

ROCKY MOUNTAIN RAIL REPORT



APRIL 2003

No. 523

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Hatch Wroton's Films

Presented by Hatch Wroton
April 8, 2003 • 7:30 PM

The program will consist of several films, now on video, from 1960 through 2000: "1960 - A ride on 'The Silverton' Narrow Gauge Train" (mixed trains with tourists aboard.)

"The February 15, 1973 Trip" (Even big engines can have a bad day!)

"On the C&S Railway, Denver to Cheyenne, October 13, 1963" (A very special train, and a private car too!)

"Snapshots of Old No. 90" (A Colorado engine chooses an easy life back east.)

Harrison Wroton moved to Denver in 1956, to help build the Martin Marietta, now Lockheed Martin, rocket plant at Waterton. His family was young and Hatch was busy at work. He didn't discover that Colorado and Wyoming still had so many wonderful trains until 1960, when he joined the RMRRC. He went on many excursions, chased trains and took lots of movies, many with tape-recorded sound. Hatch earned his Mechanical Engineering degree in 1946 and went to work with the Glenn L. Martin Aircraft Company, in Baltimore, MD. He and his wife, June, were both born and raised in Virginia.

Join us with a guest to learn about Colorado railroads of yesteryear. We meet at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking on the south side of the building. Enter into Barnes Hall, where we hold the meetings, from the south side doors.

All programs are intended to provide an educational experience. The general public are welcome to attend and there is no charge for this meeting.

Slide Potpourri - Slides Needed

By Erwin Chaim

Choose about 15 slides on a single topic or just choose some favorite slides. Put your name slide at the front if you have one. I can make a name slide if your slides are submitted early enough. Slides should be submitted to me at the April meeting. You can also give me slides at the Caboose Hobbies repair department or my home at 560 Emerson in Denver. Please call me at 303-777-7682 with any questions.

Trip Report

By Steve Mason

The Royal Gorge Trip is selling well, but we have seats left. Your last opportunity to purchase tickets will be at the April 8th meeting. Remember, as a member you are entitled to a member price on tickets for you, your relatives and friends. Please try to encourage your friends to join the RMRRC as we are proud of our

Continued on Page 2, Column 1

2003 RMRRC Events Schedule

April 12 Event:	Royal Gorge Trip
May 13 Meeting:	Slide Potpourri
May 17 Event:	Cheyenne Shops Tour
June 10 Meeting:	Why Dieselize? Electrify!
June 14 Event:	Annual Picnic at Tiny Town
July 8 Meeting:	Polish Railways at the Broncos
July 20 Event:	3985 Excursion
August 12 Meeting:	RTD FasTracks
August 23 & 24 Event:	RMRRC Annual Work Weekend
September 9 Meeting:	SP/UP Royal Gorge and Brown's Canyon
October Event:	Annual Banquet
November 11 Meeting:	Video Potpourri
December 9 Meeting:	To Be Announced

The deadline for items to be included in the May Rail Report is 4/21/03.

Submit articles and digital photos (72 dpi) for the Club website to Wally Weart, Webmaster, at wlg@nilenet.com

Trip Report

Continued from Page 1, Column 2

organization as one of the leaders in railfan groups.

The May 3rd Cheyenne Shops Tour has been moved to May 17th. The steam crew will be in town so we are scheduled to visit on May 17th. We regret any inconvenience. We will ride and have photo run-bys on the Fort Collins Trolley in the morning. We will go up to Cheyenne for lunch. Then we will go through the back shops to see the progress on restoration of 4-8-4 #844. We will also visit the roundhouse and the Big Boy. If you have not been to the Cheyenne Shops recently, seeing the progress on #844 makes this worthwhile. We are limiting the trip to 50 passengers on one bus. Sign up early!

We are working on the #3985 trip. We will add a couple of new features to the trip. Watch for the surprise! Did you know that 50 years ago on May 17, 1953, the first RMRR Union Pacific excursion was pulled by 4-6-6-4 #3967?

Train Operations At The Colorado Railroad Museum

By Bob Tully

According to the schedule of operations recently released by Director Bill Gould, trains will run at the Colorado Railroad Museum on 22 days during 2003.

