

ROCKY MOUNTAIN RAIL REPORT



MAY 2003
No. 524

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Meeting Location Change For May Meeting Only

The May 13th meeting will be held at Mission Hills Church located near Orchard and University at 5859 South University Boulevard in Greenwood Village, CO, less than 3 miles south of our usual meeting place. Drive into the west side parking lot where there is plenty of parking space. Enter the church through the west side doors. We will meet in the big auditorium.

Slide Potpourri

Presented by Erwin Chaim
May 13, 2003 • 7:30 PM

Erwin Chaim will host the annual slide potpourri. Erwin will not accept slides the night of the meeting. When you get this newsletter there will be a few days to give Erwin slides at Caboose Hobbies repair department or at his home. The slide potpourri is the program where members can showcase their talents. The program chairman always takes notes for presenters for regular programs.

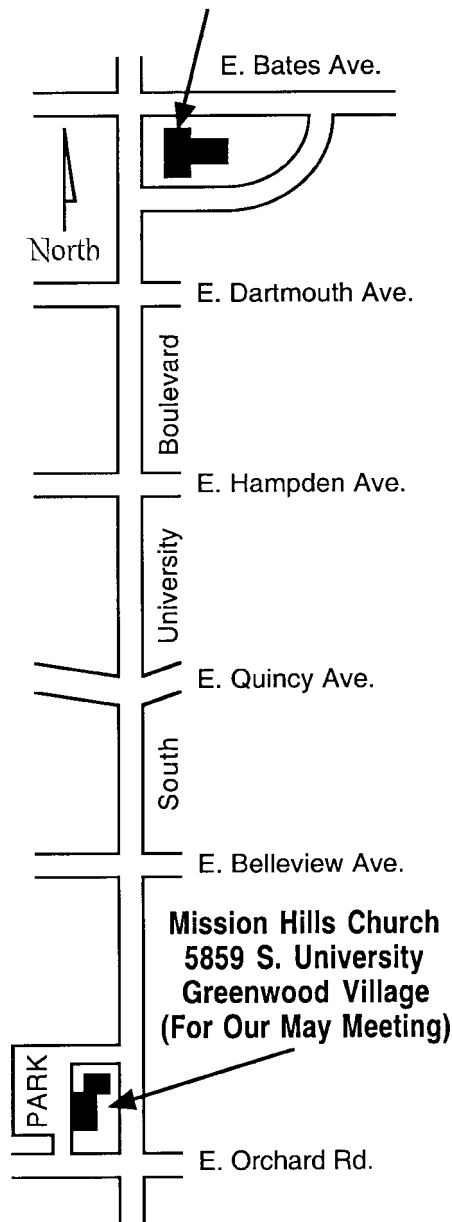
Trains Unlimited, Tours

Presented by Chris Skow

Chris Skow, from Portola, CA, will present a slide show overview of Trains Unlimited, Tours showing the scope of his activities.

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

Christ Episcopal Church Denver (Our Usual Meeting Place)



2003 RMRRC Events Schedule

May 17 Event:	Cheyenne Shops Tour
June 10 Meeting:	Why Dieselize? Electrify!
June 14 Event:	Tiny Town Picnic
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:	Blizzard of '49

2004 RMRRC Events Schedule

January 13 Meeting:	La Veta Pass
February 10 Meeting:	F&CC Terminals

The deadline for items to be included in the June Rail Report is 5/16/03.

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

Trip Report

By Steve Mason – Trip Chairman

The Royal Gorge trip was a successful, fun trip. We had over 100 on the trip and everyone said they had a good time. My thanks to the trip crew: Mike Gailus, Mike Tinneti, and Don Hulse. Without your help we could not have done it.

The Cheyenne Shops / Fort Collins Trolley Tour sold out by mid April. Everyone wants to see the progress on rebuilding the firebox on UP 844.

Tickets for the Third Annual Picnic at Tiny Town on June 14th and the 50th Anniversary UP Steam Trip on July 20th are on sale at regular Club meetings and on the web site. The trip Committee welcomes Jeremiah Herderich to the committee. Jeremiah will be selling tickets at meetings. The Board of Directors is pleased to announce that we now take American Express and Discover as well as Visa and Master Card credit cards. Cash or checks are welcome too.

