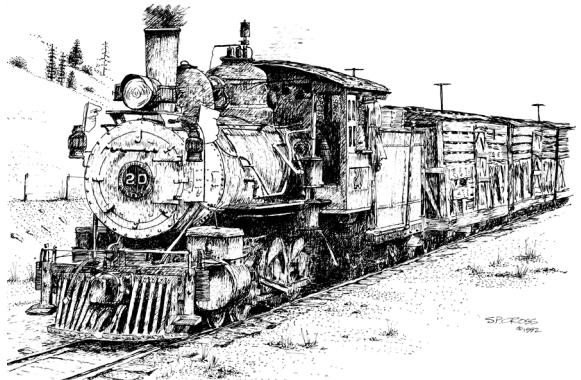


ROCKY MOUNTAIN RAIL REPORT

NOVEMBER 2002

NO. 518



ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION
— Preserving Colorado Railroad History Since 1938 —

Video Potpourri Night

Presented by Steve Mason

November 12, 2002 • 7:30 PM

Every November we have a video potpourri program for our members to show their video footage. Last year, for example, Sherm Conners showed SP&S 4-8-4 #700, Ron Ruhoff had some Georgetown video, Chip Sherman had an interesting medley of CO, KS, NE and South Morrill, NE, crew change point and Hatch Wroton had some 1950's Norfolk and Western film from the Norfolk-Elizabeth, VA, area. This program is always interesting because it is a mystery until you see it and it is all quite good. This month I will attempt to run this program. We are still looking for a full time video potpourri presenter.

Bring your VHS format video clips, set at the starting point and 6 to 10 minutes in length. For best results they should be of a single subject. We'll sit back and enjoy them!

We will meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. This month we will go back to meeting in Barnes Hall. The entrance is on the south side of the building with plenty of parking on the east side. Visitors are always welcome.

Membership Renewals and Equipment Fund Book Drawing

Watch your mail for your membership dues renewal form. Membership renewals for 2003 are due no later than January 1, 2003. Also included on the renewal notice are four coupons for the annual book/video drawing. Drawing tickets are \$2.00 each and the funds raised benefit the equipment fund.

Notice Of Annual Meetings

The annual meeting of the Rocky Mountain Railroad Club (Club) and the Rocky Mountain Railroad Historical Foundation (Foundation) will be held on Tuesday, December 10, 2002, at 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 of the

Rocky Mountain Railroad Club, who will also serve as Trustees of the Foundation. The Rocky Mountain Railroad Historical Foundation shall elect additional Trustees as required by the Foundation bylaws. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

2002 Events Schedule

December 10 Meeting: Christmas Card Memories

2003 Events Schedule

January 14 Meeting: Rio Grande Trains

February 11 Meeting: Royal Canadian Pacific

March 11 Meeting: Vanishing Depots

April 8 Meeting: Hatch Wroton's Films

May Event: Cheyenne Shops Tour

May 13 Meeting: Slide Potpourri

June 10 Meeting: Why Dieselize? Electrify!

June 14 Event: Annual Picnic at Tiny Town

July 8 Meeting: Polish Railways

July Event: 3985 Excursion

August 12 Meeting: To be announced

September 9 Meeting: To Be announced

October Event: D&SNG Photo Freight

The deadline for items to be included in the December *Rail Report* is 11/14/02.

Out at the Museum

By Denny Haefele

September was a slow month out at the museum. Most of the crew was gone on vacation or had previous engagements for the normal work sessions.

The work on the Club's tool car was completed. The paint job looks good with the exception of one little spot that managed to escape being covered with either one of the two coats of paint. We will get that taken care of next time we have that color open. I reapplied the Colorado and Southern logo after work in two evenings. Considering the condition of the stencil, it turned out pretty good. A lot of freehand touch up work needed to be done to make it right.

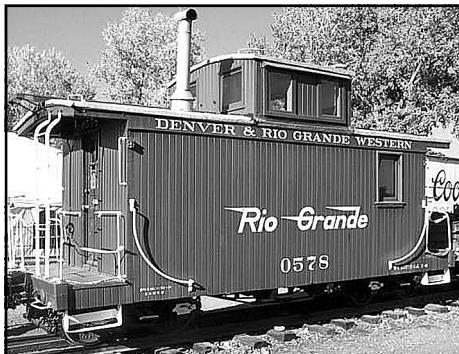
Our next project is to begin restoration work on the Rico. Wood in the clerestory needs to be replaced. The whole North side of the car will be resided with tongue and groove wood. This wood will have to be custom made for the job. Both platforms need new wood and steps. Finally, the car will need to be painted and lettered.

