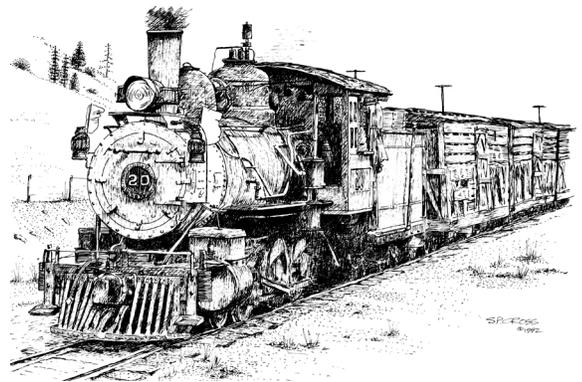


ROCKY MOUNTAIN RAIL REPORT



JUNE 2005

No. 549

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

A Conductor's "On Duty" Photo Scrapbook Of The Western Pacific Railroad

Presented by Chris Skow

June 14, 2005 • 7:30 PM

For the June program, Chris Skow will show his color slides. The slides were taken while he was on duty system wide from 1969 to 1983 as a conductor on the Western Pacific Railroad.

Chris, a member, held various operating jobs with the Western Pacific. He has a fine arrangement with the trip committee giving us not only excellent discounts on all of his tours, but he also sends the Club money for members participating with Trains Unlimited, Tours. Chris has operated tours for over twenty years.

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.**

Club Trips

Another Burnham Shop Tour June 24th, 9:30 AM to Noon

By Barry Smith

Superintendent of Maintenance, Dan Biefsswanger, will again host a Club tour of the Union Pacific Denver Locomotive Shop - Burnham Facility in Denver on Friday, June 24th from 9:30 AM to Noon. A \$15 contribution to the Club is the fee for the tour. The tour is limited to 14 participants plus the trip leader. The minimum age for the tour is 16.

Sign up is first come, first served. There will be a standby list. Phone Milt Cowen at 303-690-6969 for information. Mail

Continued on Page 2, Column 2



Eureka! – August 24th

By Peter Gilbert

A photographers special charter train from Durango to Cascade and return with the Eureka & Palisade #4, a beautifully restored wood-burning 1880 locomotive, on Wednesday, August 24, on the Durango & Silverton Narrow Gauge Railroad. August 24th starts the annual railfair week on the Durango and Silverton.

Continued on Page 3, Column 1

2005 RMRRC Events Schedule

June 24 Tour	Burnham Shops
July 12 Meeting	Rob Thain's Eastern Railroads
July 16 Trip	Royal Gorge & Westcliffe
July 28 Tour	Fort Carson, Nixon Power Plant & Pueblo Depot
August 9 Meeting	To Be Announced
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 July *Rail Report* is 6/20/05.

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

Here we are, half way through the year. We have made considerable progress in implementing cost saving measures. This past month we succeeded in reducing bookkeeper expenses by a considerable amount. Much work remains concerning the cost of the membership meeting hall, insurance, and equipment.

Due to recent vacancies occurring on the board, Jean Gross has accepted the position of Treasurer and Jim Ehernberger and Dave Gross have agreed to serve as directors for the rest of the year. We welcome them aboard. They all bring knowledge and expertise to the board.

Please check the events calendar for exciting upcoming activities. For example the chartered train on the Durango and Silverton Narrow Gauge Railroad featuring the Eureka & Palisade #4 is a trip not to be missed. There will be several other summer activities and then the Car #25 roll out at the Federal Center during the month of September.

While commending individuals for making the publication of the Club history, *Journeys To Yesteryear*, a huge success we also need to include Mary Sue Alexander of MSA Design. She spent many hours on the beautiful layout of the book. Now that many of you have seen the book I am sure you will join us in thanking Mary Sue for her professional efforts.

On behalf of the Club officers and board of directors a sincere THANK YOU to all members who made contributions to the Club for the book *Journeys To Yesteryear*. We would like to recognize the following members who made donations far exceeding the retail value:

Ronald Edwards, George Fritz, James Fullerton, David Gross, Geoffrey Hamway, William Jacobsen, Bruce Johnson, Donald L Jones, John Manley, T E Taplin, Kirk Thode, Harold Topping.

