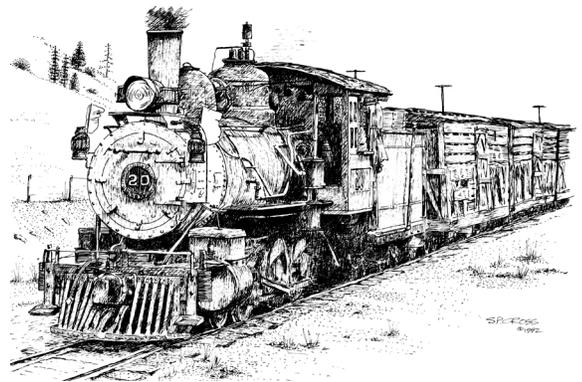


# ROCKY MOUNTAIN RAIL REPORT



JULY 2004

NO. 538

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Erie Lackawanna – East End

Presented by Bill Botkin

July 13, 2004 • 7:30 PM

Bill Botkin will present a slide program on the Erie Lackawanna Railroad's eastern operations during the mid 1960s through the early 1970s. The program will begin with a brief historical perspective on the Delaware, Lackawanna and Western Railroad and the Erie Railway leading up to the merger in 1960. Topics to be presented include the New Jersey commuter operations, through passenger service, freights and steam excursions.

Bill Botkin is one of the foremost railroad photographers in Colorado. Bill began photographing railroad subjects at age 10 using a fixed focus Kodak Brownie camera. During the next few years, he graduated to 35mm and 2-1/4 inch formats, shooting both slides and black & white. This dual passion for railroads and photography has taken him across the United States and to 20 countries on 5 continents, including 7 trips to South Africa to photograph steam. Though Bill's first love is steam, he does photograph diesel and electric locomotives on occasion.

We meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking at the rear of the building. The entrance to the meeting in Barnes Hall is on the south side of the building. **All programs are intended to provide an educational experience. The general public is welcome and there is no charge for this meeting.**

## RMRRC Trips And Events

By Don Hulse

### Blue Moon Pikes Peak Trip Special Saturday, July 31st, 6:00 PM

The Rocky Mountain Railroad Club and the National Railway Historical Society members and friends will ride on a special train on the Manitou & Pikes Peak Cog Railway to the summit of Pikes Peak at 14,110 feet on a "Blue Moon" fun trip. We leave Manitou Springs at 6:00 PM and we expect to return by 9:00 PM.

Food will be available for purchase at Manitou Springs, you can bring your own food or food may be purchased at the

summit. The cost of this trip is \$40.00. For information, call Trip Leader Don Hulse at 303-373-5531 and leave a message. Order tickets on the website or use the insert in this *Rail Report*.

### Georgetown Loop Railroad Trip Saturday, August 21st

The RMRRC has chartered a special train on the Georgetown Loop. The planned consist includes Shay locomotive #14, rarely used coach LAKE TAHOE, a gondola, a stock car and caboose #0574. Passengers arriving early may get a tour of

## 2004 RMRRC Events Schedule

July 31 Trip:	Manitou and Pikes Peak Railway Moonlight Trip
August 10 Meeting:	Old Patagonian Express
August 21 Trip:	Georgetown Loop Excursion
September 14 Meeting:	Pikes Peak Region Railroads 1870-1900
October 2 Event:	T-Rex, RTD Tour
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Winter Railroading

The deadline for items to be included in the August *Rail Report* is 7/19/04.

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.

the grounds in Silver Plume starting at 9:45 AM before the train departs. The special train leaves the Silver Plume depot at 10:45 AM going down through the "S-curves" before crossing the 300 foot long, curved, "Devil's Gate" trestle 100 feet above Clear Creek and the track below.

There will be photo run-bys scheduled

Continued on Page 3, Column 1



Rocky Mountain Railroad Club members enjoyed their ride on the Comanche Crossing & Eastern with their Denver & Intermountain electric box cab 1107. Recently retired (May 2004) Amtrak engineer Rob Thain was at D&IM 1107s throttle. – Photo © 2004 Chip.

