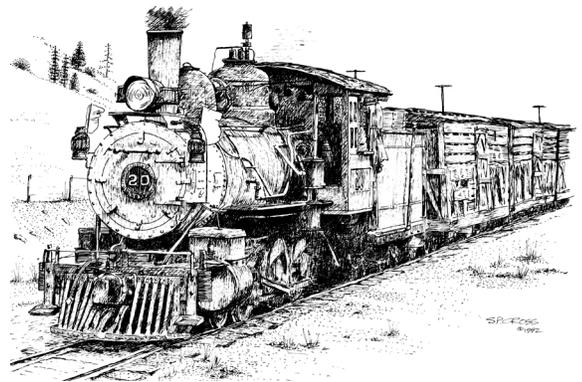


ROCKY MOUNTAIN RAIL REPORT



JUNE 2004

NO. 537

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Living Steam in Living Black and White

Presented by Peter Gilbert

June 8, 2004 • 7:30 PM

This program will be a journey into the past when all “serious” photographers used black and white film. Part of the reason was that it was the only reasonably priced film available. Peter started taking black and white photos in the late 1940s. Most of his subjects were steam engines. Peter became serious about photography in the 1990s. Many of his subjects then became the narrow gauge in southern Colorado. Won’t you join us for a fun filled evening and even bring a friend?

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.**

RMRRRC Trips And Events

By Don Hulse

Private Car Colorado Pine Trip July 9th to 11th

Ride the chartered Private Car COLORADO PINE on the rear of Amtrak’s California Zephyr train #5 through Wyoming to Salt Lake City and return through Wyoming on train #6. The only stops along the way will be for crew changes – no passengers are allowed to leave the train at any time. There is a lot of history on this trip along the original transcontinental railroad that is double tracked from Cheyenne to Ogden.

Three meals of exceptional food will be served each direction on the car. You will provide your own food on July 10th while in Salt Lake City. The passengers on this car will meet at Union Station at 7:00 AM. Tickets are \$795.00 each, which includes motel rooms in Salt Lake City.

If 19 people haven’t signed up and paid for their tickets by June 9th, the trip will be cancelled. For information, contact Trip Leader Dave Pitts at 303-469-1453, evenings.

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

The Rocky Mountain Railroad Club & 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.

2004 RMRRRC Events Schedule

July 9-11 Trip:	Denver to SLC Colorado Pine Private Car Charter
July 13 Meeting:	Erie-Lackawanna East End
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 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	To Be Announced

The deadline for items to be included in the July *Rail Report* is 6/21/04.

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.

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*.

Continued on Page 3, Column 1

Contributing, Sustaining and Patron Members For 2004

Thank You For Your Support

By Steve Mason and Dave Goss

For 2004, we have 12 patron, 7 sustaining, and 57 contributing members who provided additional financial support to the Rocky Mountain Railroad Club through increased membership dues. The Rocky Mountain Railroad Club thanks these members for giving us more of their resources to help run the Club.

These members help defer dues increases by their added gift. Won't you please consider adding some funds to help out? Upgrade to another membership level if you are able with the next renewal of dues.

Patron Members

Perry Becker	Ron Booth
George Fritz	Bud Gamel
Robert Harmon	Michael H. Hoenig
Chip Irwin	John Manley
Robert Robinson III	Michael M. Tinetti
Dick Unzelman	Andrew Wittenborn.

Sustaining Members

Robert L. Bartholic	
Richard G. Burlingame	Bruce F. Curtis
Ken Gow	D.A. Hanna
Steve Mason	Ted Sherman