We don't expect to get all this work done before the winter weather sets in, but it gives an idea of what is coming up for future work sessions. There is plenty to do. If you can lend a hand call Bob Tully at 303-428-2322.



Our tool car sporting new paint and a new Colorado and Southern logo.

– Photo © Denny Haefele



Caboose 0578 with new paint, lettering and Rio Grande logo.

– Photo © Denny Haefele

Don't Forget Club Videos And DVD's For Holiday Gifts

Colorado & Southern Narrow Gauge features Otto Perry film from the Club archives and color film taken in 1941 in Clear Creek Canyon by Woodrow Gorman from the Carl Ulrich collection. This production is available in both VHS and DVD formats.

Richard Luckins Super Chief is the complete story about America's premier train, hosted by television star Michael Gross.

List Price for each tape is \$24.95. The special RMRRC member price is \$20.00 per tape at meetings and events. Please add postage & handling of \$4.00 for mail

orders. Checks, Visa and MasterCard are accepted.

Watch for *Otto Perry's San Juan Express and Santa Fe Branch*, our next production, ready for Christmas.

Thanks!

Thank you to those who participated in the Rocky Mountain Railroad Historical Foundation raffle of the Denver South Park and Pacific history volume. We raised over \$300 toward restoration activities, especially the restoration of D&IM Car 25.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Fred John Miner
Treasurer	Fred John Miner

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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E-mail: selectimag@aol.com

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.