## Outstanding Outing

By Barry Smith

Our visit was a joint venture between the RMRRC, the Uhrich Locomotive Works and the Thain family. You should have been there – it was a full day of activities. On May 8th, I took 66 guests on a site tour of the Strasburg tourist center. We split into two main groups with one group first touring the machine shop and viewing various 15-inch gauge engines in various states of completion. The group also saw journal boxes that were being cast for a railroad operation in Idaho, a CF&I mine disaster response crew car and full size steamers under rebuild.

The other group started at the site where the Kansas Pacific rails laid east from Denver met the line of track from Kansas City. This joining completed a short-cut from Kansas City to Cheyenne using the Kansas Pacific to Denver and the Denver Pacific from Denver on up to Cheyenne. The groups then switched tours so all participants could see everything.

During the catered lunch in the Thain picnic grove in the shadow of their Rock Island depot home, Joan Thain gave us their family history. The “Delphos Chapter” was well represented with a contingent of Club members from Delphos, Kansas. I was pleased to see many women in our group.

After lunch, our ten hosts then let us ride behind the 15-inch coal fired steam locomotive and the electromotive box cab engine. Even 91-year old grandpa Uhrich rode with us. After all the train rides everyone wanted, Marlin Thain led us back to town to Strasburg’s historic movie theater where we saw three old-time, vintage movies and enjoyed popcorn, cotton candy and soda.

Thanks again to our hosts and all the car pool drivers and riders for saving gas and our air! Thanks also to Don Hulse.

Please also see the photos on pages 6 & 8.

### 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 \$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	Mike Gailus
Vice President	Steve Mason
Secretary	Roger Sherman
Treasurer	Dave Goss

### Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the Thursday preceding the monthly meeting. 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](mailto:selectimag@aol.com)

## RMRRC Trips And Events

Continued from Page 1, Column 3

among the regularly scheduled trains. This may be the last year for the Georgetown Loop Railroad to operate with the current equipment, so you will not want to miss this historic ride.

The trip cost is \$25.00 each for adults 14 and up and \$20.00 each for children 3-13. Infants up to 2 years old are free when sitting on an adult's lap. Please park across the street from the exit ramp on the north side of I-70 and walk under I-70 to the depot. For information, call Trip Leader Don Hulse at 303-373-5531 and leave a message. Order tickets on the website or use the insert in this *Rail Report*.

### T-Rex Tour by RTD Saturday, October 2nd, 9:00 AM

The T-Rex tour, led by RTD, will start at the Elati Shops (the old iron works site in north Englewood). We may get a tour of the RTD Light Rail Shop before going on a T-REX trip. There will be additional details in the August *Rail Report*. The Trip Leader is Bob Wilson, phone 303-420-7127.

---

---

### COLORADO PINE Trip to Salt Lake City Cancelled

By Steve Mason

Amtrak required a 50% deposit on June 9th to move the private car COLORADO PINE. The Club needed 19 passengers signed up for the Salt Lake City trip to cover the costs and deposit. As of June 9, only 13 had signed up. Regretfully, the trip committee canceled the trip.

Our projections of who in our membership was going on up-scale trips based on participation in Trains Unlimited, Tours last year showed that there were about 40 potential riders for this trip. We felt we should give this type of trip a try. Passengers notified of the cancellation expressed disappointment the trip was not run. If there are any questions about the cancellation please call me at 303-772-8896 evenings.



Georgetown Loop Railroad Shay Number 12 pulls freight cars across the bridge over Clear Creek. – Photo © Bruce Nail.

---

---

### From The President

By Mike Gailus

The Club has just received word of the passing of Joe Minnich. Our sympathy goes out to his family and friends. More complete information about Joe and his contributions to the Rocky Mountain Railroad Club will appear in a later issue of the *Rail Report*.