Narrow gauge equipment including historic passenger cars and cabooses as well as open rider gondolas will be pulled by diesel or steam between 10 AM and 4 PM at about 20 minute intervals as follows:

Easter Bunny Train – April 19

May 17 and 18

Father's Day – June 14 and 15

July 19 and 20

August 9 and 10

September 6 and 7

December 6 and 7 and 13 and 14 – Santa Specials.

Days Out With Thomas The Tank Engine will be October 10-13 and 17-19.

Photo Contest

By Wally Weart, Club Webmaster

The Rocky Mountain Railroad Club is having a photograph contest. Dust off your cameras and start looking for that perfect train photograph. All photographs must be related to some aspect of railroading. The contest is open to members and nonmembers.

Digital photos on cd-rom or disk, color slides, black & white or color prints (preferably 5 x 7 or larger) should be delivered to the president at regular meetings or submitted by mail to:

RMRRRC - Photo Contest
PO Box 2391
Denver, CO 80501-2391

Please label prints and slides with your name, address, city, state, zip and phone number so they can be returned to you after the contest. Caption information should also be included. We will scan the material submitted monthly and post it on the web site.

Digital photos (at 72 dpi) may also be e-mailed to Wally Weart, Club Webmaster, at wlg@nilenet.com. A 300 dpi digital file will be needed for publication in the *Rail Report* if the digital photo is a winner.

All entries must be submitted before September 15th, 2003. Elements of judging shall be, but not limited to, technical skill, composition, creativity, and overall impact. The Rocky Mountain Railroad Club board of directors will judge the photographs.

There will be separate member and nonmember categories. The winning member entry will receive one copy of *Otto Perry's San Juan Express* in either VHS or DVD format. The winning nonmember entry will receive a one year regular membership in the Rocky Mountain Railroad Club, one of the foremost railfan organizations in the U.S.

Winners will be announced and given their award at the Annual Banquet in October. The winner's photograph will be posted on the web site and published in *Rail Report*.

Publishers Statement

Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Club Phone: 303-979-2806
Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the club address listed above. Regular membership dues are \$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. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

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

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the third week every 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

Swap And Shop – Books For Sale

Memorial Edition: Denver, South Park & Pacific with dust cover, excellent condition. Also *Colorado Rail Annuals* #9 - 10 - 11 - 12 - 13 - 14 - 15 - 16 and *Collected Colorado Rail Annual*. \$210.00

Contact: Frank Max
33 Loughberry M.H.PK
Saratoga Springs, NY 12866
Phone 518-584-2807.

Swap And Shop – Books For Sale

Four new Colorado comb bound illustrated railroad histories by P. R. "Bob" Griswold:

The Morrison Branch of the D.S.P. & P.
\$9.00 plus \$1.00 shipping.

I Rode the Aspen Cannon Ball in 1942.
\$9.00 plus \$1.00 shipping.

The Chicago, Kansas and Nebraska Came to Colorado in 1888. \$9.00 plus \$1.00 shipping.

I Rode the San Juan and I Rode the Galloping Goose in the 1940s. \$12.00 plus \$2.00 shipping.

Send check to: P. R. "Bob" Griswold
3470 S. Poplar St. #310
Denver, CO 80224-2931

Out At The Museum

By Bob Tully

On January 25th, Roger Sherman and I arrived at the Rico to work on the roof, but ended up spending a good amount of time repairing a step leading to Rico's west end platform. Without these two step platforms at each end it would be a 20-inch rise to the car's first step so they must be maintained in good condition for public safety and enjoyment of the car. This reminds me that we should work over a couple of other portable platforms in storage that should be put by Caboose 0578 to make it easier for folks to at least look in to the windows when it is not open.

Generally it was too cold to do much in February, but on the 1st, Ken Gow, Denny Haele and I removed about 12-feet of rotten wood on the east end of the north side clerestory. There were over 100 nails holding the roof metal to the outer two fascia pieces and at least three dozen screws and a bunch of finish nails holding these pieces to the frame. The nails through the tin have to be removed rather gently so as not to tear the roof metal and all the screw slots must have putty removed before they are taken out, thus "demolition" is rather a slow process.

Russ Stuska did some interior maintenance and cleaned up the grounds around the car, especially lots of small pieces of rotten fascia.

