaning up the coal and trying to flat-bed what was left of the torn up coal cars. Interesting quote from another engineer, "we could only count 25 cars after they pushed everything out of the right of way. The



Crumpled CTRN coal cars from the 11/4/05 22-car Union Pacific coal train derailment were being cut up 12/12/05 west of Riga Siding near Ogallah, Kansas. The eastbound train had come down an S-curve when it derailed. Interstate 70 is on the horizon. – Photo © 2005 Chip.

rest were only frames or what was left of the rapid discharge doors.”

UP Derailment Near Collyer, Kansas

Investigators from the Federal Railroad Administration (FRA) suspect a mechanical problem may have caused the third train derailment in Trego County, Kansas, in less than two months.

The FRA also planned to inspect the Union Pacific tracks looking at possible defective rail that might have triggered the air-brake malfunction, said agency spokesman Warren Flatau.

The latest derailment, which happened around 9:30 AM on 12/27/05 near the northwestern Kansas town of Collyer, resulted in 23 loaded coal hoppers jumping the tracks. The eastbound train was 105 cars long. No one was injured.

Once the cause of that derailment is determined, UP railroad authorities hope to determine whether there is a common pattern with the two November derailments, said Mark Davis, a spokesman for the Union Pacific Railroad.

Though the main lines are routinely inspected, he said faulty tracks contributed to a 11/29/05 derailment of 41 cars near WaKeeney and a 11/4/05 derailment of 22

cars near Ogallah (control point K311, west of Riga Siding).

18 Cars Derailed on a Coal Train on The Moffat Tunnel Line Between Cliff and Rollins

About 1:30 PM Saturday, 1/21/06, eastbound Union Pacific 6020 on the Bowie coal load, C BRIR 19, had 18 loaded coal cars derail at Tunnel 30 west of Pinecliff, AKA Cliff, Colorado, on the UP's Moffat Tunnel Subdivision. The train derailed at milepost 40.3, about ten miles east of the Moffat Tunnel. Cars derailed between the head end power and the mid-train swings. No locomotives derailed.

The derailment at Tunnel 30 had nine cars piled up in the 257 foot long tunnel that is about five car lengths long. The cars were wedged into the tunnel keeping the line closed for over 48 hours.

The Ski Train with over 700 passengers was on the west side of Moffat Tunnel at Fraser when the derailment occurred. Amtrak's eastbound California Zephyr was also caught on the west side of the Colorado Rockies. It was running five hours late and had not reached Grand Junction, CO, when this derailment occurred.

THE LARAMIE REPUBLICAN.

VOL. XIII. NO. 83.

LARAMIE, WYOMING, WEDNESDAY EVENING, NOVEMBER 19, 1902

PRICE FIVE CENTS

A TRAIN HELD UP

FOUR MASKED MEN ATTEMPT TO
ROB COLORADO AND
SOUTHERN TRAIN.

One of the Would-be Dynamiters Shot
From the Express Car by the
Plucky Messenger and Was Carried
Away by His Companions —
Dynamite Failed to Explode.

Trinidad, Colo., Nov. 19. --- Four masked robbers held up passenger train No. 7 on the Colorado and Southern road, twelve miles south of here, last night. One of the

robbers was shot by Express Messenger H. M. Sharwick of Fort Worth, Texas.

The robbers flagged the train and as it slowed up they ran alongside the engine and covered the engineer with their revolvers. They then compelled Engineer John Guilfril to alight after placing a sack filled with dynamite under the baggage car and attaching a fuse to the explosive, they ordered Guilfril to ignite the fuse. This he attempted to do several times, but for some reason the fuse would not burn.

During this proceeding the robbers kept up a fusillade of shots in the direction of the train for the purpose of intimidating the

passengers.

While they were preparing to rearrange the dynamite and fuse, Messenger Sharwick, after, extinguishing the lights in his car, quietly opened a side door in the car far enough to admit a gun barrel and fired at the nearest robber. The latter fell in his tracks: His startled companions picked him up and quickly disappeared in the woods nearby. None of the passengers were molested.

The sheriff of Las Animas county immediately organized a posse and started in pursuit of the hold-ups.

