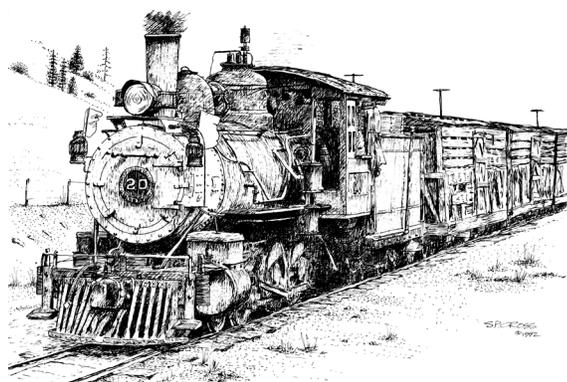


ROCKY MOUNTAIN RAIL REPORT



JULY 2005

NO. 550

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Rob Thain's Railroad Movies

Presented by Rob Thain

July 12, 2005 • 7:30 PM

Rob will show movies of steam on the Erie & Lackawanna in 1972. He will follow with movies of Portugese steam and trolley operations. Rob and Joane Thain are well known to Club members who have attended Club trips to Strasburg to ride the Comanche Crossing and Eastern Railroad equipment and to eat a picnic lunch in the Thain picnic grove.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, through the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

Upcoming Club Trips

The Fort Carson And Drake Power Plant Rail Operations Tour

July 28th, 9:30 AM to 3:00 PM

By Barry Smith

On Thursday, July 28th, we will car pool to Fort Carson. From 9:30 to 11:30 AM we will tour and view the rail operations and may even have the opportunity to see the Fort Carson armor train uploading. Bring a lunch and we will have a picnic on the base from about Noon to 1:15 PM. Remember to bring extra drinking water.

From 2:00 to 3:00 PM we will tour and observe the coal downloading process and train operations at the Colorado Springs Drake Power Plant. We may even have the chance to view the morning trains held at the plant.

Continued on Page 2, Column 1

Royal Gorge Lunch Train and Westcliffe "Grape Creek" Route Tour

July 16th, 12:30 PM

By Bev Cowan

The Rocky Mountain Railroad Club and the All Aboard Westcliffe Railroad Club members and their guests will ride the lunch train through the Royal Gorge on July 16, 2005. Departure is 12:30 PM. Recommended arrival is 30-minutes early to allow time to locate the depot and choose your seat. A photo run-by at the Gorge Siding is planned.

The train departs from the Santa Fe depot at 401 Water Street in Cañon City. Take Highway 50 (Royal Gorge Boulevard) to 3rd Street and turn south to the depot.

Continued on Page 3, Column 1

2005 RMRRC Events Schedule

July 16 Trip	Royal Gorge & Westcliffe
July 28 Tour	Fort Carson and the Drake Power Plant
August 9 Meeting	Drakensburg Farewell
August 24 Trip	Eureka & Palisade #4 on the Durango & Silverton Narrow Gauge
September 11 Trip	Leadville, Colorado and Southern Railroad
September 13 Meeting	To Be Announced
September 17 Event	No. 25 Roll Out
October Event	Annual Banquet
November 8 Meeting	To Be Announced
December 13 Meeting	Annual Membership Meeting

The deadline for items to be included in the August *Rail Report* is 7/18/05.

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.

From The President

By Jimmy A. Blouch

Surprise! This month I will write again about the Club's financial situation. I realize the subject is perhaps getting old. Maybe in the future I could write something about my association with the Rio Grande or something along that line. But as noted previously, the financial situation needs work in order for the Club to continue pursuing established goals.

Most of you may not be aware of the annual cost for the membership meeting hall at the church. Currently the Club is paying \$2,000.00 per year. We use the hall eleven months a year so that equates to a little over \$181.00 per month or \$3.00 per month per attendee. Attendance at these monthly meetings averages roughly 60 members and guests.

At the last Board of Directors meeting we discussed the possibility of establishing either an entrance fee or a voluntary donation for membership meetings. The idea is to try and generate a little income to offset the annual cost of the current meeting location. If anyone would like to express their views concerning this situation please contact me in writing through the Club PO Box, send me an e-mail at RMRRCPresident@aol.com or visit with me or any officer or director personally at any membership meeting. The current contract with the church expires during 2006 and possible changes

in fees, locations or both will be discussed.

It is often suggested to me that membership dues could be raised in order to both increase income and help pay expenses. While that is certainly an option, if all current Club operating expenses were to be paid only using membership dues, each current active member would have their dues raised to approximately \$50.00 per year.