This year is the 50th year we have been running Union Pacific steam trips. The first one the Club ran was on May 17, 1953. The Special ran from Denver to Laramie and return via the Dent branch on the return. Engine #3967, a 4-6-6-4, was used. The train consist was eleven cars. There was a baggage-buffet car, baggage car, three coaches, snack car, three more coaches, a baggage car, and a lounge car. Leaving Denver, the special went via La

Salle to Buford. A two hour stop was made at Buford to observe mainline traffic. A tour of the roundhouse in Laramie was provided. At La Salle, the train connected with the eastbound "National Parks Special" and went to Denver on the Dent branch.

The 1953 fare was \$10.00 with children riding for \$5.00 (many were working a six day work week for \$25). Jim Ehernberger and four others boarded at Borie for the trip, which cost them \$2.20 plus \$0.33 Federal tax. The menu in the snack car included sandwiches for 30 to 35 cents, ice cream bars, coffee, or large donuts for a dime. The Union Pacific staffed the food cars, provided an operating crew out of pool service and had special agents manning the cars. We did not have car captains, trip leaders and all the people we provide now. There were no photo stops.

This year our consist will be: Engine #3985, water tender, SD70m, tool car, power/boiler/dorm car, 5 coaches, concession car, diner, 2 dome coaches, 2 dome diners, baggage car, power car, and dome/lounge/observation. That's 16 cars with over 600 seats. We have plenty of room. This year, the Club's 65th anniversary in April will also be the 60th birthday of #3985. The engine was built by ALCO at Schnectady, NY on June 1943, construction number 70174. There are lots of significant milestones this year.

Annual Book Drawing Winners

By Mike Gailus

Here are the results of the Club's annual book drawing held at our April 2003 general membership meeting. We gave away three books this year.

The first place winner is Terry L. Gilstrap (card number 194) of Branson, Colorado. Terry wins a copy of Jackson C. Thode's book *A Century of Passenger Trains ... and then Some*.

Our second prize winner is Steven Forney (card number 270) of Lakewood, Colorado. He will receive the book

Denver Northwestern and Pacific - The Moffat Road by Bob Griswold.

Third prize on the list is Theodore O. Wiese, Jr. (card number 233) of Kirtland, Ohio, and he will receive a copy of the book: *Denver and Salt Lake Railroad 1913-1926* by Bob Griswold.

Thanks to all who contributed to this program. It benefits our equipment fund, which is used to care for the Club's equipment on display at the Colorado Railroad Museum in Golden, Colorado.

Publishers Statement

Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Club Phone: 303-979-2806
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:

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Littleton, CO 80162-0579
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D&IM No. 25 Update

By Darrell Arndt

Work on D&IM No. 25 during the winter months has encompassed a number of different items. Most notably, the Foundation trustees approved the construction of a new pilot for the No. 2 end of the car. This was not an easy decision because of the \$6,200 cost involved, but was deemed the prudent thing to do to expedite the completion of the pilot and allow the volunteers to address other needs. The old pilot was in poor condition in spite of much epoxy work with irregular wooden components and deteriorated steel.

Progress in the electrical area includes near completion of an electrical component box for under the car to house air compressor and heater circuit relays. Bob Wilson secured the box and Tom Gill donated some materials. Bob Dunmire, Des Sainsbury, Darrell and Tom worked on the assembly. New route sign roof lights have been devised and AAA Metric donated parts plating. Bob Wilson secured the fabrication of new step lights. Time

has been spent on final wiring diagrams and control box designs.

Other miscellaneous projects include wood straightening for the platform areas donated by John Russell woodworking, final adjustment of the No. 1 end sliding doors and final sandblasting of bulkhead window artwork donated by Terry Courtright. New door latch castings were made and club member Dave Conrad of Wisconsin donated the "antiquing" of wire cable for luggage rack repair. Frank Navarro modified the ceiling molding to better hold the advertising cards and made up new retaining straps out of banding donated by Lowes Hardware. Irv August donated a streetcar calendar and Jim Ehernberger donated a UP calendar to enhance the "ambiance" of Building 78.

In the next few months, the completion of interior trim and hardware is expected with the interior floor, platform woodwork and wiring becoming the main focus.

Intermountain Chapter – NRHS Events

By Libby Schultz

RMRRRC members are invited to attend the May event and our June meeting.

We've Moved!

To celebrate, we're having an Open House at the new Chapter office on Friday, May 16, from 5:00 to 8:00 PM. There will be catered hors d'ouvres, a dessert bar, and non-alcoholic beverages. There will also be door prizes. Reservations are not required to attend.