THE LARAMIE REPUBLICAN.

VOL. XIII. NO. 84.

LARAMIE, WYOMING, THURSDAY EVENING, NOVEMBER 20, 1902

PRICE FIVE CENTS

ONE ROBBER IS DEAD

FOUND NEAR SCENE WITH BULLET
HOLE THROUGH HIS STOMACH

Another Supposed to Have Been Member
Of the Gang Arrested at Trinidad
and Wife of Dead Robber in
Jail at That Place Rumored
Capture of Two More.

Trinidad, Colo., Nov. 20. The Colorado and Southern train robber shot by Express Messenger Schribner during the attempt to rob his car Tuesday night, was found near the scene of the hold-up yesterday morning with a bullet hole through his stomach. He died a short time afterward. He refused to give his name or those of his companions. Letters on his person, however, led to his identification as A. E. Hudson, a coal miner working some time at the Gray creek mines.

Alex Clarke Under Arrest.

Trinidad, Colo., Nov. 20. Alex Clarke, who is supposed to be one of the Colorado

and Southern robbers was arrested as he was boarding a Denver and Rio Grande train here yesterday afternoon at 2 o'clock. He stoutly denied his guilt and says he can prove that he was working in the mine at Gray creek at the time the robbery occurred. The officers claim his shoes, which he still wears, are the same that could be traced near the scene the holdup. He is about 30 years old and single. He drew his time check early yesterday morning and disappeared without leaving any information as to his point of destination.

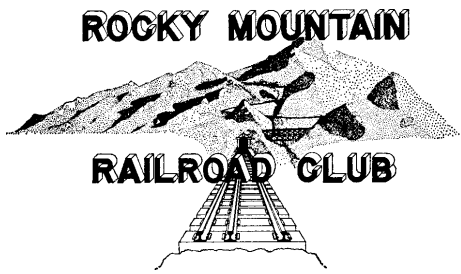
Dead Mans Wife in Jail.

Trinidad, Colo., Nov. 20 Mrs. Hudson, wife of the dead robber, was arrested yesterday morning and is now confined in jail here. She denies all knowledge of the holdup and says her husband accompanied by Alex Clarke, started on a hunting trip Tuesday. The gun Hudson used was found, however, under the mattress of a bed in her house and she finally admitted it had been brought to the house at 1 o'clock this morning by Guy La Croix, another suspect.

Posses are now scouring the country in search of La Croix and the other missing robber, and it is thought their capture will be effected. It is definitely known that all the robbers are Gray creek miners. Colorado and Southern Detective Reno arrived last night to take charge of the search.

There was a rumor at 10:30 last night to the effect that the remaining two robbers had been surrounded at the head of Frejolle creek and a hard fight between the posse and robbers was being fought.

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**Colorado Railroad Museum
2006 Scheduled Special
Operation Days**

For information call 303-279-4591
Or See http://www.crrm.org/train_trips.htm

April 15	Bunny Express
May 13 - 14	Mother's Day
June 17 - 18	Father's Day
July 14	Wine and Cheese Train
July 15 - 16	Armed Forces Day
August 19 - 20	Steam Up
October 29	Ghost Train
December 2 - 3	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 2006 Event Schedule

For information call 303-298-0377

Friday, February 17, 2006: Dinner meeting at Rossi's Catering. We will experience the world premiere of Richard Luckin's latest 30-minute, PBS-style documentary, *Dome Car Magic: A History of Railroad Dome Cars*. His latest presentation chronicles the history of dome cars from Burlington's first, the "Silver Dome", through to today's modern full-length dome cars in service.

Menu: Chicken fried steak, cream gravy, poached cod, corn, real mashed potatoes, salad, dinner rolls, Chef's Choice dessert, and the usual beverages.

Dinner reservations required. No drop-ins. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by Noon, Friday, February 17. If you must call Rossi's (303-296-1144), please be sure they take your name along with the number in your party. No-shows are billed by the Chapter. Cost for dinner meetings is \$14 per person. Cash bar opens at 6:30 PM, dinner is at 7:00, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

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		