Before recommending any dues increase, the Club officers and Board of Directors will continue to review sources of additional income and ways to cut current expenses. As noted previously I believe we are making progress but some major areas still need discussion, including newsletter postage and Club equipment ownership costs.

Inventory Reduction – Book Sale

In an effort to reduce a long standing book inventory, the Board of Directors made a decision to reduce the retail price of the Club publication *Denver & Salt Lake 1913-1926* by P. R. "Bob" Griswold to \$19.95. For those of you who do not yet have a copy or need a second or third copy this is your opportunity to purchase this title at a sale price. Please see the article on the next page and the order form in this issue.

The Fort Carson and Drake Power Plant Rail Operations Tour

Continued from Page 1, Column 1

A \$20 per person donation to the Club is the fee for this tour. The tour is limited to 14 participants. The minimum age for the tour is 16. You should be able to use your camera at Fort Carson but not at the Drake Power Plant.

Please wear long pants and closed toe shoes and bring safety glasses, hard hat and gloves. Contact Barry in advance if you need to borrow any personal protective equipment.

Sign up is first come, first served. Call Barry Smith at 303-757-6050 for

information. Please also let Barry know if you would prefer to ride or drive. Directions and car pool information will be provided prior to the tour.

Please Note: Everyone attending must have a photo ID.

Mail payments (check, money order, Visa, MasterCard, Discover, AmEx) to:

Rocky Mountain Railroad Club
Fort Carson Tour
PO Box 2391
Denver, CO 80201-2391

Publishers Statement

Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
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	Jimmy Blouch
Vice President - Projects	Darrell Arndt
Vice President - Programs	Don Hulse
Secretary	Roger Sherman
Treasurer	Jean Gross

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the month. Please 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

Royal Gorge Lunch Train and Westcliffe "Grape Creek" Route Tour – July 16th

Continued from Page 1, Column 2

The cost to RMRRC members and their guests is \$50 for adults and \$26 for children age 3 to 12. The round trip lasts approximately 2-1/2 hours. A box lunch is included in the ticket price.

Food, refreshments and libations are also available on the train. The ride offers spectacular views of the gorge, the river that carved the gorge far below, rafting parties battling class 5 rapids, and occasional wildlife such as red-tailed hawks, deer, or bighorn sheep.

An added attraction will be a drawing for 4 people, 2 each way, to ride in the cab with the engineers. Cab riders will exchange places at Parkdale. Cab riders are requested to wear closed shoes – no sandals. They must be able to climb a 7-foot vertical ladder, so a strong grip and strong legs are necessary. Cab riders might also want to bring water, as the cab is not air-conditioned.

Upon return to Cañon City, an additional, optional excursion is available for members who would like to car pool to Westcliffe. Our route will follow the standard gauge route built in 1900 along Texas Creek and be near the former ill-fated "Grape Creek" route of the D&RG narrow gauge to Westcliffe. The members of All-Aboard Westcliffe are very knowledgeable about the impact railroading had on the area and the story of its eventual decline. They will give interested parties a tour of their very nice hospitality center and restored engine house.

Members opting to travel to Westcliffe will also receive a copy of an article from August 1966 *Trains* magazine on the tumultuous history of railroading in the valley.

A reservation order form was included in the June *Rail Report*. Don't delay as we are limited to 40 people for this trip. Call Milt Cowen at 303-690-6969 with questions.

UP Steam Trips

By Jim Ehernberger

The Union Pacific has engine 844 back in service, and this will allow additional steam trips in the near future.

On the Denver Post Cheyenne Frontier Days operation both engines 844 and 3985 will be used. The equipment will operate into Denver on Thursday, July 21st, and then lay over one day, with the special departing about 7 AM from Denver Union Station on Saturday, July 23rd for Cheyenne. The return movement will not reach Denver until about 9 PM. On Sunday, July 24th, the Union Pacific Historical Society will use the equipment for a one-way trip between Denver and the Terry Bison Ranch just north of the Colorado-Wyoming stateline. The departure time has not been released.

The Union Pacific plans to operate engine 844 out of Cheyenne on July 27th, laying over in North Platte, then into Omaha the following day. It will be on display in Omaha until August 1st. It will depart Omaha on August 2nd for North Platte and arrive in Cheyenne on the 3rd.