The new office is at the new Forney Transportation Museum Office Annex, 4303 Brighton Boulevard, Building 3.

The Return of an Old Tradition

Our Chapter Directors have decided it's time to return to our dinner meetings – and with an old friend. For our June 20th meeting, we'll be going to the new and improved Rossi's Catering, now located at I-70 and Kipling in Wheatridge. Rossi's is in a newer facility, conveniently located, easily found, with a ground-level entry, ample marking, and good outdoor lighting. Our meal will be a buffet, which includes roast beef, fried chicken, pasta, meatballs and sausage, salad, Tomato-Cuke Salad, fruit bowl, cake, coffee, punch, and tea – all for \$10 per person.

Our inaugural program will be "Hatch Wroton's Films", presented by Hatch. The program will consist of several films, now on video, from 1960 through 2000: *1960 – A ride on 'The Silverton' Narrow Gauge Train; The February 15, 1973 Trip; On the C&S Railway, Denver to Cheyenne, October 13, 1963; Snapshots of Old No. 90.*

The cash bar opens at 6:30 PM, dinner is at 7:00, and the program is at 8:00. Advanced reservations for dinner are required and MUST be called in to the Chapter office (303-298-0377). Cancellations must be made by the Friday before the dinner meeting. Please be aware that any no-shows will now be billed by Chapter.

In Remembrance Dick Kremers

Long time member, Dick Kremers, passed away on March 31st at the age of 80 after a long battle with cancer and recent heart problems. He held membership card 89. Dick could easily be classified as another one of those "unsung heroes" of the Club who quietly made an ongoing contribution to the organization through the many hours he worked on the restoration of No. 25. He was one of the first volunteers on the project, continuously working every Saturday dating back to 1988. The only exceptions were when he was satisfying his passion for travel or when a fresh snow would "force" him to grab his cross-country skis for a day's outing!

Interestingly, his first exposure to the Club was seeing No. 25 crossing the Platte River during a Club excursion when he was working at the Zuni Power Plant in west Denver. Little did he realize at the time that some day he would make a major contribution to the preservation of this priceless artifact!

He volunteered time with a number of other organizations and had many interests including electrical, mechanical and railroad history. With a little prodding, he would relate his diverse experiences in life including traveling America, Europe, South Africa, and China, hiking in Nepal, working on a Hudson River steamboat or pursuing his career as a stationary engineer at Public Service Company power plants, to name a few. He is survived by Pat, his wife of 59 years, his son David and daughters Carolyn and Nancy.

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.

Great Western 098 Clearing Snow



Great Western Railway operating out of Loveland, CO, used their home built gondola snowplow, GWR 098, to clear 15 foot snow drifts after the March 18-19, 2003, snowstorm. The plow was working 3/20/03 pushed by OMLX 4324 and GWR SD9E 914. Near Colorado Highway 34 on the Officer Junction to Windsor line they encountered the deepest drifts. This was the heaviest snowfall the line had seen in over a decade.
– Photo © Van Reed.

Great Western Railway

Great Western Railway (GWR), an Omnitrax operation, was visited by owner Pat Broe on April 1, 2003. He purchased the Great Western Railway (56.8-miles back then) from bankrupt Great Western Sugar Company in June 1986 via Castile Corporation.

Great Western washed and prepped SD9E 914 and business car YELLOWSTONE (ex-Chicago, Burlington & Quincy) on March 31st for Mr. Broe's meeting at Johnstown, CO, on 4/1/03. The business car is typically stored inside a building at Loveland. On April 1st, the GW 914 moved the YELLOWSTONE to Johnstown. Pat Broe flew in by helicopter about 3:15 PM and used the former office car for a business meeting. After the meeting, the GWR 914 shoved the car back to Loveland. Business on the GWR is great right now and expected to increase significantly.



The Great Western Railway business car YELLOWSTONE was used for a Johnstown, CO, meeting with owner Pat Broe on 4/1/03. – Photo © Chip.

YELLOWSTONE was built by Pullman in 1897 for the Chicago, Burlington & Quincy RR. It was constructed as a 60-foot, wooden chair car named MAIDEN ROCK, CB&Q 369. In 1904, MAIDEN ROCK was renumbered to CB&Q 4151. It operated on runs between Chicago and St. Paul, MN. CB&Q rebuilt the car as a business car at its Aurora Shops in April 1917 adding steel sides and converting it from 4 to 6-wheel trucks.