Contributing Members

Hugh B. Alexander	Warren M. Anderson
Gregory S. Bates	Richard A. Berens
C. William Briggs	Ronald E. Bronziac
John M. Buckman	Chris Callaway
Roger P. Cook	Mark J. Crutcher
R.L. Ellis, Jr.	Robert J. Fryml
James Fullerton	Leanna Gaskins
Douglas Gibbs	Thomas J. Giovale
John Goforth	David L. Gross
Carl Hammergren	Geoffrey H. Hamway
Robert T. Harris	Jim Hatfield
Nick Hedensten	LeRoy V. Hester
Paul N. Hixenbaugh	Richard Hoffmeister
George Hollowell	John R. Kellenbentz
Michael C. Kirby	Richard L. Korth
Paul Kotarba	Lowell H. LeMoine
Joe Luciani	John J. McCarthy
F.J. Miner	Bruce Nall
Ross Nelson	Doris B. Osterwald
Ronald A. Peck	John Poley
Jim Poston	Jeffrey A. Russell
David W. Salter	George W. Shaw
Roger Sherman	Frank Sonleitner
John Templeton	Mike Thode
Kirk Thode	Harold R. Topping
Loren Tryon	Robert Tully
R. Michael Walker	David Walls
Walter Weart	Theodore O. Wiese, Jr.
Robert E. Wilson	

Current Activities With D&IM No. 25

By Darrell Arndt, Project Chairman

We finished sorting and organizing our parts and supplies. Surplus wood and other items are being removed from the building to allow room for the final work. The work on the doors and platform areas will commence now that this clean up chore is coming to an end.

On April 10th, I presented a short talk about No. 25 at the annual meeting of the Rocky Mountain Rails organization that has a live steam track near Waterton. On April 17th several members of the group came out to the car for a tour.

At the invitation of the DFC Property Management Office, I wrote an article

about the No. 25 project for the Denver Federal Center's spring issue of *DFC Community News*. It was illustrated with a photo provided by Tom Peyton of No. 25 at Camp George West.

Subsequently, we were invited to set up a display during the Denver Federal Center's "Celebrate Earth Day" on April 22nd. Tom Peyton took care of this project and as a result, a few more people have been introduced to our restoration project. The Denver Federal Center is interested in our participation in their public and employee activities when practical.

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 \$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:

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Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579
Fax: 303-978-0402
E-mail: selectimag@aol.com

RMRRRC Trips And Events

Continued from Page 1, Column 3

Georgetown Loop Railroad Trip Saturday, August 21st

This may be the last year for the Georgetown Loop Railroad so this trip replaces the Leadville, Colorado & Southern trip. Watch the *Rail Report* for additional details. The Trip Leader is Don Hulse, phone 303-373-5531.

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. The Trip Leader is Bob Wilson, phone 303-420-7127.

The Valuation Act of 1913

By Steve Mason

In the early 1900s the US determined a policy of regulation to protect the public and the railroads. One of the stated goals was a "fair return" on the investment of the railroads in terms of rate making. A first step was to determine just what the railroads were worth. Congress passed the Valuation Act of 1913 to find out just how much money the railroads were worth. What do we railfans get out of this?

The valuation documents list all property. This is a tabulation as to costs, improvements and most importantly drawings and photographs. The drawings show all views of a building. They show track layouts in relation to surrounding countryside for every mile of track. There are photographs of different views of buildings such as roundhouses, depots, section houses, and the like. What we have is a snapshot of railroading at it's peak nearly one hundred years ago.

One can say with certainty when cars were scrapped, when cars were changed to different configurations, when a water column was put where at what cost and so on. Certain libraries have parts of these valuation records. The ICC had a complete set until they were disbanded. They took up an incredible amount of shelf space. The Colorado Railroad Museum has a fairly good set of D&RGW records. It is my understanding the University of Denver has some of the valuation records. Imagine a set of Colorado Midland records, Switzerland Trail records or even Union Pacific old Denver Pacific records. It makes your mouth water doesn't it?