A Northwest tour is also scheduled with engine 3985 departing Cheyenne on August 24th (operating via Roseville), then to Portland where it will be on display between September 10 and 16, and it will return via Boise, arriving in Cheyenne on September 29th.

The Union Pacific does not allow the general public on their property, or in the

Denver Rail Heritage Society Quarterly Meeting

The Denver Rail Heritage Society will hold their quarterly membership meeting and the REI Sporting Goods Store near 15th Street and the Platte River on Tuesday, July 19th at 7:15 PM. Joe McMillian will present the program, which will be slides of various electric operations of the past. The public is welcome. Please park in the underground garage. For further info contact Darrell Arndt at 303-797-8444.

shop grounds area in Cheyenne unless prior permission has been obtained for a guided tour of the facilities. Do not arbitrarily "show up" as you may encounter the Special Agent, who has an unfriendly reputation. The railroad shop personnel do not handle tours. Tours can only be handled at designated times when the hours have been pre-scheduled by an appointment.

Railroad Swap Meet

The Union Pacific Historical Society is holding their annual convention in Denver from July 19th through the 24th. It is customary at these meets to have a "swap meet" or what many would call a "railfair" where vendors will have available new and used model items, books, photos, and most almost any other type of railroad collectible. This event will be held at the Red Lion Hotel at 4040 Quebec on Saturday, July 23rd. It is open to the public and free between 9 AM and Noon.

Special Book Offer *Denver & Salt Lake Railroad 1913 – 1926*

The Rocky Mountain Railroad Club published a 248-page book covering the *Denver & Salt Lake Railroad 1913 - 1926* by Club member P. R. "Bob" Griswold in 1996. This 8-1/2 by 11 inch hard bound book contains many fine photographs of D&SL trains stuck in snow on Corona Pass and several views of wrecks along the line. The book also includes newspaper accounts, ads, a personal story of a trip in 1926, the business car Marcia, and much more. This book originally retailed at \$39.95. The Club is offering a limited number of these books at ONLY \$19.95 plus \$4.05 shipping for a total of \$24.00 each!

Journeys to Yesteryear is still available from the Club at \$39.95 plus \$4.05 shipping. If you order both books at the same time, you can save on shipping costs. Pay only \$5.10 for shipping both books. See the order form in this *Rail Report*.

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.

Passenger Special on San Luis & Rio Grande Railroad

High Iron Travel operated a four car passenger special over RailAmerica's San Luis & Rio Grande Railroad. The former Denver & Rio Grande Western RR line had not seen a passenger special since 1966 when the Illini Railroad Club ran a trip. The privately owned passenger cars departed Walsenburg, CO on June 9, 2005 led by Helm Leasing (HATX) GP40-3s 804 and 805 still sporting the Rocky Mountaineer Railtours scheme.

Clark Johnson's group had a great time in the Centennial State. He found this line to be one of his best trips in North America.

BNSF ES44DC 7695 (Yellow Dash)

The uniquely lettered new BNSF Railroad image with yellow dash ES44DC 7695 with BNSF 4366 led an empty ethanol train east through Las Animas, CO, about 10:00 AM on 5/24/05. The Watson, CA, to Aberdeen, SD, empty (X WATABE7 21) had one load (sand buffer car?) and 94 empties.

Normally this train would go north on the Joint Line via Denver, but due to coal train congestion caused by earlier Wyoming Powder River Basin derailments it was rerouted via Newton, KS. –*Rio Gnow*

UP Eastbound Coal Load Dumps 19-cars Near Cheyenne Wells, CO

Union Pacific's West Elk Mine load, C WEPA 29, likely hit a broken rail derailing 19-cars early 5/31/05 near Cheyenne Wells, CO. The wreck totaled most of the hopper cars involved. The front part of the train continued east with UP 5926 and 6237 pulling 66 loaded coal cars. No locomotives derailed. The



High Iron Travel operated a four car passenger special over RailAmerica's San Luis & Rio Grande Railroad. The train departed Walsenburg over La Veta Pass and visited Alamosa, Antonito and the San Luis Central Railroad. – June 9, 2005, photo © Chip.

distributed power train was operating in the 2 x 1 arrangement (two locomotives up front with one on the rear).

The rear of the train with C WEPA 29's rear distributed power unit, UP 8252, was pulled back to Denver. Track repairs were made to the Limon Subdivision line with reopening planned for 6/1/05.