This years winners of the Annual Book Drawing, held at the May 10, 2005, membership meeting, are Donald Gibbs

and Thomas E. Caldwell. Various video and book titles were available from which the winners could chose one item each. These items will then be mailed to the winners. Thank you to all who participated. Funds received for this drawing are placed in the equipment fund.

Open House and Book Signing

Dave and Joann Goss would like to invite Club members to their home on Saturday, July 2, between 1:00 and 4:00 PM for a book signing and to see some of the memorabilia, photographs and other items from the archives that were sources for the recent Club history. They live at 16106 E. Nassau Drive in Aurora Colorado. Please call 303-693-9933 for directions and to RSVP. Dave will also be at the July Club meeting to sign copies of the book.

Another Burnham Shop Tour

Continued From Page 1, Column 1

payments (check, money order, credit card) to Rocky Mountain Railroad Club, Attn: Burnham Tour, PO Box 2391, Denver, CO 80201-2391.

Attendees should wear sturdy, closed toe shoes and long pants. Please also bring gloves, safety glasses and a hard hat. See Milt at the site if you do not have safety glasses or a hard hat. Please check in with Milt at the west side gate at 800 Seminole Road at 9:00 AM. Please also bring your RMRRRC name badge.

After the tour, those interested may meet for a group lunch (pay for your own) at El Noa Noa at Kalamath and 7th.

Directions from the west:

On 6th Avenue eastbound, from the right lane, take the next immediate right exit after passing under the I-25 flyover. The exit narrows between abutments, then go left to Seminole. Go one block on Seminole/Osage and turn right through the gate.

Directions from the east or north:

From Santa Fe southbound, turn right (west) on 3rd Avenue, turn right (north) on Osage. Go three and a half blocks (passing under the 6th Avenue viaduct) and turn right through the gate.

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

Eureka!

Continued from Page 1, Column 2

Wood you enjoy a rare opportunity to ride this train? **Wood** you like the chance for some exciting photos taken at the planned run-bys? **Wood** you like to join fellow Club members on our exclusive charter? **Wood** you help pass wood at fuel stops? Bring gloves! Seating is limited to one coach and advance sales leave a limited amount of seats left. The ticket order form is in this *Rail Report*. Questions – call Peter Gilbert at 303-777-5363 from 3 to 10 PM. This is one trip you **wooden** want to miss.

We will board our special at 9:00 AM in Durango. Our trip will be to Cascade Wye and return with as many photo run-bys as traffic, weather and the fuel supply will permit. The cost is \$130.00 per person and includes a box lunch. Please bring gloves and drinking water.

The deadline to order tickets is July 12th.



Eureka and Palisade #4 eastbound just north of Rockwood on 8/26/00.
– Photo by Kneadmor Fotoes.

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

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 Hwy. 50 (Royal Gorge Boulevard) to 3rd Street and turn south to the depot.

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 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.

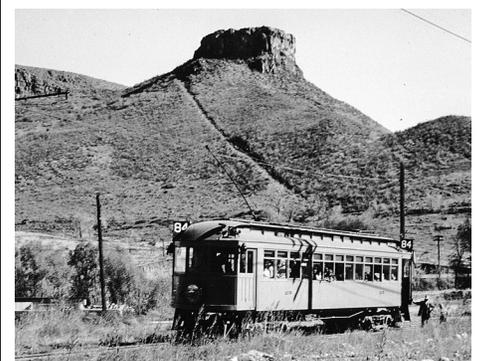
An added attraction will be a drawing for 4 people, 2 each way, to ride in the cab with the engineers. Cab riders will exchange places at Parkdale. Cab riders are requested to wear closed shoes – no sandals. They must be able to climb a 7-foot vertical ladder, so a strong grip and strong legs are necessary. 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 carpool to Westcliffe. Our route will follow the former route of the D&RG narrow gauge to Westcliffe along the ill-fated “Grape Creek” route. 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 is included in this issue of the *Rail Report*. Don't delay as we are limited to 40 people for this trip.

Photo Caption Clarification



Member Don Robertson has identified the actual location of No. 25 in the photo published in the May *Rail Report*. No. 25 is stopped on Ruby Spur.

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.