The Annual Banquet date has been finalized! The banquet will be held on Saturday, October 16, 2004, at the quiet Heritage Golf Course banquet room at Westmoor, 10555 Westmoor Drive in Westminster, Colorado 80021. The banquet speaker will be Hol Wagner.

---

---

### The Denver Rail Heritage Society Membership Meeting

By Darrell Arndt

The Denver Rail Heritage Society will hold their quarterly membership meeting in the REI Sporting Goods Store near 15th Street and the Platte River on Tuesday, July 20 at 7:15 PM. Please park in the underground garage.

Local traction fan Ira Schreiber will present his 8-mm movies he filmed between 1953 and 1958 of trolley operations across the country. Included

will be street cars in Boston, Brooklyn, Atlantic City, Baltimore, Washington, the first years of operation at the Branford trolley museum in Connecticut and the Pacific Electric. Electric freight operations on the Kansas City, Kaw Valley & Western and Southern Iowa Railway were filmed along with the end of the trolleys in El Paso in the mid-1970s. Club members and the public are invited to attend.

## 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.

### Was The Front Range Line East and West or North and South?

The following answers the question “I do not know how the pre-Burlington Northern/Colorado & Southern designated direction...” from the June 2004 *Rail Report*:

I worked as a clerk/relief agent operator for the Colorado & Southern Railroad from Rice Yard to Wheatland, Wyoming, from 1974 until 1976 and all trains were cleared with “19” orders as “East” or “West.” I became the 31st Yard Control Operator in 1976 and retired at that job on August 1, 1998.

- Roger “Robby” Robertson

### Utah Junction Bypass/Pecos Underpass Coming in 2004

Union Pacific is considering a Utah Junction Belt Line Connection aimed at providing direct rail access from the Colorado Rockies to electrical generating companies east of Denver. Trains coming east via the Moffat Tunnel line might someday have direct routing to the Belt Line located in Adams County, north of Denver. The project, estimated at \$37 million dollars, would include a Pecos Avenue underpass. The project has been on UP’s drawing boards to improve coal cycle times and reduce dwell time at Denver’s North Yard. The Utah Junction Bypass ground breaking might occur this year.

The Denver & Rio Grande Western (D&RGW) RR operation had no need for a direct rail line to the Belt Line. Trains arrived at the 1950s jointly built D&RGW/Rock Island North Yard for continuation to Colorado Springs power stations or interchanged to the Chicago, Rock Island & Pacific, Union Pacific or



BNSF began running unit trains of ethanol from Minden and Lincoln, NE, to Watson, CA. BNSF 9-44CW 4847 and 698 handled a unit tank train with symbol G LINWAT7 19A (G=grain, Lincoln, NE to Watson, CA). Train was passing the Comcast satellite dishes just north of Big Lift, CO, on 5/22/04. Train arrived Denver with distributed power, 2 x 1 configuration. BNSF 5347 was on the rear. The BNSF SD70MAC 9410 was added at Sedalia, CO, to push the 96-car loaded tank cars up over Palmer Divide. – Photo © Chip.

Chicago, Burlington & Quincy Railroad. Union Pacific’s acquisition of Southern Pacific/Denver & Rio Grande Western in 1996 changed traffic patterns and opened other possibilities.

Numerous agencies, i.e. BNSF, Colorado Department of Transportation, Adams County and the Denver Regional Transportation District have coordinated their requirements into this major project. The Pecos Avenue underpass would be appreciated by drivers as it’s occasionally blocked by train traffic and yard switching west of Utah Junction. Currently, Pecos Avenue is a grade crossing for both UP (Moffat Tunnel route) and BNSF (Front Range Subdivision, ex-Colorado & Southern Railway).

UP proposes building a grade separation, i.e. highway underpass. Improved train flexibility on the new bypass might include double tracking a portion of the Belt Line. The I-25 overpass, east of Utah Junction, has the room for an additional track without further modifications to the interstate bridge.