D&IM No. 25

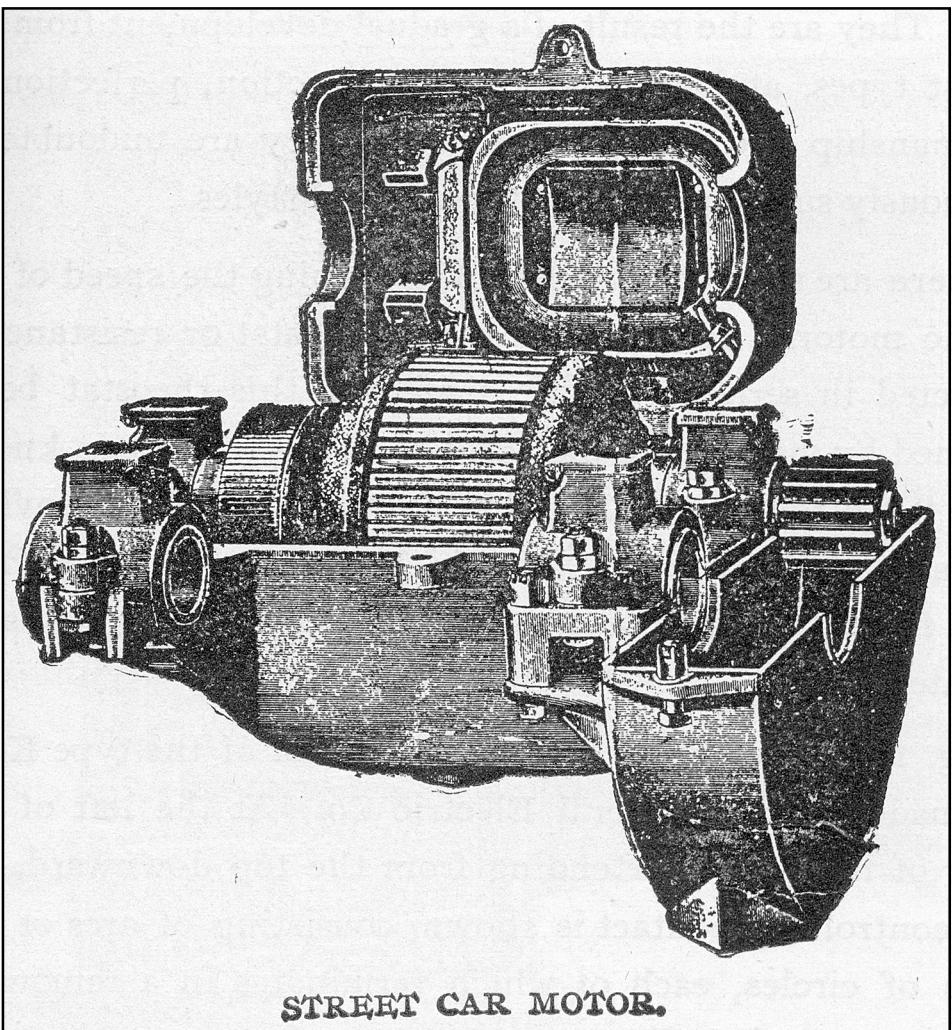
By Darrell Arndt

The weather was great on September 28th when more than 100 people attended the open house for Denver and Intermountain Interurban Car No. 25 at the Denver Federal Center. Everyone present admired the hard work by many volunteers.

Many loose ends had to be completed before the open house. Rob Thain and Garry Gordon checked out the generator and insured that it was functioning properly prior to the event. Installed before the open house were the sliding doors on the front end of the car, which required a number of repairs and unexpected adjustments to its mechanism. Dick Kremers has been polishing the luggage racks which are now about finished and Wisconsin member Dave Conrad is securing material to do needed repairs on them prior to installation. Frank Navarro and Darrell Arndt completed floor repairs on the front of the car. Frank also cleaned all the windows in the car prior to the open house.

The last few months prior to the open house saw the back end of the car up in the air with the rear truck parked outside of the building. A bearing problem correction became more interesting when it was concluded that the traction motors, not original equipment, are too big for the trucks by about two inches per motor. This caused the No. 3 motor to be forced between the axle and truck bolster. A big thank you is due Ryan Davis who shared his knowledge of passenger car truck maintenance to create a solution for the problem. Garry Gordon of Tarco Construction Co., assisted by Carey Hunter, provided a variety of tools and lifting devices and also fabricated the necessary parts for the modifications. Foundation Treasurer Dave Henker machined a modification to the bearing and along with his employer, Crowder Supply Company, contributed over \$1,200 of machining services.

It was great to see both Rocky Mountain Railroad Club members and non-club members attending the open house, including a contingent from the Woeber



STREET CAR MOTOR.

family. Our thanks to Erwin Chaim who was at the controller for a good part of the day and Tom Peyton who issued appropriately punched souvenir tickets that he created for each passenger.

Jean Gross and Charles Moffat managed the souvenir and book sale tables. Books donated for fund raising included books donated to the Foundation by the Haley Family. Merchandise sales and cash contributions were in excess of \$600. Our snazzy, new Car No. 25 2003 calendar, as created by Tom Peyton and Joe Mellon of Toltec Images, was quite popular. It was also good to see veteran supporter of the project, Joe Priselac, stop by.

Over the years we have built up a nice mailing list of non-members who like to hear about the open house. Phil Woeber took over management of the mailing list and his wife Claudia generously donated the postage for the mailing. Rocky

Mountain Railroad Historical Foundation President Rich Loveman and Vice-President Bob Wilson got their hands dirty by installing a couple of seats in the car to enhance the interior presentation. Thanks to Foundation Secretary Ken Gow and Club President Mike Gailus for all the details they handled. My apologies to any volunteer I failed to thank.

There is more work to do in the upcoming winter months. The trucks need additional work, electrical work is now starting under the car, and the sliding doors are to be finished. Next we will hang the luggage racks and finish the floor repairs. With everyone's help we hope to paint the floor by spring! Les Nelson, with assistance from Bob Wilson, now has the challenging repair and assembly of the rattan seats well underway. We once again appreciate the generous donation of stripping work by Joe and Louise Piz of A-1 Metal Stripping.

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.

Ringling Brothers, Barnum & Bailey Circus Train

The circus came by train to Colorado in October 2002. Union Pacific moved the Ringling Brothers, Barnum & Bailey Circus blue unit train from Salt Lake City, UT, via Grand Junction, CO, to Colorado Springs on October 1st and 2nd, 2002. The 57-car train, UP train symbol S SCCS 30, rolled across the Colorado Rockies emerging from Moffat Tunnel about sunrise on 10/1/02. The locomotives were AC4400CW 7045 (covered in coal dust), UP SD70M with US flag 5029 and SD70M 4280. The circus played Colorado Springs October 3rd through the 6th.