–*Marvin Bush*

Private Varnish NORTH STAR

The NORTH STAR, nicknamed Rail Force One due to its unique livery paint scheme, was built in 1947 by the Pullman-Standard Company for the Great Northern Railway (named Glacier Park) where it was in operation until 1972. The railcar was purchased by Burlington Northern and reconfigured for use as the private business car North Star until 1981. The car had several more owners before major rebuilding was started by Milwaukee Rail Car in 1984.

In 2004 the North Star was renamed the NORTHSTAR though printed material given for this report still showed NORTH STAR. It has been specially modified as a political campaign car. The Republican National Committee paid for its white,

blue and gold paint scheme. President George H. W. Bush did not use the car during his campaign. Recent modifications were finished too late in 2004 to be used in the most recent presidential campaign. The car was at Washington Union Station for President Bush's inauguration in January 2005.

The current livery scheme was applied by the NORTH STAR owners to resemble Air Force One as closely as possible. The design team traveled to Wright Patterson Air Force Base in Dayton, Ohio, to research and examine President John F. Kennedy's Air Force One – currently displayed there. This helped the team accurately detail the paint and decal design. The car was nicknamed “Rail Force One” due to this design.

This particular Pullman has open floor space, a small conference room, a double-sized observation lounge, three double bedrooms, two roomettes, and a large open platform deck.

The NORTH STAR is owned and operated by R. P. Flynn, LLC, dba Ohio Railway Supply of Kent, Ohio. The car was in Denver June 2nd - 4th using Amtrak's Train 6.

The Georgetown Loop RR Opens

By Bruce Nall

The Colorado Historical Society (CHS) and Railstar Corporation introduced their recently refurbished narrow gauge steam locomotive for the season-opening day of the Georgetown Loop Historic Mining & Railroad Park. The first train of the 2005 season departed at 10:05 AM on May 28, 2005, with 44-ton diesel, ex-Colorado Fuel and Iron No. 21, leading the former Kahului Railroad Company 2-6-2 No. 12. Modified side dump gondola 718, converted excursion boxcar 3219, modified drop bottom gondola 705, converted excursion boxcar S-3038, and converted excursion gondola 156 made up the first train.

Rocky Mountain Steel Mills (formerly Colorado Fuel & Iron) of Pueblo donated No. 21, a 1940s era, 44-ton General Electric diesel/electric locomotive to the CHS to use for backup operations and maintenance at the park. It pulled tons of steel ingots at the Pueblo plant and operated in that capacity until the 1980s. The engine then sat idle in a field for many years until 2004 when staff at the plant recognized its historic importance.

The Baldwin Locomotive Works of Philadelphia built steam locomotive No. 12 in 1929. In the 1950s, it was the last steam engine still in use by the Kahului Railroad Company, hauling sugar cane, pineapples and other freight in Hawaii. No. 12 made its last run on May 24, 1966, and was brought to the mainland in 1967. Silverwood Theme Park in Athol, Idaho, eventually purchased the engine.

Drop bottom gondolas 705, 746, and side dump gondola 718, were among a group of a hundred cars manufactured for the Rio Grande by American Car & Foundry in 1904. This series of open freight cars were originally built to haul coal. These gondolas have now been modified for passenger service. Solid floors replaced drop doors and bench seats were installed along the sides.

The train will operate daily until 10/2/05. Please visit www.georgetownlooprr.com for more information.



The first train of the 2005 season leaving Silver Plume. – Photo © 2005 Bruce Nall.



Crossing the Devil's Gate bridge over Clear Creek. – Photo © 2005 Bruce Nall.



Former Colorado Fuel and Iron No. 21 and former Kahului Railroad 2-6-2 No. 12 downgrade from the Georgetown station. – Photo © 2005 Bruce Nall.

Club Members Tour the Cheyenne Shops, the Restored Cheyenne Station and Museum

By Eric Ibbotson

On May 7th, the main group boarded the chartered tour bus under blue skies and plenty of sunshine. After a couple of stops to pick up additional passengers, we headed toward Cheyenne. During the drive north on the Interstate the weather became cloudier, cooler and it looked like there was a good chance of rain. Despite the outlook, the group was in good spirits!

Arriving in Cheyenne, we were met with the strong prevailing Wyoming winds and Jim Ehemberger. Our colorful guide gave us fair warning about being extremely careful on the shop premises and the railroad property. We were shown around the locomotive shop and saw the oversized equipment required to run an efficient steam program.

It was an impressive sight to see the Union Pacific Heritage Fleet on display. The 3985 had side-rods off, awaiting repairs and the 844 was still warm from the road test. The streamlined E-9 diesel appeared ready for service.