Holland America Ultradomes 1058 and 1059 Head for Alaska

Two new Holland America Tours (reporting marks HALX) 89-foot long ultradomes built by Colorado Railcar, LLC, moved towards Alaska in May 2005. The 1058 and 1059, each weighing 148,050 lbs (approximately 74 tons) are the latest cars out shopped by Colorado Railcar. The cars are different from the other Holland America ultradome cars. Unlike the other eight Holland America cars, the 1058 and 1059 were built to be self-contained. They have a complete kitchen, 40-seat dining area and upstairs an 88-seat dome coach section. There is a small outdoor platform. The cars are fully Americans with Disabilities Act (ADA) compliant, including a wheelchair lift to the upper level. They also feature an ADA-accessible restroom.

These cars were ordered to provide fill-in service on days when the traffic is too great for the rest of the fleet. They were moved by Union Pacific to Denver Union Station where they arrived 5/9/05. BNSF moved them from 31st Street Yard, Denver north on their Denver to Laurel, MT, train departing Denver 5/11/05. They will be a welcomed addition to Holland America's Alaska rail service.

C&S Mogul (2-6-0) 9 Rebuilt at Strasburg, CO

It's simply amazing to see not one, but two steam engines being restored east of Denver at Strasburg, CO, by Uhrich Locomotive Works. Yet, basking in the early April 2005 morning sunshine atop old ties were two narrow gauge locomotives: Former Colorado & Southern (C&S) 9 and ex-C&S 74/30.

Colorado & Southern 2-6-0 Mogul #9



Holland America Tours 1059 TEKLANIKA was headed for Alaska service. Denver Union Station, track 3, Denver, 5/9/05. – Photo © Chip 2005.

started life as the Denver, South Park & Pacific #72. It was built by Cooke (#1555) in February 1884. It had 14.5 x 18 cylinders, 40 inch drivers, and weighed 61,300 pounds.

In 1885, it was renumbered as DSP&P #114. In 1889, it became Denver, Leadville & Gunnison #114, and in 1899 it became Colorado & Southern #9, class B-3A. It was rebuilt in April 1901 with 15 x 18 cylinders, and a new weight of 74,700 pounds, and classed as B-3C. It was rebuilt again in 1917.

After the end of its regular service, C&S #9 was repainted in Denver, had the snowplow removed, and was put on display in Denver on August 12, 1939, along with Baggage-Mail (RPO) car #13 and Coach #76. This train was then exhibited at the New York World's Fair in 1939-1940.

It was then stored from 1940 to 1948 in Burlington's Aurora, Illinois shops. Sometime in the 1940s, Business Car #911 joined Engine #9 and the other two cars. In 1948, #9 received a short diamond stack, a wooden cab and pilot, and an arc headlight, and operated at the Chicago Railroad Fair in 1948-1949 as the Deadwood Central #9, Chief Crazy Horse. Baggage-Mail (RPO) car #13 (renamed

Buffalo Bill), Coach #76 (renamed Deadwood Dick), and Business Car #911 (renamed Leadville) were the consist.

It was then stored at Aurora, Illinois again until 1957, when the train was moved to Hill City, South Dakota (Black Hills Central Railroad) for display. It wasn't cared for, and suffered a fair amount of deterioration.

It was moved back to Colorado in December 1988, along with RPO #13, Coach #76, and Business Car #911. It's now owned by the Colorado Historical Society. For several years it sat on the Morningstar Siding of the Georgetown Loop Railroad just outside of the Silver Plume yards.

It was in fair condition, needing quite a bit of work. The Ridgeway (bear trap) stack was there, but was not attached. The snowplow is long gone. The old style wooden pilot sat in the tender. It had a link and pin coupler on the front, and was missing the whistle and bell. The tender had some large rust holes. The cab was a mess and a new one will be built at Uhrich Locomotive Works. The left side of the cab and tender was painted bright red and the right side was black. The left side also had quite a bit of rust on the boiler.



Built for the Denver, South Park & Pacific as #72 (Cooke builder number 1555) in February, 1884), Colorado Historical Society owned ex-Colorado & Southern Railway #9 was undergoing restoration for eventual operation at the Georgetown Loop Railroad. One driver wheel set was missing on 4/21/05 at the Uhrich Shop, Strasburg, CO. It was in the shop undergoing restoration work. – Photo © Chip 2005.

Uhrich Locomotive Works has undertaken the restoration work for C&S 9 owner Colorado Historical Society. Chairman of the Colorado Historical Society Phillip Karsh and General Manager of the Georgetown Loop for Railstar Corporation Peter Gores are looking forward to the restored C&S 9 hitting the rails under steam later in 2005 or 2006.