Coal traffic growth continues to drive Union Pacific to improve the Denver region rail infrastructure. The proposed Utah Junction bypass includes grade separation between UP tracks and BNSF’s Front Range line with a UP overpass above the BNSF tracks. UP coal trains use this route moving east via Limon and occasionally northward via the Greeley Subdivision. Planning and coordination continued at the end of 2003.

As of December 2003, all coal trains come off the Colorado Rockies into North Yard. The distributed power is reduced from six units to three. Trains reverse direction and move east on the Belt Line and Pullman Junction to run east on the Kansas Pacific line via Limon. The Limon Subdivision received numerous upgrades in the late 1990s and early 2000s, i.e. new longer sidings (Mesa and Sable), more ballast and welded rail, which improved train running times. UP is committed to growing its Colorado coal markets.



Marlin Thain discusses the restoration of Locomotive 111 during the Club tour of the Uhrich Locomotive Works in May. – Photo © Pat Mauro.

### **Breckenridge Steam Engine #111 Moved from Strasburg, CO**

The black paint of Locomotive 111 shines, the wooden doors gleam and the smokestack sits high in the sky. The wainscoting glows below the Tuscan red-painted ceiling. It's a far cry from the condition it was in last summer, when Breckenridge town manager Tim Gagen outlasted a professional bidder at auction to win the locomotive. The water injectors and whistle were lost in a fire at the Hudson Depot in Hudson, Colo. The boiler jackets had been lost after workers removed the asbestos. The number plate had been stolen.

Workers at the Uhrich Locomotive Works in Strasburg, east of Denver, made new injectors, replaced the boiler jackets and recast the number plate – and traded the replica for the original with the man who had it. Then the steam locomotive and its tender made a slow 120 mile trek from Strasburg to Breckenridge where crews set track at the Rotary Snowplow Park at the base of Boreas Pass.

They rode in convoy, with videographer Wendy Wolfe leading. She had been videotaping the restoration of the engine since the town acquired it as part of the town's oral history series, one of which

will outline the history of the train that rode the rails over Boreas Pass. The slow moving convoy headed south on Highway 285, over Kenosha Pass and into Fairplay. They made various stops on the way to film the scenery and the trek. Crews then returned to Strasburg for the tender.

The locomotive was built by the Baldwin Locomotive Works in Philadelphia in April 1926 and shipped to Central America. There, it hauled bananas for the United Fruit Co. most of its life.

Locomotive 111 and its coal tender are similar to another train, No. 537, that ran through Breckenridge at the turn of the century. No. 40 – which also worked in Central America and now serves the Georgetown Loop – has since been brought back to the United States. Others are located in Idaho Springs, Boulder, Central City and Golden. No. 111 has been repainted to reflect the Colorado & Southern and the Denver, South Park & Pacific Railroad that served the area 120 years ago. No. 111 is hand painted on both sides and on each headlight – one in front and another on the tender.

The town council decided to purchase the locomotive last summer, realizing the town might not ever get another chance. The council authorized Gagen to spend up

to \$125,000 on the locomotive and its tender. He bid \$62,000 and another \$5,000 on a mile of track. Restoration work cost about \$40,000, transit cost \$6,000 and site preparation another \$3,000. Council members hope the locomotive and its tender will enhance the town's status as an historic tourist destination.

–Ken Mock

### **Cheyenne Frontier Days Train Website**

The train is scheduled to run from Denver to Cheyenne and return on July, 24, 2004.

The Cheyenne Frontier Days Train Site is: <http://www.cfdtrain.com/>

### **Kansas City Activity**

Lots of trains, compared to what we see here on a daily basis. Even saw two of the new EMD SD70ACe units, and four of the new GE emission compliant units (GEVOs) in BNSF paint!

As of the 2004 Memorial Day weekend, the new flyover at Santa Fe Junction is well underway. The new roadbed has been graded from the west up the side of the hill and has what appears to be only a little more work necessary. The pilings have been poured and concrete and steel girders are being installed over existing tracks. The concrete girders have all been installed, and the steel girders are over the ground-level BNSF (ex-Frisco) tracks. The steel girders over the high line (upper level of the Kaw River bridge) are not installed yet.