Another \$108.00 was spent on 3 pieces of clear heart redwood and this was cut to width on February 22nd. Denny and I spent a half day in the roundhouse ripping boards to the correct width and then planing various pieces to 7/8, 3/4, and 1/2 inch thickness. March 7th and 8th found temperatures in the low 60s and Russ and Sue were out for two days cleaning, reorganizing and repairing. As usual, Sue washed windows inside and out. Due to her regular efforts, there is no other car at the Museum that has such clear glass.

On the 8th, after considerable scraping and cleaning, Russ and Sue painted the east end platform and steps and touched up some of the raw pieces on the west end. Denny and Russ shaped and fitted a new east end door threshold from a 2 x 5 inch piece of oak. The original metal plate will be replaced after some more planing and a bit of router work. With the loose dirt and sand it doesn't take over two or three years to wear the paint to bare wood. We also edge glued additional pieces of redwood from which two and three inch wide curved pieces of fascia will be made.

The next session will be interesting. Cutting the curves and shaping the edges and lots of measuring and planning for the many small rectangular clerestory windows will be very time consuming.

In Remembrance **Ed E. Schneider** 1918-2003

Past Club president Ed Schneider died on February 6, 2003 in Denver, Colorado. He was president of the Rocky Mountain Railroad Club in 1967 and 1968. He held membership card 66.

Born in Ambridge, Pennsylvania, Ed came to Denver at the age of six. He kept a continual interest in railroading as a hobby, collecting books and making photographs. His work was in the insurance business and with the Federal Emergency Management Agency (FEMA). Ed was active up to the end of his life. The Club extends condolences to his family.

In Remembrance **Jack Hettinger** 1916-2002

Jack Hettinger died in Littleton, Colorado, on February 11, 2002. Heart problems made it difficult for him to attend Club meetings the last several years of his life. He joined the Club in the 1970's and held membership card 267.

He was born in Kansas City, Missouri. His interest in railroading began while he still lived in Kansas. He and his wife Viola liked riding trains, and Jack spent a good deal of time walking around railroad yards taking photographs. Jack also collected a good deal of railroad related material. Viola remembers impromptu sing-alongs at meetings of the Club. The Club sends his family our belated condolences.

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.

Headed for the Ports

A BNSF Tacoma, WA, to Texas train rolled over the Brush line from Sterling into Denver, CO, on 2/24/03. BNSF GP-60 110 in Heritage II paint and SD40-2 8060 were seen rolling westward through Barr, CO. The 24 car train had a few containers behind the power and olive green support trucks on flatcars. The power was changed at Denver. BNSF 8060 was wyeed with 4451. BNSF 8060 South departed Denver's 31st Street Yard that afternoon and rolled south over the Joint Line towards Texas.

Union Pacific operated two Army trains from Fort Carson on February 21, 2003. The trains carried mostly fuel trucks, M978 2,500 gallon fuel tanker. They rolled east towards New Orleans, LA. The first train had UP SD60M 6099 and C41-8W 9399. The second train was handled by SD40-2 3291 and another UP unit.

Fort Carson has seen about 11,000 soldiers deployed of the 15,000 soldiers posted there. It's the largest deployment since World War II. Some 4,200 members of the 3rd Brigade Combat Team, 4th Infantry, the Army's only digital division, was one of the first deployments. They began loading their equipment onto flatcars in January. The Abrams tank equipped 5,200 member 3rd Armored Cavalry Brigade moved out in late February.

Former Great Western 51 Returning To Colorado

Former Great Western steam engine 51 was spotted on a flat car in UP's Salt Lake City Roper yard on 3/18/03. The locomotive was headed for Mead, CO, to join a collection of railroad equipment. Over the years, Great Western 51 has been



BNSF SD40-2 8060 and 9-44CW 4451 handled a 24-car train from Tacoma, WA, south via the Joint Line to Corpus Christi, TX. Train departed Denver 2/24/03 where it passed Six Flags Elitch Gardens Amusement Park, formerly the Colorado & Southern Railway's Rice Yard. – Photo © Chip.

used on excursion trains and film projects. GW 51, a 2-8-0 built in 1906, spent many years hauling sugar beets between Loveland, Longmont and Eaton, Colorado.