BNSF crews and power (Dash 9-44CW 4869 and warbonnet painted 771) moved the train north via the Joint Line to South Denver on 10/7/02. The morning daylight move was seen by few fans. Union Pacific crews replaced the BNSF crew at South Denver. Using the BNSF power, the UP moved the train into UP's Denver Locomotive Shop (AKA Burnham Shops). The majority of the train was parked at the shops with the remaining cars (TOFC/COFC) moved to Pullman Junction, south side of the intermodal yard.

The Ringling Brothers, Barnum & Bailey circus was at the Denver Coliseum 10/9 until 10/13/02. It then moved to the Pepsi Center for the second week in Denver until its last performance on Sunday, 10/20/02.

The Ringling Brothers and Barnum & Bailey Circus train departed Denver, CO, on 10/21/02 to Cleveland, OH, via the Union Pacific. The circus special departed north via the Greeley Subdivision using UP train symbol S DVCH 21, heading for Chicago and CSX.



The blue unit Ringling Brothers, Barnum & Bailey (RBB&B) 57-car circus train moved as Union Pacific train S SCCS 30 (Salt Lake City, UT, to Colorado Springs, CO). UP used AC4400CW 7045, SD70M 5029 and SD70M 4280 to expedite the train across the Colorado Rockies. The southbound Joint Line move was at Larkspur, CO, on 10/1/02.
– Photo © Daren Genau.

The elephants, trucks, autos and trailers were loaded on track 20 at the 36th Street Yard. The passenger cars were gathered from UP's Denver Locomotive Shop (AKA Burnham Shops) and moved to North Yard before sunrise 10/21/02.

Once the circus was loaded at 36th Street Yard, the cars were pushed north to milepost 4, UP Junction, to await the rest of the cars. About 10:30 AM, the UP C44-9W 9824 and 9537 left North Yard and rolled across the Belt Line. At UP Junction the train was merged together with the elephant cars switched behind the locomotives.

The train left Commerce City about 12:30 PM, and passed Hazeltine Siding about 1:05 PM. The train highballed up the Greeley Subdivision that afternoon headed for Cheyenne and then turned east on the UP's main. The next show played Cleveland 10/25 through 11/3, Ringling Brothers and Barnum & Bailey transformed the Gund Arena with the all-new 132nd Edition of The Greatest Show On Earth!

AOE Purchases Ex-Amtrak Sleeper STAR CREST

Amtrak sleeper 2231 STAR CREST was on rear of a BNSF train at Rennix Yard,

Denver, CO, Sunday morning, 9/22/02. Amtrak has sold the car to American Orient Express (AOE). Watch for Colorado Railcar, Inc, Fort Lupton, CO, to transform the car into AOE's sleeper SANTA FE after rebuilding.

The car was fifth of ten 5-double bedroom-buffet 24-seat lounge cars ordered in September 1954. It was built at Pullman-Standard in Lot 6959 to Plan 4199. The car was delivered to the Union Pacific as the CHEYENNE in April 1956.

It was rebuilt to 11-double bedroom sleeper in 1965. Number 1702 added to car in 1969 following the Pullman Company's departure from the Pullman sleeping car business at the end of 1968.

The UP sleeper became an Amtrak car in 1971, renumbered 2251. It was converted to HEP Heritage fleet car sometime in the 1980s for Auto Train service and renumbered 2231.

– John Kuehl & Chip

BNSF Track Geometry Car 85 To Be Retired

BNSF will replace BNSF 85 with a newer track geometry car (FLATHEAD RIVER) in the near future. The BNSF 85 was the ATSF 85 track geometry car. The car was



Union Pacific's North Yard, Denver to Green River, WY, train M NYGR 07, had US flag SD70M 4979, GE built AC6000CW 7553, SD70M 4696 & 4949. The daily train was handling just 17-cars 10/7/02 as it crossed Sand Creek in Commerce City, CO.

– Photo © Chip.

built by Pullman in 1928. BNSF rosters the Service Car Fleet in the 80-99 series. The car can detect track dips and wide gauge among other track abnormalities. The on-board computers record the route for reference at Fort Worth, TX. The cars also mark track problems with either red or yellow paint for track maintenance. Technicians sit facing the BNSF 85's rear platform monitoring TV cameras and on-board computers. The silver painted BNSF 85 typically is mated with Geometry Support car BNSF 86 built by Pullman in February 1965. That car carries a generator, supplies and has a crew lounge area.