The roadbed down toward the passenger station to the east is in place. Even though the roadbed appears to be ready for track, none is in place yet. I was told by two different sources that the new flyover is scheduled to open for traffic in September of this year – in fact, one source said September 6th is the date projected for the first train. The same source said the grade is 1.3% in order to obtain sufficient clearance over the upper level of the high line. I'm not sure if that is both approaches, or just the westbound

Continued on Page 6, Column 1

## Bulldozer On A Rampage Does Not Damage Rails In Granby

By Eva J. Hoffman

June 4, 2004 was a dark day in Granby when a local citizen using an armored bulldozer decided to take revenge on selected businesses. Granby is a station stop on Amtrak's California Zephyr and has a small Union Pacific rail yard.

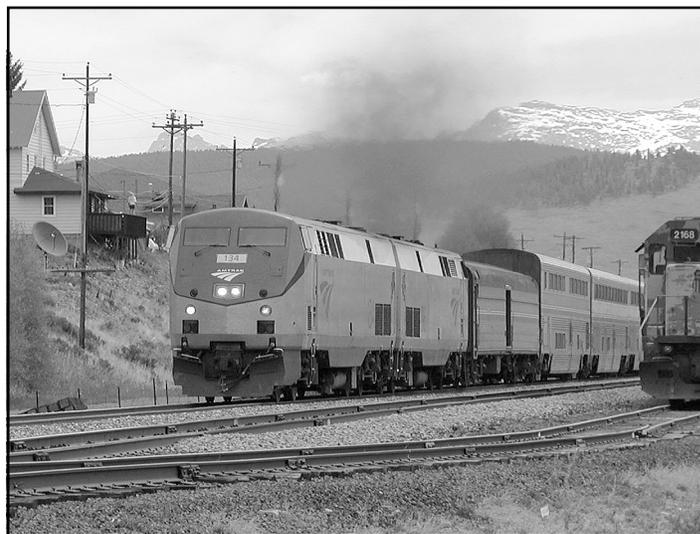
Marvin Heemeyer, former owner of a muffler shop in Granby, modified a Caterpillar D9R bulldozer with steel and concrete armor, cameras and monitors, and weaponry. The armor made it impossible for local and guest law enforcement to stop the rampage. Eventually, the hydraulics on the bulldozer failed and Heemeyer committed suicide inside his tank.

Given the pattern of destruction, town officials think that Heemeyer was taking revenge on businesses owned by people who supported the town position during a zoning dispute.

Apparently, Heemeyer was not upset with the railroad. Although two of the businesses are close to the tracks, Heemeyer ignored the tracks and other railroad facilities in his path of

destruction. One of the demolished businesses, a hardware store, is less than 100 feet from Granby's Amtrak Station and Union Pacific offices. The newspaper office, now nothing more than a pile of rubble, is directly across Main Street from the hardware store.

A submarine sandwich shop, right next door to the hardware store, overlooks the train station. It experienced minor collateral damage, but remains closed because police fear the hardware store might collapse totally and cause injuries to customers. The submarine sandwich shop was looking forward to a busy summer. Over 300 railroad workers have descended on Granby this summer.



Amtrak 5 leaves Granby on Sunday, June 6. The passengers are probably oblivious to the devastation only a half block away.

– Photo © Eva J. Hoffman.

The hungry railroad employees are in Granby as part of the trackage rehabilitation projects of Union Pacific.

By Sunday, June 6, crowds of local residents gathered outside the devastated businesses taking photos and speaking to each other in hushed tones.

---

### OS Colorado

Continued from Page 5, Column 3

approach, since it is much shorter than the eastbound approach.

The eastbound flyover approach leaves the present (ex-Santa Fe) main line shortly after passing under the 7th street bridge. The westbound approach leaves the main line shortly after passing under the I-35 bridge.