It was out shopped as CB&Q 68. Notes show the CB&Q traffic department was using the car in 1939. It was stored by the CB&Q in 1960, then sold to Herb Stern, Lincoln, NE, in 1963. Mr. Stern sold the car in February 1987 to Chuck Weart and Al Dunton. They moved it to the Great Western Railway and named the car YELLOWSTONE.
–Thanks to Dave Van Drunen for car history.

The Great Western Railway is an Omnitrax operation. New Omnitrax manager Gary Earnshaw inspected the GWR line between Loveland and Johnstown from the front of GWR SD9E 914 during the mid-day move of the business car on 4/1/03. Gary is the new GWR manager, coming from Omnitrax's Panhandle Northern RR in Borger, Texas.
–The Colorado Zephyr

Blizzard Hampers Wyoming Rail Traffic

Union Pacific was in the process of getting traffic moving again on the Overland Route across Wyoming on March 20, 2003 after things were basically shut down on 3/19/03. About the only trains running were the Z symbols. I-80 was closed east of Rock Springs, WY, into Nebraska for most of the day 3/19, and the UP's Wyoming mainline wasn't doing much better.

At Ogden, UT, eastbound trains were tied down everywhere in the yard with a few being held in the Salt Lake area as well. Even the UP's vaunted "Express Lane" (Fresno, CA, to North Platte, NE) Q FRNPP spent most of 3/19/03 languishing in Ogden yard awaiting an opening before finally being called east that evening. Other trains such as the MRVGR (Manifest, Roseville, CA, to Green River, WY), M RVNP, M RVNPB, A WSNP and assorted empty grain trains were either held at Ogden or tied down on-line at such places as Promontory, UT, where 3 eastbound trains were parked awaiting marching orders.

Some trains were also being held in the Elko, NV area for staging purposes, with an IOABP being parked at Carlin and a



BNSF's Joliet, IL, to Pittsburg, CA, steel coil train had Intermodal containers added to the rear of the 39-car unit steel coil train at Denver. The train was showing 65 loads and no empties, but only 39 cars were carrying steel coils. The rest were 5-pack intermodal cars loaded with containers headed for Stockton, CA. Power was set up 3 by 1: 9-44CW 4418, 4864 & 4343 up front with rear distributed power unit 4337. The trackage rights train was on UP's Moffat Tunnel line at Leyden Siding, Arvada, CO, April 2, 2003.

– Photo © Chip.

Suisun pipe train at Elko yard as of 3/20/03. UP's Z CSOA/19 (Canal Street, Chicago, IL, to Oakland, CA) was apparently abolished somewhere enroute 3/19/03 and the traffic run on other trains. All in all ... quite a mess!

– Boomer

Ski Train Cancelled by Record Colorado Blizzard

The AnSCO Ski Train operations for March 21-23, 2003, were cancelled due to heavy snowfall (Rollinsville had 87.5 inches!) preventing Union Pacific forces from repairing its signals. UP had about 20 miles of CTC signals disabled. The railroad advised the Ski Train that mountain rail operating conditions would make for a four to five hour trip from Denver to Winter Park. The heavy snows that fell March 18-20, 2003, had trapped trains in sidings such as Cliffe and Tabernash. UP sent DRGW snowplow/Jordan spreader AX-41 out on March 20, 21 and 22nd. UP sent relief crews by Amtrak and its trains to relieve exhausted crews that had worked their 12-hour limit.

The rock slide east of tunnel 14 that occurred about 9:00 AM March 20, 2003, did prompt Amtrak California Zephyr's to be detoured via Wyoming. Amtrak

combined two Amtrak eastbound California Zephyr's: train 6 of March 19 and 20 at Salt Lake City, UT. The rock slide east of tunnel 14 (between Crescent and Plain Sidings, west of Arvada, CO) was 100 feet wide, 60 feet long and 40 feet high. Several 200-ton rocks blocked the Moffat Tunnel line. Crews blasted and removed the debris opening the line about 11:30 PM on March 20th.

The eastbound Amtrak train arrived Green River, WY, on March 21, 2003 at 1:10 PM and departed 10 minutes later. With seven units, the train made great time across Wyoming, turning south at Speer, WY, onto the Greeley Subdivision. The diverted California Zephyr arrived Denver about 12:30 AM on March 22nd and resumed its normal BNSF route towards Chicago.

The westbound California Zephyr, train 5, was stopped at Plain as UP track inspectors checked on the rock slide. It was turned back to Denver arriving about 4:30 PM March 20, and then ran via Wyoming. Crews had difficulty getting around with the heavy snow in the Colorado foothills.