UP Renumbers D&RGW 3126 to UP 1348

Union Pacific renumbered another Denver & Rio Grande Western (D&RGW) unit with a “patch” in late April 2005. D&RGW 3126 had yellow stickers applied on 4/26/05 becoming UP 1348. The unit was out of service from 4/24 to 4/30 at Denver Locomotive Shop. The Amtech automatic equipment identity (AEI) tag was applied, too. This leaves 11 unpatched Rio Grande GP40-2, 15 unpatched D&RGW units total.

This Rio Grande unit, 3126, still had an “as-delivered” light package. MARS light and class lights were still on the nose (although not functional), and the horn was still over the cab. The unit was built in 1974, frame number 74635-11. It had

worked the daily (five days a week) West Local (North Yard to Rocky) most of April 2005.

The last unit with an operating Mars light is D&RGW 3109 which in April was working the La Salle to Fort Collins local.

Military Train to Fort Carson

Folks along the Union Pacific’s Limon line were surprised to see Norfolk Southern C40-9W 8976 and UP C40-8 9036 with a unit military train 5/13/05. The train arrived at UP’s 36th Street Yard about 3:00 PM. The power was pulled off and wyed on the Denargo Wye. The train had an assortment of Army vehicles that included Hummers and semi-trucks.

The 51-car train, S MEKE 10 (Memphis, TN to Kelker (Fort Carson), CO, moved across the Belt Line to North Yard and south over the Joint Line that evening. The train was spotted at Fort Carson’s Railhead for off loading.

Fort Carson received great news from the Base Realignment and Closure commission 5/13/05. Fort Carson will gain 4,178 military and 199 civilian

workers when it picks up a brigade combat team and a Unit of Employment headquarters from Fort Hood, TX. It will also see 3,700 South Korea-based troops from the 2nd Brigade Combat Team 2nd Infantry Division in the summer of 2005.

Ellsworth AFB, South Dakota, didn’t fare as well. The B-1 Lancer bombers will be moved to 7th Bomber Wing at Dyess AFB, Texas, and the South Dakota air base closed.

Unified Plan Update – Eastbound Auto Traffic Is First to Implement Plan

The first step of the UP’s Unified Plan occurred late April when new operations for eastbound Northern California automotive traffic were implemented. Toyota and General Motors, and UP’s Marketing, Field Operations and Network Planning groups, participated in developing the new services, which will reduce transit times and take multilevel cars out of hump yards.

The plan adds a new train, ASJIH (auto, San Jose, CA, to Chicago, IL), that will bypass North Platte with loads for UP’s West Chicago auto ramp and interchange for CSXT in Chicago. The new service reduces total transit by 24 hours for some Toyota and General Motors traffic. Train AOAKS has been established for empty multilevels for interchange to the NS in Kansas City, reducing empty cycle times and improving inbound power flows to Kansas City. The plan removes an average of 70 cars daily from the North Platte’s eastbound hump. This capacity will be used to enhance manifest service. Train AOANP has been abolished as a result of these changes.

Two additional plans are in the works to bypass multilevels around North Platte starting in May 2005. First, the westbound loaded auto network hub will move from North Platte to Cheyenne, generating capacity for manifest service improvements. Second, direct trains from Clearfield, Utah, to Union Pacific’s Centreville, IL, auto facility will be established, improving empty multilevel transit and removing additional cars from the North Platte hump.

Communities of Yesteryear Along the New Santa Fe Regional Trail – Part Four

By Jack Anthony

Northwest to Palmer Lake

From Monument, the trail heads northwest for the next three miles to Palmer Lake. This section is perhaps the most beautiful stretch along the trail and offers nice views of the front range, including Elephant Rock and Ben Lomand Mountain to the north. On July 11, 1820, Major Stephen Long's expedition came through the Palmer Lake area. The expedition's artist, Samuel Seymour, made sketches of the rock formation and named it Castle Rock. Later it would be called the Arched Rock, then Phoebe's Arch in 1887. In 1894, the name Elephant Rock was given, and that name is still used today.

Palmer Lake

The Palmer Lake community and lake were not always known by that name. On September 29, 1871, the D&RG track reached the drainage divide between the South Platte and Arkansas Rivers. The train station there was originally called Divide. In 1872, Camillus A. Weiss became the station's telegraph operator and postmaster.