I saw two special passenger trains while there. The UP Challenger was on display at the passenger station on 5/26/04, and departed Kansas City on 5/27 for its trip to Houston, TX. The BNSF Employee Appreciation/Lewis & Clark special was on display at Murray Yard 5/29, and ran trips out of Murray Yard (from the place the BNSF executive passenger car fleet used to be maintained) on 5/30/04.

On Memorial Day, 5/31, Amtrak #4, the eastbound Southwest Chief, and all BNSF freights that would have run on the K.C.

Terminal trackage by the passenger station were re-routed through the "bottoms," the "Goose Neck," and onto the N.S. because the Sibley bridge over the Missouri River was shut down for 24 to 36 hours of maintenance. Eastbound trains get back on route east of Sibley, near Fleming, Camden, and Henrietta, where the Norfolk Southern and BNSF run side-by-side and share trackage. Westbound trains were rerouted too. No. 4 backed out to Santa Fe Junction after its station stop, and then proceeded through the bottoms.

After two years of work, the Kaw River bridge rehabilitation has been completed and both tracks on the upper level are in service. For the first time in many years you can see trains running side-by-side or meeting on the upper level.

– Carl Lehman

---

### GE Emission Compliant Unit At The North Antelope Mine

On 5/23/04, I saw my first GE emission compliant unit (GEVO) out at the North Antelope Mine. I'd heard that Burlington Northern Santa Fe (BNSF) planned to start using the GEVOs next on coal trains for the Powder River Basin, but I'd not seen any yet. BNSF 5725 was the second unit on a coal train that was almost loaded at North Antelope when we did our morning crew change. I'm a contractor on-site train operator/inspector there. I only had a brief moment to look at it after I swapped with the operator from the night shift, before the mine load out swapped out their crew and was ready to resume loading. Then I had other things to worry about.

The lead unit, which was a BNSF 56-something AC44, wouldn't load. Usually

Continued on the Next Page

## OS Colorado

Continued from Page 5, Column 3

though, if this sort of thing happens, the computer will still try to generate a slow speed “pacesetter” signal and send it out through the MU cable for the trailing unit(s) and they’ll pick it up and do the “pacesetting” instead. In this case though, all the GEVO would do in response to this signal was to give me full effort for throttle notch instead of pacesetting along. So I had to control the speed by hand, by modulating the independent locomotive brake – good thing I only had 10 cars left to load, as this process is a pain, especially with the lead not giving any effort. I had no good “feel” for it.

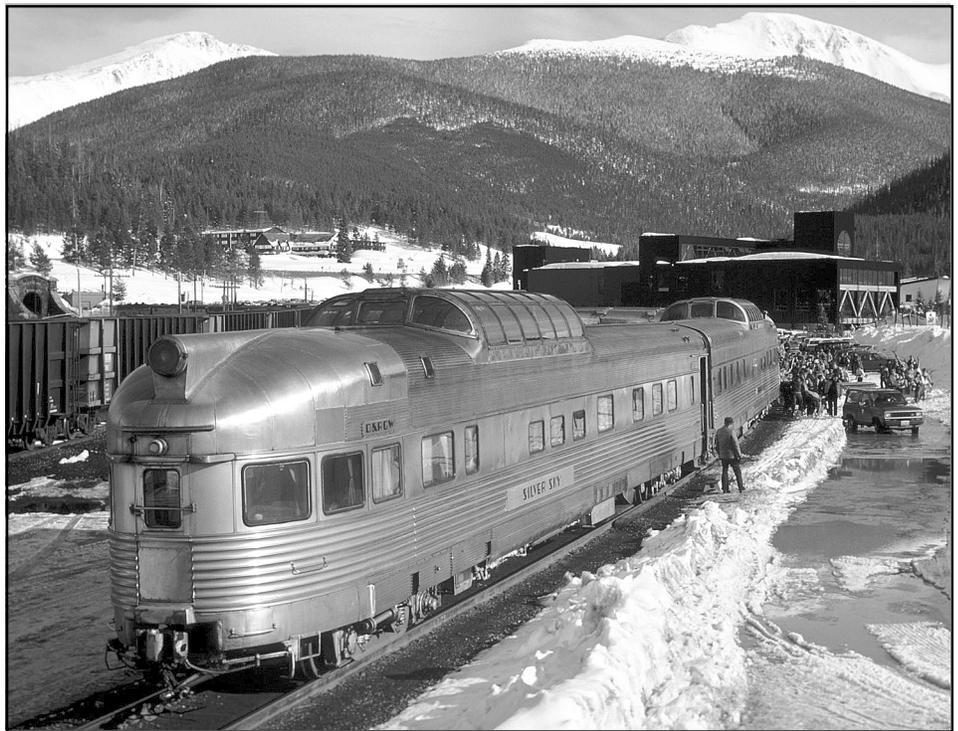
I’m hoping that this does not indicate that ES44s won’t/can’t pick up the MU slow speed signal in other instances from other BNSF AC44s, SD70MACS and SD75Ms. These units are common in 2004. Hopefully in this instance, it wouldn’t cooperate because the lead unit had electrical problems. –Andy