The track geometry cars rolled south from Great Falls, MT, via Casper and Cheyenne, WY, then along the Front Range Subdivision (the old Colorado & Southern line) in September 2002. The power was BNSF GP39E 2741. This was formerly a GP-30 hulk rebuilt by EMD to GP39-2 standards. BNSF 2741 began as Chicago, Burlington & Quincy 946 back in 1962, then renumbered BN 2223 and later BN 2751.

The track geometry train departed Denver before sunrise 9/20/02 headed east via the Brush line to Lincoln, NE.

Utah's Business is Bustling along the Union Pacific

Union Pacific is still running the eastbound Suisun pipe trains as of September 2002, although the destination has changed from Milford/Iron Springs, UT, to Apex, NV (S SUAP). I have no idea what the project is.

There are plenty of UP reroutes going through Salt Lake City between the Midwest and Los Angeles, CA, these days

Here is a sampling:

Westbound via Salt Lake City, UT:
A GBCI/23, I G2TS1/23, I CHLBB/23,
I G2LB/23 and A GBCIX/24.

Eastbound via Salt Lake City:
I TIAP2/24 (this may in fact be a normal APL train running, but I haven't heard of this symbol before), I TSG12/24,
I LBAH/23, I LAG1/24, 2I LBAH/24,
ILAG1/25, 2ILBG2/25 and ILBAH/24.
Sounds to me like the imported goods Christmas business rush is in full swing!

The intermodal Salt Lake City to Council Bluffs, IA, train, I SCCB, was running several days a week east to Council Bluffs.

The manifest train from Roseville, CA, to North Platte, NE, train M RVNP has again been rerouted via the Feather River Canyon. That train seems to change routes about every three months or so! A westbound 100-car grain train ran over Donner Pass a couple of weeks back, with 3 distributed power units mid-train. Those trains usually route via the Feather River Canyon due to the easier grades.

–Bob E.

Another former SP SD45T-2 has been retired – the UP9965, formerly the UP4465, was retired at Fort Worth on 8/15/02. The unit had been repainted into UP colors a couple of years ago. They're dying off fast, folks!

UP's new I MNOA trains, which started running a month or so ago, are getting more and more numerous these days through Ogden, with three coming through town between September 20 and 24.

Traffic had been predominantly Hanjin containers, but Evergreen/K-Line business is also starting to show up, along with CSXI/IMC business as well. The CSXI business between Oakland and points back east is really starting to take off. Second sections of the IOABP train out of Oakland are now regulars eastbound on Saturdays, with the bulk of the traffic being from CSXI/Evergreen.

UP ran quite a few M RVNPX trains (extra North Platte business) out of Roseville in the past early September, as manifest business between those points seems to be on the upswing.

In grain train news, business has been heavy this past week westward from Ogden with three westbound trains bound for California's Central Valley running west on 9/21. The current plan seems to be to run the 100-car monsters with 4-5 units on the head end with no helpers involved in the move. One of those trains was run west from Montello on 9/22 and while it didn't set any speed records up the hill (a scorching 11 m.p.h!), it did make it in one piece. When DPU is eventually brought in on those trains the tentative plan is to add the units at North Platte and run them all

Continued on Page 7, Column 1

OS Colorado

Continued From Page 6, Column 3

the way to California, which could mean more big grainers running over Donner Pass.

One of the downfalls with the recent demise of Consolidated Freightways was the business they gave the UP's hot Z-train between Canal Street, Chicago, IL, and Oakland, CA, trains Z OACS/Z CSOA. That was apparently one of the reasons for those trains being restored back to Oakland last spring. With the bulk of CF's business reverting to Yellow/Roadway and ABF, one would think that the BNSF would be the beneficiary of CF's old business, however Roadway seems to be shipping a bit more business on UP's Chicago/Oakland Z-trains these days. Also, the eastbound Z OACS has turned into quite a perishable train express as of September 2002. Fresh and frozen fruit products out of California are becoming one of the mainstays of that train.

The M RVRO used to set out the Salt Lake intermodal block (from Sparks) at Elburz, NV, in past years for the I OASC to pick up, but that has changed. They started setting it out at Ellison, NV, for a while, but recent operations see trains make the setout at Barro, UT, on the old Western Pacific tracks (out on the salt flats near Wendover). Give it a couple of weeks and that will all change. The Lathrop, CA, to Global 2, Chicago, IL, train I LTG2 and Oakland, CA, to Salt Lake City, train I OASC, still interchange blocks of traffic at Elko, NV, so the I LTG2 (which usually arrives 4 to 5 hours ahead of the I OASC) gets to sit and wait for the Salt Lake train to arrive, thus plugging up the yard tracks while waiting.