Rocky Mountain Railroad Historical Foundation Donors

By Jean Gross

We received a number of donations to the Foundation in the last few months. The Foundation Board and I thank each one of these donors for their contributions. We would like to recognize the following donors at this time:

Thomas Abbott	James Allamian
La Verne Austin	Gregory Bates
James Booth	Arthur Butler Jr.
Robert Campbell	Kevin Corwin
R. D. Cristal	Albert & Zona Fowler
Ben Fredericks	Wm. Gibson
Herbert Goldstein	C. W. Hall
Richard Hague	James Hill
George Landon	James Marlow
Steve Mason	Phillip Mulligan
Dian Tecklenburg	John Wiedman
Harrison Wroton	Donald Zielesch

We also received a matching donation from the IBM Company. Matching gift programs are an easy way to increase the value of your donation through your present employer or former employer if you have retired. Our goal for this year has yet to be attained so please consider adding your name to this list with a donation to the Foundation. It is through your donations that the restoration of No. 25 will be completed. We also are looking forward to your support for future projects.

In Remembrance **Merle Anderson**

The Club received word that former member Merle Anderson passed away.

The Spring Fling Trip to Glenwood Springs on Amtrak's California Zephyr

By Don Hulse, Trip Committee Chairman

Forty-two people enjoyed a ride through eight canyons and forty-two tunnels of the Colorado mountains to Glenwood Springs on Amtrak's California Zephyr.

We were on our own at Glenwood Springs, staying at the famous Hotel Colorado. Many of us went swimming at the world famous two-block long hot springs pool, and some of us rode the gondola up the mountain to the caves. Everyone found events for a fun and enjoyable time during their stay.

The NRHS museum at the Glenwood Springs station was open for everyone to visit Sunday morning before the eastbound train arrived.

After boarding the California Zephyr for our trip back to Denver, the train had to back out of the station track before departure. We took the passing track at the station so that the westbound California Zephyr could stop on the station track.

Our train had to back up a second time at the East Portal of the Moffat Tunnel. This time it was the result of a broken East Portal switch. Our train was held on the mainline. After meeting a westbound coal train, our train eventually had to back into the East Portal of the Moffat Tunnel and continue on it's way to Denver on the East Portal passing track.

Trip Leader, Mike Tinetti, and I passed Operation Life Saver coloring books out to the children on the train. Thanks to Liz from the NRHS museum at Glenwood Springs for providing the books.

The train arrived late at Denver Union Station (which is more common on the UP tracks than the BNSF tracks).

All of us had a fun and enjoyable weekend. Special thanks to Trip Leader Mike Tinetti for doing the chores and extra work that allowed all of us to enjoy this special weekend.

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.

Rio Grande Tunnel Motor Shines Moffat Line Rails

Denver & Rio Grande Western fans were surprised to see a Rio Grande SD40T-2 leading a train east on the Moffat Tunnel line on 4/26/04. The DRGW 5401 made its way to Union Pacific's Denver Locomotive Shop (AKA DRGW Burnham Shops) earlier in April. It was released from the shop and went west to Phippsburg, CO.

The 5401 was sent to Phippsburg to work on a ballast train dumping on the Energy Industrial Lead due to a bad order unit. It did not lead west out of Phippsburg on 4/25. After unloading the ballast on the Craig Branch, the DRGW 5401 led the Phippsburg to Cheyenne, WY, 15-car empty ballast train back to Denver's North Yard on 4/26/04.

Once at North Yard the DRGW 5401 was taken off the empty ballast train, W PHCYB 26. It later headed east via the Kansas Pacific line on or about 4/27/04.

BNSF Timetable Makes The Front Range Line North and South

Beginning 4/28/04, the BNSF Front Range Subdivision, between Denver, CO, and Wendover, WY, has gone from an eastbound-westbound railroad to a northbound-southbound railroad. Previously, trains leaving Denver for Casper, WY and Laurel, MT were westbounds, and trains Leaving Laurel, MT for Casper, WY and arriving Denver were eastbounds.

Now they are following the actual compass orientation on this line instead of trying to name their eventual ultimate destination. This has been east-west as long as I have known it. I do not know how the pre-Burlington Northern/Colorado & Southern designated direction but it is a big change.

I heard the BNSF's Fort Worth, TX, based dispatcher stammer through a couple of track warrants that morning!