Our group then stepped outside into the brisk weather to view the historic odds and ends assembled around the turntable. Caboose, F-units and an occasional rare artifact such as the automatic Stoker mechanism from the 3985 were distributed about the yard area among the concrete pads that once defined the rest of the 48-stall roundhouse.

We were invited inside the remaining stalls of the roundhouse. Behind the massive doors we found the 6936 Centennial class locomotive, the 838 Northern class engine, a large freight I locomotive that was used for parts and a rotary snowplow ready for action. Sandwiched in between was a small but interesting model railroad. Then real fan pleaser was the Sherman Hill baggage car, a gift shop full of rail-related items.

We adjourned to the Albany restaurant – practically in the shadow of Cheyenne's classic Romanesque depot. After a lengthy wait we enjoyed a tasty lunch.

After lunch, we were welcomed inside the restored Cheyenne depot. Well over a decade was spent on the restoration effort. In addition to donations from individuals, historical societies and the Union Pacific Railroad, the entire city of Cheyenne backed the project. Millions of dollars were spent and all the hard work finally paid off. This venerable structure and the accompanying red-brick plaza across the street have become the centerpiece of the area.

We viewed the art-deco splendor of the 1929 era waiting room with its geometric patterned ceiling and \$12,000, exact reproductions of the original lighting fixtures. From the polished terrazzo floor, the sturdy benches, the countless yards of oak Victorian woodwork to the exposed ceiling beams up on the third floor this building is now the showplace of downtown Cheyenne.

In the “west wing” of the depot a museum gallery celebrates the history of the Union

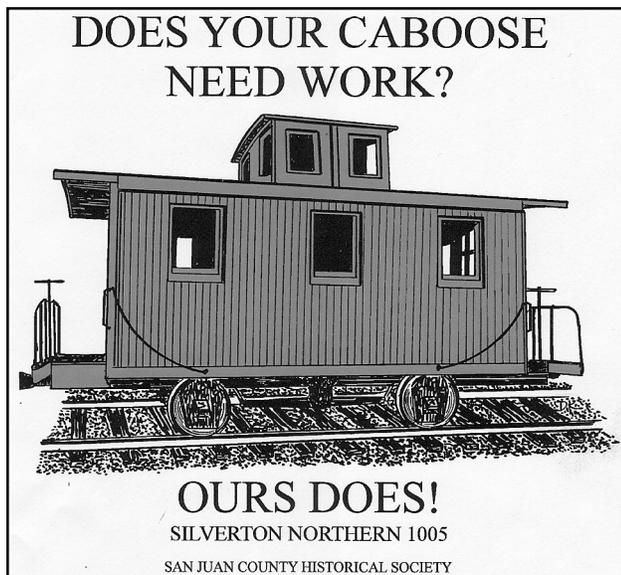
Pacific in Cheyenne. Every era in the city's saga is covered with a corresponding display, vintage rail artifacts and tools. Advertising and the recorded reminiscences of the railroaders themselves bring to life the Golden Age of rail transport. The museum will have their own building west of the station in a few years.

After boarding the tour bus for the return to Denver, the gloomy afternoon was brightened by smiles. From the young, under-thirty fellow who had made his first pilgrimage to Cheyenne, who had been thrilled to have been sitting in a locomotive cab, to the well-travelled young-at-heart rail fans such as photographer Bob Andrews or the ever present irrepressible Hatch Wroton with his video camera and tripod, everybody seemed content.

Thanks to our gregarious tour guide, “Admiral” Don Hulse for his “admirable” efforts which resulted in a terrific trip!



A group of Rocky Mountain Railroad Club members get a ride on the Comanche Crossing and Eastern Railroad after seeing a demonstration of Bronze casting at the Uhrich Locomotive Works, visiting the Strasburg museum and enjoying a delicious picnic lunch in the Thain picnic grove. – Photo © Sherm Connors.



Oh Where Has the Little Caboose Gone?

If you happen to be puttering around in “Potty Park” (located on Blair Street in Silverton), you might notice that something is missing. Colorado’s oldest caboose is no longer in residence.

Many of you undoubtedly enjoyed visiting this old bobber while she served as an information booth and static display. Unfortunately, the years have not been kind to this wonderful old relic. Weather and vandalism have taken a great toll.

Don’t panic. The San Juan County Historical Society, which owns the caboose, sent it to Durango. An assessment grant has been obtained to determine the cost and amount of work necessary to restore it to running condition. Hopefully, this will be completed by the car shop in Durango during the summer.