The Fillmore and Western Railroad is part of a company called Short Line Enterprises which was founded in 1967. This company's train equipment has been used in many movies over the years. In 1985, the company moved its operation to the Newhall Ranch to be closer to Hollywood, CA. They prospered at that location until 1990 when they lost their track lease. They searched all over

Southern California for a new location for their operations needing a railroad line to continue doing business.

They finally picked the ex-Southern Pacific Santa Paula Branch in Ventura County. This line was ideal as it was located in a rural area and the town of Fillmore was a unique city. The city had great enthusiasm for the vintage train operations and that led to the redevelopment of the 1920s Central Business District. It's a case where a business and city worked hand in hand.



Santa Fe had a large fleet of geeps that roamed its prairie state branch line system. Many have been sold or scrapped over the years. Veteran GP-7U 1302 from ATSF's roster, ATSF 2000 - 2241, arrived in Denver in March 2003. — Photo © Chip.

CNW 8807 Now UP 6709

Union Pacific's Denver Locomotive Shop forces renumbered Chicago & North Western AC4400CW 8807 at the end of February 2003. About 2/27/03, the CNW 8807 was patched becoming UP 6709. It was shipped west on the North Yard, Denver, CO, to Grand Junction train on 3/1/03. The M NYGRX 28's power was UP 8269, UP 6709, UP 8510 and 7166.

New DPR Aluminum Hoppers

Twenty-four new Johnstown America Corporation built aluminum Autoflood III coal cars were headed for the Deseret Power Railway (DPR) in February 2003. The new cars were at Union Pacific's North Yard, Denver, CO, on 2/19/03. They were DPR 56-79. The cars departed UP's Denver North Yard headed west to Phippsburg, CO, on UP train M NYPH 20, through Moffat Tunnel on 2/20/03 headed for Craig, CO. Power was UP 7156, 6690 and 8147. Blue Mountain Energy, Inc., of Rangely, CO, had them trucked from Craig over highways to its captive 35-mile, loop to loop, 50-kV electric railway near Rangely. DPR is better known as Deseret-Western Railway, since its two E60C's are lettered for this 1980's built mine in northwest Colorado and power plant operation in eastern Utah.

Rock & Rail Suspends Operations

Rock & Rail suspended operations for five weeks starting in March 2003 to upgrade equipment at the quarry. The three Rock & Rail units, the three CEFX, ex-LMX, B39-8 8500s and the seven Progress Rail units were on the old Tennessee Pass line. Three of the Progress Rail units had been stored at Parkdale, but were hauled down to Canon City and parked in the yard. The other four, along with R&R GP20 201 were by the bulk oil distributor on 9th Street in Canon City. R&R GP30 301 & GP40 401 were out at Portland.

Rock & Rail began operations in the 1990s with three units, RRRR lettered 201, 301 and 401. They hauled rock from their rock quarry at Parkdale, milepost 171.2 on the former Denver & Rio Grande Western RR, now UP's mostly railbanked Tennessee Pass line. Their trains operated under UP dispatchers east from Parkdale through the Royal Gorge to Pueblo, milepost 119.4. Their trains were interchanged with BNSF and operated with BNSF crews north on the Joint Line to Kelker where Agile Stone took delivery. Recent operations (2002) had their trains operating with the CEFX leased B39-8s, 8506 & 8572.

—Ed Fulcomer

The Cumbres & Toltec Scenic Railroad Opens Their 2003 Season On June 14th

By Brian Shoup

The C&TS Commission approved a June 14th opening for the 2003 season. General Manager Kim Flowers reported that limited locomotive availability early this year will necessitate a four train per week schedule with trains running the full length of the line, alternating from Chama and Antonito. More trains could be added mid-season if a second locomotive becomes available.

On March 15th, the C&TS Railroad Commission voted to award a management contract to the Rio Grande Railway Preservation Corporation (RGRPC) contingent upon sufficient funding becoming available through the state of New Mexico allocations process.

The contract represents a significant departure from the previous business model where the property and equipment was leased to an independent operator. Under this new arrangement, the Commission has entered into what is essentially a purchase-of-services contract. The commission will reimburse the RGRPC for managing the rail operations including train service, shop work, marketing and ticket sales and at least some of the track work. The Commission will establish overall policy and direction with advice from its management contractor, the RGRPC.