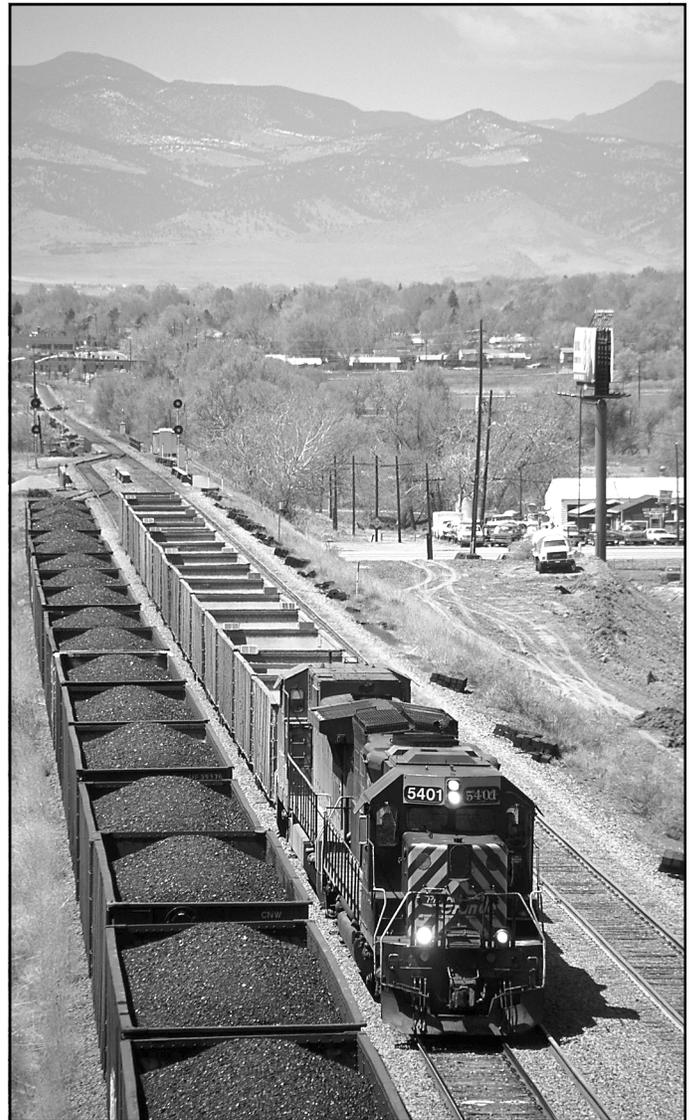
The Spanish Peaks and the Twin Peaks subdivisions are now North to South also.
—JLH

Utah Railway Roster As Of May 2004

May 2004 found Utah Railway running five SD50s. Four of those units operate out of Martin, UT, as helpers. One unit is assigned to Midvale, UT, to work the Bingham Canyon branch. No SD45s are on the Utah Railway at this time. All eight (8) remaining SD40s, MPEX SD50-3 5000, MPEX 5356 and MPEX 9502 will be going back to Boise Locomotive. Utah Railway's parent company, Genesee & Wyoming Inc, didn't feel the need for the extra power.

MPEX 5000 is a MK50-3 like the six Utah Railway 5000s. All the units use a 654F engine like the EMD 645 but Motive Power Inc. has made improvements to this engine. General Electric has it built in Eastern Europe.

The six (6) Utah Railway MK50-3s were rebuilt from MK5000Cs. Not sure at this time if they have rebuilt SD50 engines or



Union Pacific's empty ballast train from Phippsburg to Cheyenne, WY, had DRGW SD40T-2 5401 and UP C40-8W 9397. The train had just passed C&S Junction and was approaching the I-76 overpass north of Denver, CO. The DRGW 5401 came off the train at North Yard. —Photo © Chip.

the newer 645Fs. At present, there are no plans to repaint any more units into the Genesee & Wyoming orange and black paint scheme. All the GP38s on the Utah will be getting much needed electrical work this summer like rewiring and component replacements. —Ryan Ballard

CN Power on BNSF Joint Line

Running south on the Joint Line through Colorado Springs, CO, on 5/10/04 was BNSF Denver to Kansas City, Missouri, train Q DENKCM1 10. The train was led by Canadian National power, C44-9W 2573 and SD75I 5637. —Rio Gnow

Out at the Museum

By Darrell Arndt and Denny Haefelee

The weatherman must have had his eye on the project calendar this year. Each workday in March and April was accented with snow or rain. With the completion of the clerestory window trim and frames inside the Rico during the cold months, the crew was waiting for a break to start on the next project.