Light power had been running east from Elko during the summer months, usually destined for either Pigeon or Jackson, UT, (old SP line) to be left there for westbound trains needing extra horsepower for the climb up the hill west from Montello. Those units (and crews) were also being used to assist the 100-car grain trains up the grade, but that practice has been greatly diminished during September 2002



BNSF was visited by the Federal Railroad Administration's track inspection car T2000 in September. The car left Denver on BNSF's Brush line moving east headed for McCook, NE. The car was at Irondale Siding, Commerce City, CO, 9/16/02. – Photo © Chip.

(see above). Section gangs have been laying new ties on the westbound grade near Montello, with the big track work projects scheduled for spring 2003. Watch for new ties and rail to replace worn out material. Also, the sidings at Pigeon, Jackson, Lemay, Groome and Hogup, currently 10 m.p.h., are due for new rail to get them back up to speed.

The second Valmy coal train which had been running since late July finished up in early September – now back to one train.

The UP's Z SEME/I MNSE (Seattle, WA, to Memphis, TN) trains are really becoming big, with 5,000 to 6,000 feet becoming commonplace on them. The Z PDCS trains out of Portland have also gotten quite large, with some second sections being run later in the week.
–Boomer

UP 5114 North on Greeley Line

The Union Pacific crew reporting to North Yard, Denver, CO, on 10/5/02 enjoyed the brilliant sunrise and their newly built UP 5114 on the Green River, WY, train. Two SD70M's, UP 5114 and 5018, were the lead units on the M NYGR 05 that autumn morning. The 5114 had been built at EMD's London, Ontario, Canada, plant in September 2002. The two lead units had US Flags and flared radiators. The train left North Yard and headed for Cheyenne, WY, on the Denver Pacific line.

CNW Boxcar Contents Burn at UP's North Yard

Union Pacific's North Yard, Denver, CO, car shop had a bad order car contents catch fire on 10/16/02. CNW 155250 was having some welding work done on it. The car was carrying bundles of recycled cardboard. The CNW's contents caught fire that morning. The car was moved to the south side of the car shop where Denver fire fighters tackled the stubborn fire. Smoke could be seen coming from the boxcar but no flames. No one was injured. The contents burned for about an hour or two.

High Wide Load to Mesa

Kiewit & Sons received a high wide load via Union Pacific's North Platte, NE, to Mesa Siding, Aurora, CO, train S NPMS 24 on 10/26/02. The train moved south from Cheyenne, WY, via La Salle, CO, into the Denver area. Power on the five car train was C40-8 9114 and SD60 2214. Two QTTX flatcars carried the loads.

Swap And Shop – Books For Sale

Hear The Train Blow, 1952, and *Narrow Gauge in The Rockies*, 1958, by Lucius Beebe and Charles Clegg. Both books are in excellent condition. Each book is \$65.00. Send check to P. R. Griswold, 3470 South Poplar St. #310, Denver, CO 80224-2931

A Day Out With Thomas The Tank Engine

By Denny Haefele

In October, the focus at the museum turned to "Thomas the Tank Engine." Many loads of recycled asphalt were brought in to level the area. Cars moved out of the main loading area were put over at the roundhouse. One whole track of standard gauge exhibits was relocated to the roundhouse area. A loading ramp built to facilitate the loading of passengers on to the train was built from scratch and put into place. The grounds have been cleaned up and look very good.

Several days before the opening of the event, Bill Haefele and his wife Pat joined up with Bill Henderson for a week of unloading a container trailer. Merchandise was unloaded, unpacked, marked with prices and repacked. The whole East end of the roundhouse was stacked full of stuff. A circus size tent was set up in the main parking lot. This tent was stocked full of "Thomas the Tank Engine" toys, books and videos. Most of the toys are geared for the little people. I think a bigger railfan like me could have some fun with some of the layouts, too.

On Sodor, the imaginary island where Thomas lives, the two cars that he pulls have names: Annie and Clarabell. Most of the cars and engines have names. There are helicopters and cranes, fast passenger engines and old grouchy freight engines, local engines, and long haul engines.

These young ones know all the cars by name, as well as who their friends are. You don't want to be the one who gets a name or place wrong – you will hear about it. The characters came alive on the museum grounds. The Dispatcher is Sir Toppum Hatt who roamed the grounds and got real cranky if things were not running on time. He was a favorite for pictures with the kids.