Representatives from the New Mexico State Forestry Department as well as the Carson and Rio Grande National Forests all reported that fire prevention and mitigation plans have been established with the RGRPC management in an effort to reduce the likelihood of the need to suspend rail operations if drought conditions prevail again this summer. One hopeful note is that the snowpack on the western slope of Cumbres Pass is at 90% of average and the snow pack on the eastern slope is at 75% of average — significantly higher than last year.

For more information call 1-888-286-2737 or on the web at www.cumbrestoltec.com



Krystal Sherman, age 4, watches from the dining room in the Holland America KENIA on 3/14/03. – Photo © Chip Sherman.

Colorado Railcar Tour and the DMU

By Steve Mason

On February 1, 2003, RMRRRC and Intermountain Chapter NRHS members toured Colorado Railcar's Fort Lupton plant. This was the first free event for RMRRRC's 65th anniversary celebration. Colorado Railcar is the only US manufacturer of new passenger cars.

Tom Janaky, VP of Sales and Joe Phillips, Production Coordinator, led our two tour groups. We were at Colorado Railcar to see an order of Holland America passengers cars. They were shipped out at the end of February.

Rader Railcar was originally in Denver (they liked to ski) and later moved to Fort Lupton to expand and for rail access. The signature Colorado Railcar is a 90-foot long, 18-foot high full length dome. Each of these bi-level cars have galleys. The "A" cars have small galleys and the "B" cars have full size galleys comparable to the kitchen in a Superliner diner. There is a dining section on the lower level with tables to serve these meals. The cars are ADA compliant.

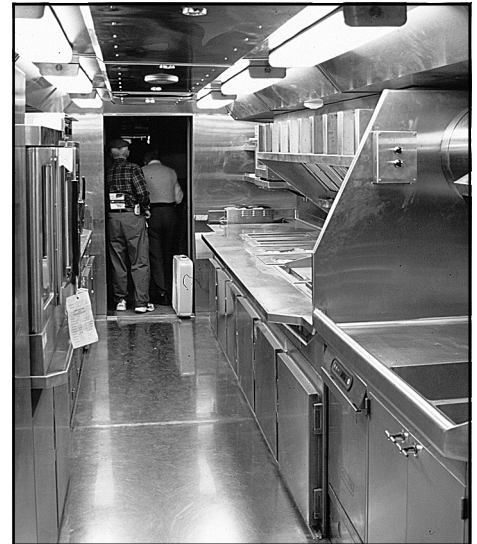
After the plant tour, we went to Union Station in Denver to see the new Diesel Multiple Unit (DMU) demonstrator. The DMU has been touring the US since last spring. While the bi-level cars are for the luxury tour trade, the DMU is for a niche on heavy commuter rail funded by special transit authorities. The market CRC is targeting is off-peak commuter train operations. Cost savings is the big advantage. It is an impressive car.



Two Holland America McKinley Explorer cars at Colorado Railcar are ready for shipment and were open for our tour. – Photo © Sherm Connors.



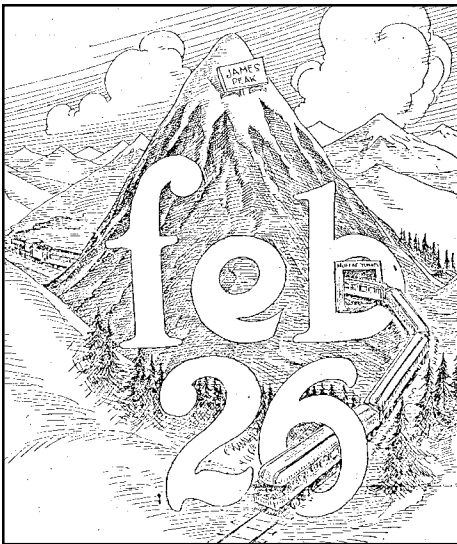
Upper level "B" car seating in one of the Holland America cars at Colorado Railcar in Fort Lupton. – Photo © Steve Mason.