The lumber was ordered cut to length and tongue and grooved to re-side the north side of the Rico. There were well over 300 pieces of mahogany lovingly hand-stacked in the Rico waiting to become part of history. The lumber supplier did the millwork and the extra cost was minimal compared to our trying to do it ourselves.

With the new wood stored in the Rico, Bob Tully and Denny Haefelee began to devise a tarp system that would protect the exposed portions of the car while the work was being done. Bob found two huge tarps, each of which would cover well over half the car. We used rope to go over the top of the car and fastened some 2 x 6 pieces of wood to the top of the tarp and let the tarp hang over the work area. While working, we could either roll the tarp to the top of the car or use some poles we made and set them in buckets of concrete to work under an awning.

The new wood will be primed and painted on both sides before being installed on the car. When Bob was in Strasburg, Pennsylvania, this past summer, he learned from their refurbishing crew that they finish both sides of the lumber before they install it on a car, and they expect it to last 50 years or more. Sounds good to us! The extra protection afforded the wood will be well worth the time and extra effort. We will also be using a marine style paint to finish the car which is expected to add additional life to the finish.

The first weekend in May, Denny Haefelee began to remove the old siding from the north side of the Rico. With the siding, letter board, and fascia removed as far as the first window, it gave an idea of how the car was constructed as well as some of

the things that need to be done before the new wood is added. The frames on the windows are dry rotting and will be rebuilt. A sill that runs the length of the car on the south side just below the windows will be installed on the north side so both sides will match. These sills were made and stored in the boxcar when the south side was done several years ago. I am glad that whoever made them originally had the foresight to make enough for both sides as the wood has a peculiar shape and would not be fun to replicate.

With about six feet of siding removed from the north side of the car, I discovered some interesting modifications had been made. Steel, not original railroad steel but channel iron, was behind the tongue and groove board. Behind the frost sheathing on the bottom of Rico there are some channel iron pieces built into the walls both parallel and perpendicular to the floor with some turnbuckle type adjustments between them. This made me curious.

Originally, most of Colorado's narrow gauge equipment was built with a link and pin coupling system and Rico was one of these. The railroads were forced by the Safety Appliance Act to use the much safer knuckle couplers that are what we see on railroad cars today. The couplers are a lot heavier than the old styles and this caused the platforms and carbody to droop down on the ends. A lot of the cars yet to be restored out at the museum suffer from this malady, but because of some careful planning and hard work, our car is not one of them.

What happened with the Rico? Well, back in 1980, members of the Club with an interest in the equipment grew increasingly concerned about the sagging of the carbody and platforms. Also, the car could not be operated. It was decided to insert a vertical steel channel in each wall over the bolster with a steel plate on the bottom from which two rods would reach down at an approximate 45 degree angle through the side sill to assist in holding up the ends of the car. The rear of

the car was done first, and the beam went up to the windowsill. When the front of the car was done it was deemed better to run the beam all the way to the letterboard. A variation of this technique was applied to many wooden railroad cars that followed the construction date of Rico. In addition, to help the platform carry the weight of the coupler, flat steel members were cut and welded up and sandwiched to the center beams from beyond the bolster into the platform area. Finally, an adjustable post was then provided to fit under each coupler to carry the coupler weight when the car is on static display.

The project lasted from 1980 to 1985. Members of the Club who undertook this challenging endeavor included Darrell Arndt, Irv August, Tom Caldwell, Bill Gould, Olie Larsen, Charlie Max, and Dave Waltrip,

As always, weather permitting, we work on Club equipment on the second and fourth Saturday of each month. If you have carpentry skills, you would be very valuable in helping redo the window frames. Call Bob Tully at 303-428-2322 or Denny Haefelee at 303-425-6138.