Amtrak trains returned to their normal Colorado route on March 21st.

UP Runs A Spreader On The Moffat

About 3:30 PM on, 3/19/03, a RG Jordan spreader being shoved by three RG motors went through Arvada en route to Tabernash. What a great sight ... three Rio Grande motors shoving a Rio Grande spreader. All switches between Plain and the tunnel were inoperable because of the heavy snow, and there were many slide fence indications, so going was slow. The power for the spreader was the local's power: RG 3100 and GP60s 1900 and 1901. At 5:10 PM, the plow was at West Crescent.

– Joe McMillan

UPS Shipper's Special

Union Pacific operated a United Parcel Service (UPS) special westward on April 15, 2003, between Chicago, IL, and Los Angeles, CA. The train had three 6000 hp GE's (7576, 7562 and 7511), business cars PORTOLA and KENEFICK, and a train of EMP trailers. The UP's Omaha based dispatcher put everything aside for it and everyone was told not to delay it. I saw it at Bushnell, NE, about 3.00 PM.

– Mark

Coors Buys An SW1000 C997 With A New Paint Scheme!



Coors Brewery's latest locomotive is an ex-Burlington Northern SW1000 446, ex-CB&Q 9333 (built Jan. 1971), purchased from National Railway Equipment, Silvis Shops, IL. The C997 introduces a different paint scheme to their switching fleet.

Coors again has six operating switchers with the addition of C997. C988 was damaged and out of service. It will be retained as a parts source. The photo was taken on April 18, 2003, the day the unit was delivered at Golden, CO.

– Photo © Chip.

Memories From A Club Ski Train Trip in 1987

By Chip Sherman



The Ski Train was steam heated. The Denver & Rio Grande Western Railroad still owned the Budd built round-end dome observation lounge car SILVER SKY. The Rocky Mountain Railroad Club leased the car for a trip at the end of the Ski Train's season. The seven-car train was at Fraser, CO, on 3/28/87. What a fine way to enjoy the Colorado Rockies.

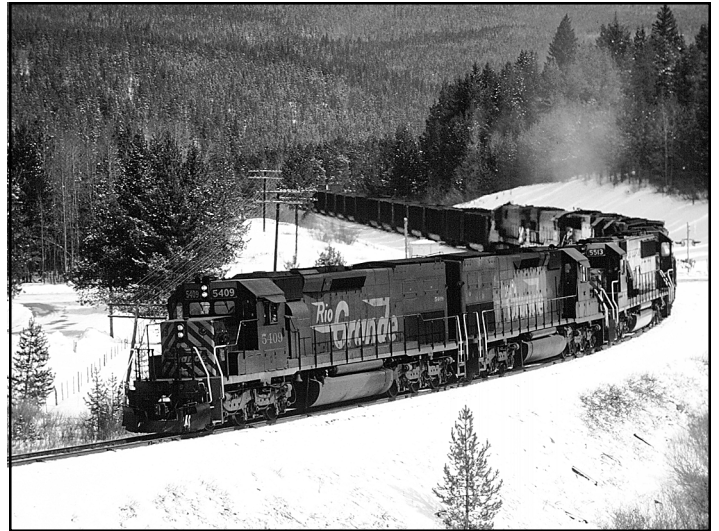
– Photo © Chip.



SILVER SKY car attendant Kimberly Fillip was serving April Sherman fruit under the dome. The Rocky Mountain Railroad Club was enjoying a memorable day on the D&RGW's Ski Train. The Ski Train has seen many changes in the last 17 years, but haven't we all? – Photo © Chip.



The last Ski Train for the 1986/1987 ski season had only seven cars. Pulling the assignment was one of Denver & Rio Grande Western's EMD built GP30s, 3017. It was teamed with GP40-2 3116 to handle the train. Climbing the steep Winter Park Hill we see the train leaving Fraser for the Winter Park Ski Resort. RMRRC members were enjoying the trip aboard D&RGW owned dome SILVER SKY. – Photo © Chip.



Rolling west by Winter Park, CO, on 3/28/87 was Denver & Rio Grande Western RR's coal empty, train 707. The train came from Burlington Northern at Pueblo. It was headed to the Axial Mine, CO, with 105-empty cars marked CCTX, PLMX and OPSX. Train had DRGW tunnel motors and the then new SD50s (5501-5517) for power. – Photo © Chip.