"B" car large galley in one of the Holland America cars at Colorado Railcar in Fort Lupton. – Photo © Steve Mason.



DMU Colorado Railcar passing through Loveland, CO, at M.P. 60.49 (2nd Street and Railroad Avenue) on February 27, 2003. – Photo © Bud Lehrer.



Seventy-Five Years Ago

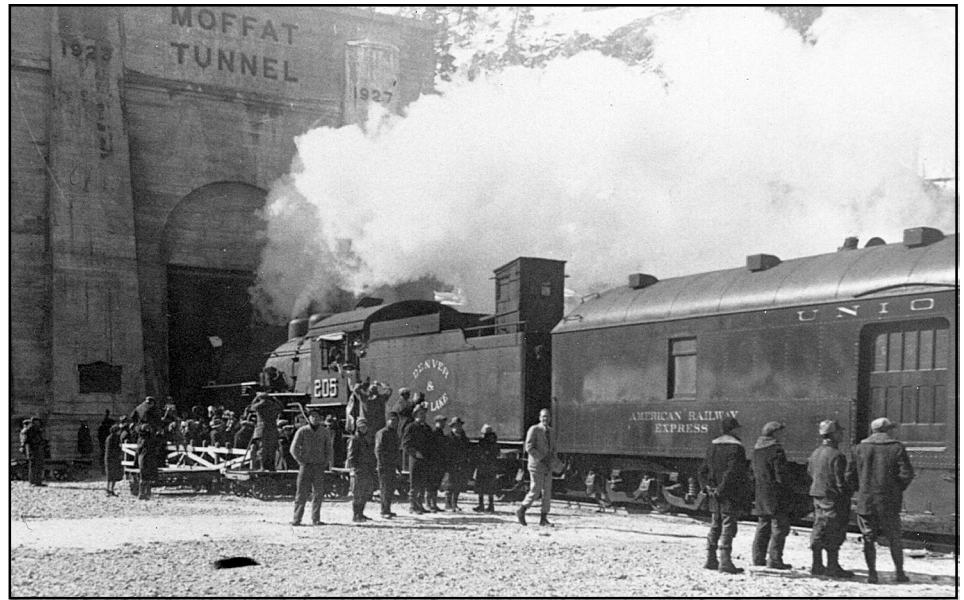
By P. R. "Bob" Griswold

On February 26, 1928, three-quarters of a century ago, the first trains steamed through the Moffat Tunnel. This was the culmination of a plan that David Moffat had in 1902, a direct railroad route from Denver to Salt Lake City that tunneled under the Continental Divide.

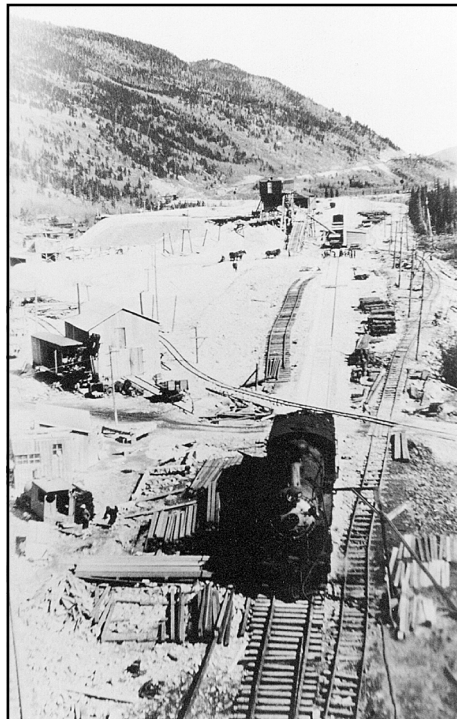
A shortage of funds prevented construction of his planned tunnel. So he temporarily built his Denver, Northwestern and Pacific across lofty Rollins Pass at an elevation of 11,660 feet. Brutal blizzards that blocked the railroad for weeks at a time prevented the Moffat Road from even coming close to making a profit.

David Moffat died in 1911, long before the necessary tunnel could be built. Others, headed by William G. Evans, attempted various means to finance the tunnel without success. In June 1921, a deadly flood roared through Pueblo with untold loss of life – this proved to be the catalyst that brought about the Colorado Legislature's plan to finance the Moffat Tunnel.