The Slide Potpourri

By Steve Mason

Seven people presented slides. Tom Klinger showed the first steam up on the Cumbres and Toltec Scenic Railroad in September 1970. Bob Andrews had one of the most striking presentations on his favorite steam engines, the D&RGW 1700 class 4-8-4s, all in black and white. John Dillavou had a variety of 1960 and 1970s slides around Denver. Jim Ehernberger had photos from his trip on the White Pass & Yukon last year with Trains Unlimited, Tours. David Salter gave us a ride down memory lane. Steve Mason had slides of the National New York Central Museum in Elkhart, IN, from 2002. The chaser was Erwin Chaim's "Bad Photos," a tongue-in-cheek showing of all the types of lousy photos ever seen at a railroad program. We finished with lots of laughs.

Domes To Reno The California Zephyr Returns

Story and Photography by Gib Gardner

Between 1949 and 1970, I rode the California Zephyr many times between Denver and Chicago, Salt Lake and Oakland. It was with much excitement and anticipation that my wife and I signed up for Chris Skow's Trains Unlimited, Tours "Domes to Reno: The California Zephyr Returns" excursion.

The trip began in Oakland on April 15th, with an Oakland to Sparks segment (via the UP's Overland Route) timed to carry people to the annual convention of the Western Pacific Railroad Historical Society in Reno. On April 16th and 17th, there were several trips to Truckee and Emigrant Gap for both conventioners and non-conventioners. The return leg, Sparks to Oakland, took place on April 18th and this was the segment we enjoyed.

We flew into Reno late on April 17th, and spent the night at John Ascuaga's Nugget Hotel and Casino, which is located next to the Sparks UP depot and train yard. We awoke in the early morning to look down from the 27th floor on our train parked on a nearby siding. The hotel shuttle took us to the depot, where Amtrak still stops for train servicing although it hasn't been occupied for many years. We were told that the California Zephyr would load from a freight platform about 100 yards to the east, so everyone and their luggage stampeded to that spot and shortly began to load. There were two other WP F-7s on display on yet another siding – they are being restored by the Feather River Rail Society but are not yet railworthy.

The consist of our train was as follows:

Western Pacific F-7 # 806-A, vintage 1950s.

Amtrak P-42DC # 168, painted Phase V.

Amtrak P-42DC # 142, painted Phase V.

Baggage car # 3105 for luggage (part of the car had been reconfigured into a concessions/souvenir sale shop).

Continued On The Next Page



The entire train at Emeryville, California, with the F-7 that Chris acquired from VIA Rail and had painted in the original Western Pacific orange and silver colors.



The SILVER LARIAT vista-dome coach at Sparks, Nevada, with the Nugget Hotel & Casino in background.



The view at Donner Summit over the rear of the train from SILVER LARIAT vista-dome.

Domes To Reno

Continued From The Previous Page

Amtrak Great Dome car (full-length dome) # 10031, formerly in Great Northern service and most recently on Auto-Train and Holland-American Alaskan routes, currently used on Reno Ski and Fun Trains.

SILVER LARCH (48-seat chair car, formerly a 16-section CZ sleeper) # 800728, built in 1948 as CBQ 402, currently owned by the St. Louis chapter of NHRS and operated by American Rail Excursions, Sauk Village, Illinois.

SILVER QUAIL (6 bedroom/5 compartment sleeper) # 800712, built in 1952 as CBQ 451, owned and operated by American Rail Excursions.

SILVER RAPIDS (10 roomette/6 double bedroom sleeper) # 800481, built in 1948 as PRR 8449 for cross-country, through service, owned and operated by California Zephyr Railcar Charters, Costa Mesa, California.

SILVER LARIAT (vista-dome chair car) # 800190, built in 1948 as CBQ 4718, owned and operated by California Zephyr Railcar Charters.