There was a petting zoo set up over by the roundhouse. There were fire trucks from Fairmont Fire Protection District to look at and touch. Paramedics took care of the skinned knees and elbows of excited little



Thomas the Tank Engine leads a full train at the Colorado Railroad Museum.
—Photo © Bruce Nall.



Family pictures on Thomas were popular.
—Photo © Bruce Nall.

people who were sometimes in too big of a hurry and fell over things.

Russ and Sue Stuska worked in the library both weekends. In the library there were storytellers telling stories. Videos were running constantly. These kids are the future of railfanning. There were many RMRRC members doing volunteer work at this event. I had the caboose opened the first Saturday morning. Matt and Mark Tomin opened the Rico and locomotive 20

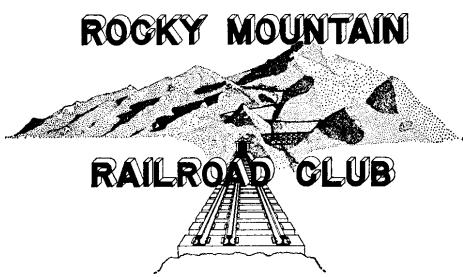
to be enjoyed. Phil Sholl had Rico opened up. During this time, quite a few membership applications got handed out.

One club member I remember only as Edward spent his day loading kids on the front of Thomas for pictures. Just like kids lining up to sit on Santa's lap at Christmas time. Edward must have loaded 10-tons of kids on the front of that engine 20 or 30 pounds at a time. The key was to get them through the line quickly without getting hurt, yet give the parents time to get those forever-precious pictures. Between screaming kids and finicky parents this was no easy task. Lots of credit in the patience and public relations department is due.

Roger Sherman helped out in the merchandise tent and helped out the parking crew. The parking crew was in charge of checking tickets, directing traffic and seeing to it that everyone got on the shuttle safely in downtown Golden.

Bob Tully, Ken Gow and Roger Sherman put together a nice collection of coloring pages for distribution during the event. Initially we printed 2,500 of these to hand out. There was a drawing of Engine 20, the caboose, Rico and a page of signals and crossing warnings. Each page has the club logo on it. If you have children or grandchildren that might be interested in any leftovers, they will be made available at an upcoming meeting. I hope that we

Continued On Page 8, Column 2



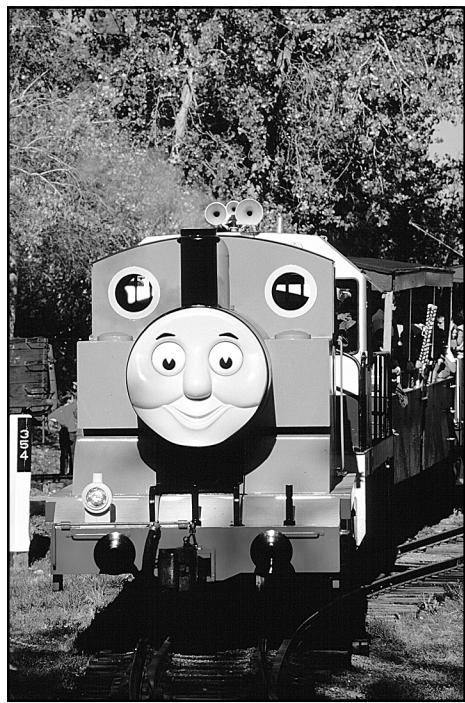
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Remember, Membership Renewals Are Due No Later Than January 1, 2003.



Thomas the Tank Engine.
—Photo © Bruce Nall.

A Day Out With Thomas

Continued From Page 7, Column 3

may find some railfans that are interested in becoming new members.

There was a sixth car added to the train to help accommodate walkup fans and the ones who had missed earlier trains. Georgetown Loop Diesel 107 followed as Thomas led the train around the loop for three turns for each ride. The rides lasted about 20-minutes. Volunteers operated booths that applied temporary tattoos, took care of train boarding and unloading. They also operated information booths at various locations.

I was not there every day and I'm sure there were club members I didn't see. Even though their names may not be mentioned, their help was truly appreciated by the CRRM and the Rocky Club.



Dispatcher, Sir Toppum Hatt, roamed the grounds and met the kids.
—Photo © Bruce Nall.