Tunnel construction began in 1923, and it was not until February 1928 that Colorado was able to celebrate the completion of the Moffat Tunnel. Unforeseen unstable ground conditions caused the original cost estimate of \$6,700,000 to skyrocket to fifteen million dollars. Loss of life was a



The first passenger train enters the Moffat Tunnel on February 26, 1928.
– Photo Clifford A. Betts Collection.



In January 1928, the first Denver and Salt Lake locomotive is about to enter the east portal on the new standard gauge track replacing the three-foot gauge construction track. – Clifford A. Betts Photo

regular tragic event during the five year construction period.

The formal opening celebration on Sunday, February 26, 1928, featured the driving of the golden spike at East Portal. 2,500 tickets were sold for three dollars each for the four Denver and Salt Lake



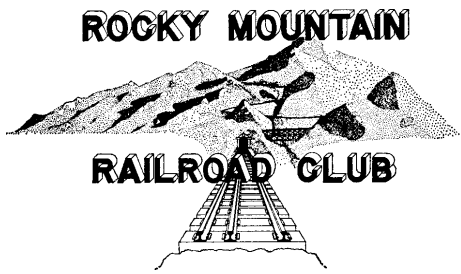
Dignitaries gather around the governors of Colorado and Utah as they drive the golden spike at the East Portal on February 28, 1928.

– Photo Clifford A. Betts Collection.

Railway trains to East Portal. A February 23rd blizzard roared down from the Continental Divide making the railroad the only practical means to reach the ceremony. After the golden spike ceremony and after much switching, the four special trains were combined into two long trains for the trip through the Moffat Tunnel. All the special plans for the ceremony went as planned from 8:40 AM at the Denver Moffat Station to the early evening return to Denver.

The tunnel itself did not create the direct route to Salt Lake City as the Moffat Road reached only as far as Craig, Colorado. In the depth of the depression in 1934, the 42 mile Dotsero Cutoff to the Denver and Rio Grande Western was completed with

Continued on Page 8, Column 1



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Dues Renewal Reminder

If your newsletter has a colored address label, the Club does not have a record of your dues payment. This will be your last issue. Please contact Dave Goss (303-693-9933 or at m1ck11@pcisys.net) if you have paid Club dues for 2003. Thank you.

Seventy-Five Years Ago

Continued from Page 7, Column 3

Federal funding to put the Moffat Tunnel on a direct transcontinental route.

Through the years the Moffat Tunnel served the Denver and Salt Lake Railway which was merged into the Denver and Rio Grande Western. Then came the short tenure of the Southern Pacific until it was acquired by the Union Pacific. Today long coal trains from the Axial Basin west of Craig, transcontinental freights, empty coal trains, the Ski Train, and the Amtrak California Zephyr roll through the 6.2 mile long Moffat Tunnel.

Colorado Railroad Museum 2003 Scheduled Operations

For information call 303-279-4591

April 19, May 17-18, June 14-15, July 19-20, August 9-10, September 6-7,
Santa Specials: December 6-7 and 13-14, A Day Out With Thomas: October 10-13 and 17-19

Intermountain Chapter, NRHS 2003 Event Schedule

For information call 303-298-0377

April 18:	Chapter Meeting: 7:30 PM Royal Canadian Pacific	May 17:	Work Day on Car 96
May 16:	Chapter Meeting: 7:30 PM Open House for New Offices at Forney	June 20:	Dinner Meeting: 6:30 PM
		July 26 & 27:	Railfair

Trains Unlimited, Tours 2003 Trip Schedule

For TUT information call 1-800-359-4870

May 10 & 11:	McCloud Steam	August 16 to September 3:	Great Brazilian Railfan Adventure
May 17 to 25:	Canadian Rail Adventure	October 5 to 11:	New England Colors
June 4 to 14:	Alaskan Rail Adventure	October 7 & 8:	Rio Grande Photo Freight
June 5 to 8:	White Pass Steam	October 9:	Durango Photo Freight
July 12 to 27:	Rocky Mountain Train Splendors	October 7 to 9:	Rio Grande and Durango Photo Freight Combination
July 19 to 27:	Steam in the Andes	October 11 to 14:	Fall Colors Express