### The Summer Ski Train Will Run

The Summer Ski Train, which runs from Denver to Winter Park, CO, will run an abbreviated season this year after all. It had been feared that the maintenance blitz on the Moffat might result in the season being scrubbed. The train operates on Saturdays and this season will be about half as long as the normal summer season, which typically lasts 9-10 weeks.

The train departs Denver at 9:00 AM for the Winter Park Ski Resort. The return trip from Winter Park departs in the afternoon at 3:00 PM. The trip each way can take as little as two hours, but is typically closer to two and a half hours.

The train uses a converted ex-Rio Grande combine to haul mountain bikes at no additional charge. We usually end up with 30 to 40 bikes. The train itself can hold about 750 people if the private cars are leased. The three private cars – the UTAH, the CALIFORNIA, and the KANSAS hold about 100 people and are leased as a unit. We’d love to fill up the train! –Wes



The SILVER SKY with the Ski Train on the 3/24/84, Mayor’s Train. – Photo © Chip.

### D&RGW Dome/Observation/Lounge Car SILVER SKY

The Denver & Rio Grande Western RR once operated “The Mayor’s Train,” adding cars on the Ski Train, for Denver’s mayor and city council members to inspect the Winter Park Ski Area. On 3/24/84 dome/observation/lounge car SILVER SKY and dormitory/buffet/dome SILVER SHOP were on the Ski Train. The train reloads passengers before the trip east into 6.2-mile long Moffat Tunnel.

The car suffered a tragic fate that has so far befallen two of its sisters. When VIA (Canada) acquired the car, they completely stripped it inside and out for a complete rebuild and conversion back to a dome sleeper observation. Rio Grande had removed bedrooms B, C, and D for conversion to additional lounge space and Room A became a large rest room. The skirts were removed and VIA started adding walls where the bedrooms were going to be. The idea was to make it match the “Park” cars as close as possible.

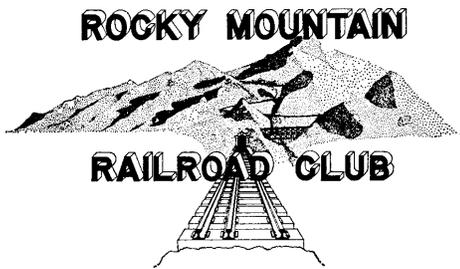
The political winds shifted and VIA experienced budget cuts. Since they were going to be running fewer trains, VIA officials reasoned they didn’t need as many dome observation cars. The car was

shoved outside where it filled up with snow. The windows had not been reinstalled. So it sits today, a semi-gutted shell, in Montreal, Quebec, Canada, along with other completely gutted ex-US domes like Silver Patio. – Courtesy Jon Clark

### SILVER SKY Mural, Mt. Rundle?

When the SILVER SKY operated on the Rio Grande Zephyr, there was a lounge under the dome that had a large mural on one end wall. I always found the mural interesting because it is a picture of Mt. Rundle which is located right behind the Banff Springs Hotel in Banff, Alberta, Canada. Mt. Rundle is a peculiarly shaped mountain and can not be confused with any other mountain. You would think that the Silver Sky would have a mural of Pike’s Peak or some other Colorado mountain in the lounge.