We are seeking information and pictures of the caboose, especially during its operating days. Most, if not all of its metal parts are missing. If anyone has access to bobber caboose parts or has any ideas on how to obtain them, please contact the San Juan County Historical Society.

The next step will be for the San Juan County Historical Society to obtain grant money and other donations to be used for the restoration work. A fund-raiser has been started with the slogan, “Does your caboose need work? Ours does!” T-shirts with the slogan and a color, line drawing of the caboose are available through the historical society for a minimum donation of \$15.00, plus \$3.00 shipping. The heather grey shirts are “Hanes Beefy” and are available in almost any size.

You can obtain shirts by contacting RMRRC member John Dillavou, the Museum in Silverton or the San Juan County Historical Society: San Juan County Historical Society
P.O. Box 154
Silverton, Co. 81433
Phone 970-387-5488 (days)



Historical Notes on D&RG Caboose #17 / 0516, Silverton Northern RR Caboose #1005

By William R. Jones

D&RG Caboose #17 was built in 1880 as part of a group of 35 cabooses (#13-38) built that year at the railroad’s shops. It followed a design adopted in 1876 based on a car purchased from Billmeyer & Small. The car is 16 feet long with four 26 inch wheels on a 9 foot wheelbase. They had three windows per side plus end windows. These windows were often covered over in later rebuilds. Stoves were added in 1886. In the 1885 / 1886 renumbering, Caboose #17 became #0516.

By 1895 D&RG Caboose 0516 was being leased to the Silverton Railroad, owned by Otto Mears, for 30 cents per day. At this time Mears was building the new Silverton Northern Railroad to Eureka from Silverton. In October 1895, the Silverton Railroad Company purchased the caboose from the D&RG for \$350.00. There is no record of the car being renumbered for the Silverton Railroad and it was probably purchased for use on the Silverton Northern. Later the car was listed as Silverton Northern #1005.

Unlike similar D&RG cars, few structural modifications were made to the car since the Silverton Northern was not required to adopt certain safety improvements required of the D&RG. It therefore retained its distinctive original cupola design and side windows. This car is unique as it is the oldest surviving D&RG caboose and is one of only two that retain the original body and cupola style. Caboose #49, built in 1881, has been restored at the Colorado Railroad Museum to a similar four-wheel configuration but exhibits some later modifications made by the D&RG.

The caboose was probably retired well before 1930 and the car body was used as a storage shed at the Western Colorado Power Company office located adjacent to the SN line. In the 1960s it was donated to the San Juan County Historical Society and moved to Silverton for use as an information booth. Having had its interior walls removed, the car suffered continued deterioration from the elements and vandals. It is now stored at the D&SNG railroad yards in Durango.



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**Colorado Railroad Museum
2005 Scheduled Special
Operation Days**

For information call 303-279-4591

July 30 & 31: Steam Up
September 17-18 & 23-25: A Day Out With Thomas

The Museum is looking for volunteers to help during the "Day Out With Thomas" days. Volunteers are needed from 8:15 AM to 5:30 PM. E-mail Larry and Cheryl Dorsey at lwcdcp@aol.com or call 303-499-1969 for information and to obtain the volunteer data / release form. Any amount of help is appreciated.

December 3 & 4: 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 2005 Event Schedule

For information call 303-298-0377



The 28th Annual Mile High Railfair
Sunday, July 24th, 2005
9:00 AM to 5:00 PM

Railfair will be at the Jefferson County Fairgrounds, 15200 West 6th Avenue in Golden, CO. Railfair is Co-sponsored by Mizell Trains Inc.

Admission: \$5.00 per Adult
\$1.00 per Child
\$12.00 maximum per Family
\$25.00 Early Entry Pass, good for vendor set-up on Saturday from Noon to 5:00 PM and the Public Show on Sunday from 9:00 AM to 5:00 PM.

Door Prizes!

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

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

August 20-28	Steam in the Andes	September 29-30	Durango Photo Freight
August 26-28	Domes to Feather River Railroad Days Festival	October 1-17	Rocky Mountain Fall Colors
August 29	- CANCELLED - Cumbres Photo Special	October 2-16	Great Canadian Rail Adventure
September 10-25	Andes Rail Adventure	October 15-19	Fall Colors Express (One Way and Round Trip)
September 26-27	Rio Grande Photo Freight	November 5-21	Patagonian Rail Adventure
		November 10-16	Mexican Copper Canyon