SILVER SOLARIUM (1 master room/3 bedroom/lounge/vista-dome) # 800333, built in 1948 as CBQ 377, owned and operated by Rail Journeys West, Inc., Santa Clara, California. This car still retains the neon "California Zephyr" sign on its rounded observation rear end.

As we were boarding, the three engines which had been positioned on the rear of the train, slowly came around on another siding and backed into position. Leading was the beautiful F-7 that Chris acquired from VIA Rail and had painted in the original Western Pacific colors of orange and silver for this occasion. Within five minutes of our scheduled 8:30 AM departure, we slowly glided out onto the UP mainline and proceeded west to a short stop at the Reno depot.

We were off on the climb up to Donner Summit and the F-7 did itself proud. A



Viewing Donner Summit from the comfort of the vista-dome of SILVER LARIAT.



Fans watch as the train and the SILVER SOLARIUM heads for the West Oakland yards.

short stop at Truckee was followed by a brief stop while a UP freight pulled into a siding ahead of us. In fact, every freight on the line got out of our way! The stop afforded a perfect view of Donner Lake. The scenery was magnificent.

Everyone enjoyed the unlimited open bar and the delicious box lunches. We made a short stop at Colfax, just after everyone had marveled at the Cape Horn cut. We did not see the eastbound Amtrak train as it passed. Amtrak was on the better-graded eastbound main, while we were on the original westbound main and the tracks are separated by some distance. We paused at Roseville and again at Sacramento.

Then it was off on the fast track across the Yolo causeway and the Carquinez bridge into Martinez, and on around the bay into Emeryville, arriving almost 45 minutes ahead of schedule. The train sat in Emeryville for a good hour for photos. Then, with its horns blaring, the resurrected California Zephyr pulled out and headed for the Oakland yards.

It is fair to say that everyone had a wonderful time, and the only downside was that the time was so short. Chris Skow's parting words to this reporter were, "Be sure and tell 'em what they missed." That cannot be emphasized enough. It was a day of "50 years ago," and what an enjoyable day it was.



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- | | |
|-----------------------|---|
| June 19 & 20: | Father's Day |
| 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 |

The Club's equipment committee works on the Club owned equipment at the Colorado Railroad Museum on the second and fourth Saturdays of each month. Any Club member is invited to join in the restoration and maintenance of historic equipment.

Call Bob Tully at 303-428-2322 for details.

Intermountain Chapter, NRHS 2004 Event Schedule

For information call 303-298-0377

- | | | |
|----------|--|---|
| June 18: | Dinner meeting at Rossi's Catering. It's the return of Phil Stewart and home video of his adventures with the Colorado Live Steamers. Much of the footage is at the old Waterton Canyon facility and some new stuff out at the Byers location. | Reservations are required. Cost for dinner meetings is \$12 per person. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00 PM. If you must cancel, please contact the office by Thursday, June 17th. Remember, no-shows will be charged by the Chapter. If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program, and you should arrive by 7:45 PM. |
| | Menu: Boneless pork roast, mashed potatoes, gravy, corn, salad with choice of dressings, roll and butter, and cake. | |

Trains Unlimited, Tours 2004 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

- | | | | |
|-----------------|--------------------------------|-----------------|----------------------------|
| June 10-20 | Alaskan Railfan Adventure | Sept. 19-Oct. 2 | China Steam Spectacular |
| June 10-13 | White Pass Steam | Sept. 27-28 | Rio Grande Photo Freight |
| July 2-8 | Domes To The Pacific Northwest | Sept. 29 | Durango Photo Special |
| July 4 | Domes To Canada | October 2-3 | Nevada Northern |
| July 6 | Stampede Pass Rail Adventure | October 2-9 | New England Fall Colors |
| August 7-9 | Pacific Coast Domes | Oct. 28-Nov. 12 | The Old Patagonian Express |
| Aug. 19-Sept. 2 | Great Peruvian Rail Adventure | November 11-17 | Mexican Copper Canyon |
| August 27-29 | Domes To Feather River RR Days | | |