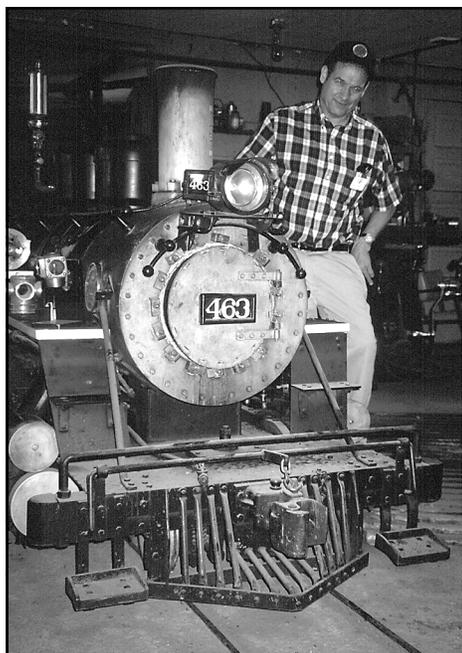
I wonder if somebody switched the murals by accident. I’ll bet there is a “Park” car somewhere that has Pike’s Peak in the lounge since the California Zephyr cars were being built by Budd at the same time the Canadian cars were being built for the Canadian Pacific. – Al Clum



BOX 2391  
DENVER, COLORADO 80201

**FIRST CLASS**

FIRST CLASS MAIL  
U. S. Postage  
PAID  
Denver, Colorado  
Permit No. 1873



Steve Mason stands next to the Uhrich Locomotive Works model of Denver & Rio Grande Western Railroad 463 at Strasburg, CO, on May 8, 2004. D&RG K-27 engines were assigned numbers 450 through 464. Numbers 453 and 463 were operated mainly on the Silverton Branch. – Photo © 2004 Chip.

**Colorado Railroad Museum – 2004 Special Operation Days**

For information call 303-279-4591

August 14 & 15:	Garden Railway Convention	October 8-10 & 16-17:	A Day Out With Thomas the Tank Engine and Friends
		December 4 & 5:	Santa Claus Special

**Intermountain Chapter, NRHS 2004 Event Schedule**

For information call 303-298-0377

July 25:	27th Annual Mile High Rail Fair, Jefferson County Fairgrounds, Golden, CO. The location is 6th Avenue west of Indiana Street on the frontage road. Come out and support the Chapter and those vendors who haven't surrendered to E-Bay! Touch, hold, and leave with a railroad treasure. Open to the general public 9:00 AM to 5:00 PM. Admission: \$4 for adults, \$1 for children under 12.	Mother Joyce's Beanery will once more be open to serve sustenance to the masses.
		A special fee of \$25 per person provides access to the vendors while they set up from Noon to 5:00 PM on Saturday, July 24. The combined pre-show and show fee also admits the person for both days of show. The show is not open to the general public until Sunday morning. There will be no exceptions, unless the \$25 fee is paid.

**Trains Unlimited, Tours 2004 Trip Schedule**

For TUT information call 1-800-359-4870

or visit our web page at: [www.trainsunlimitedtours.com/rmrrc/](http://www.trainsunlimitedtours.com/rmrrc/)

August 7-9	Pacific Coast Domes	Sept. 29	Durango Photo Special
Aug. 19-Sept. 2	Great Peruvian Rail Adventure	October 2-3	Nevada Northern
August 27-29	Domes To Feather River RR Days	October 2-9	New England Fall Colors
Sept. 19-Oct. 2	China Steam Spectacular	Oct. 28-Nov. 12	The Old Patagonian Express
Sept. 27-28	Rio Grande Photo Freight	November 11-17	Mexican Copper Canyon