Royal Gorge Recall

By Steve Mason

Saturday, April 12, 2003, was about the best train riding and photographing day we've had. Weather was in the 70s and sunny. The two observation cars were full. These cars are the best way to see and photograph the Royal Gorge. We had two ex C&NW F7s pushing the train up the Royal Gorge to Parkdale. The train consisted of 10 cars. Besides the two observation cars, which are cut-off-the-roof coaches, we had a snack car and a lounge car where beer, wine, and mixed drinks were available. The last car, the THEODORE ROOSEVELT, is the Canon City and Royal Gorge Railroad's luxury car. The car is finished with paneling and furnished with overstuffed chairs. The price of a seat in the luxury car includes a gourmet meal from the on-board kitchen.

We had a gourmet box lunch. Everyone said they really liked the food and it was great! The Royal Gorge people marked each of our lunches and we all had what we ordered.

I cannot say enough good things about the Royal Gorge people. They always had a desire to serve us and do what ever we wished. My special thanks go to Laurie Manning, director of passenger operations, and Mike Lisac, superintendent of operations. Mike even gave us an extra photo run-by at the Gorge siding site. The equipment is well maintained, the mechanical systems and air conditioning work well, it is clean, the track is smooth and the trucks are maintained so the ride is smooth. The announcer, Dave, told us about the historical sites along the route. We heard information on the Royal Gorge War, Old Max prison, John Fremont and geology.

We had four winners of the cab ride raffle. Going up were Dick Eaton of Bailey, CO, and Fred Carlson of Bertrand, NE. Coming down from Parkdale were Louis Jacobson of Aurora, CO, and Norman Kellett of Westminster, CO. Fred traveled a long way to ride with us so we are all happy he won. Norm Kellett just joined us for this trip and had his wife and daughter along too. We wish Norm a big



One of the two photo run-bys at the Gorge siding site on 4/12/03.
– Photo © Steve Mason.

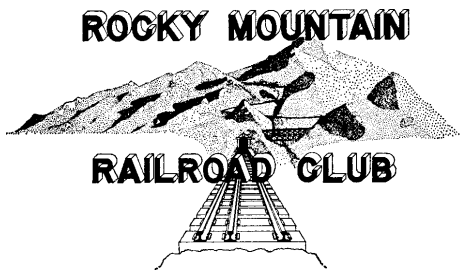


The famous Rio Grande Hanging Bridge on 4/12/03. – Photo © Steve Mason.

RMRRRC welcome and hope to see him at monthly meetings.

I finally met William Bemis of Jarrell, Texas, near Temple. He traveled the farthest to get here. He bought two tickets and brought his daughter from Loveland along. All of you can thank Bill Bemis for getting us involved in our arrangement with Trains Unlimited, Tours. His letter to the Club a year ago started that relationship.

We ended at the Royal Gorge shops in their blue building. Mike Lisac explained their operations and what they do. In 1997, on the Salt Lake City trip, the 844 was tied down for the night just across 13th from their shops. Best of all was the CC&RG cars to the east of their shops. Of special note was the ex-Southern Pacific full length, home built dome. It has a floor to dome atrium in one end. There used to be 6 of these cars, but 3 have been scrapped. The CC&RG hopes to have this car ready for service in two years.



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The Rio Grande Zephyr

The last private railroad operated passenger train in the country, the Rio Grande Zephyr ended service twenty years ago. The train made its last round trips between Denver and Grand Junction only, as its route had been cut short by the mudslide at Thistle. For more, check the website: <http://www.rgzlastofthelast.com>.

Want to be a Steam Engineer?

Contact Jack Bradley, Park Manager, at 303-697-6829 at the Tiny Town & Railroad to volunteer. He may be able to negotiate some gas money. Tiny Town operates on weekends during May, September, and October. They operate daily from Memorial Day to Labor Day. The quarter size railroad is well run and maintained. They have two steam engines and two diesels. Several of our members have operated as engineers and one joined from the February notice. Jack says they could use more volunteers.

Colorado Railroad Museum 2003 Scheduled Operations

For information call 303-279-4591

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

May 16:	Chapter Meeting: 7:30 PM Open House for New Offices at Forney	June 20:	Dinner Meeting: 6:30 PM Hatch Wroton's Films at Rossi's Catering
May 17:	Work Day on Car 96	July 26 & 27:	Railfair

Trains Unlimited, Tours 2003 Trip Schedule

For TUT information call 1-800-359-4870

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