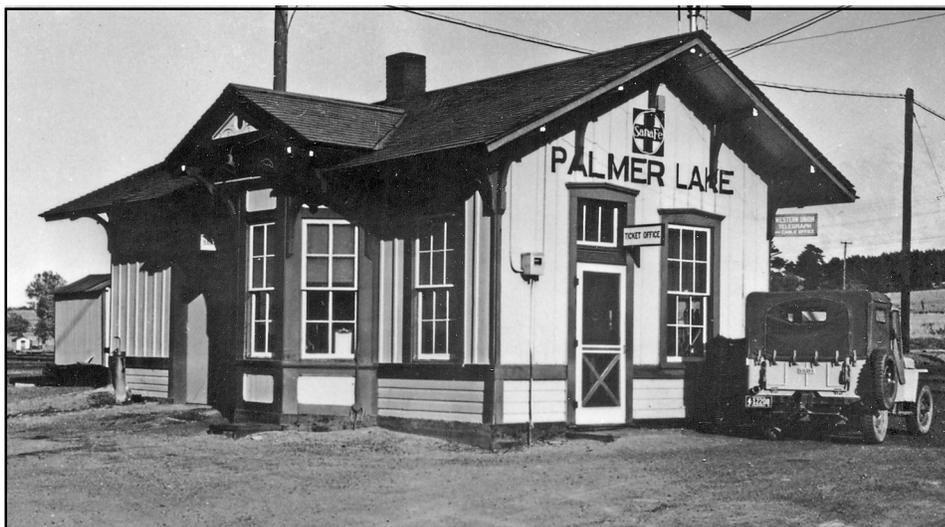
For the next 15 years, the post office was called Weissport. The station went by several different names. Maps and railroad schedules made between 1872 and 1888 refer to the station by the names Divide, Divide Lake, Loch Katrine or Lake Station. Some folks did unofficially call it Weissport. In December of that same year, Dr. William Thompson and Arthur Visick established plans for a small town they named Loch Katrine which occupied about 320 acres east of the lake.

In the next month, they also established plans for the Glenside Addition in the area southwest of the lake. The original intent of the founders was not to name the town after the region's famed General William Jackson Palmer. One of the town's trustees

Continued on the Next Page, Column 1



The track side of the early Santa Fe depot at Palmer Lake, Colorado.



The Palmer Lake Santa Fe depot that was relocated from Pring in 1938.



The track side and passenger end of the Santa Fe depot at Pring, Colorado, originally at MP 677.3. The 16 by 24 foot depot was built in 1888 and moved to Palmer Lake in 1938. – Three Santa Fe Railway photos, Russell Crump collection, <http://www.atsfry.com>

Communities of Yesteryear

Continued From the Previous Page

suggested the name, and in late 1883, General Palmer reluctantly agreed to it by telegram from New York. On November 27, 1883, the town of Palmer Lake was planned, mapped out and established. The name Palmer Lake stuck forevermore. General Palmer never did live in his namesake town!

Palmer Lake included the Loch Katrine and Glenside communities that were proposed and planned earlier. William Thompson was the first mayor. He built the 5,700 square foot Victorian style Estemere Estate during the "Ambitious 80s" of the region. The lake was a critical water supply stop for the D&RG steam engines.

Palmer Lake also experienced many name changes – Summit Lake, Divide Lake, even Loch Lomand. Icehouses were built on the south end of the lake and provided ice to the railroad for use in refrigerator and dining cars. In 1882, the lake was enlarged to its current ten-acre size. Much of the lumber used to build both railroads in this area came from the mountains west of here – logging ended before the turn of the century and reforestation occurred over time.

Palmer Lake was quite an attraction back in those days. Trainloads of people would come on both railroads to visit it and experience the beautiful area and the colorful wildflowers. On February 23, 1989, the town of Palmer Lake had been built and grew and was incorporated. Since then, Palmer Lake has prospered and flourished into what we see today as a wonderful community with a rich history.

The Palmer Lake Historical Society and the Lucretia Valle Library and Museum provide outstanding information and references on the Tri-Lakes region heritage. The museum and their comprehensive web site, along with the special speakers and occasions they host, make it a must-visit for anyone living in the Colorado Springs region. They have wonderfully captured and preserved the history of this area.

Railroad enthusiast, Wilbur Fulker, who grew up in Monument recalls that in the winter during the 1920s and 30s when the rails would get icy, the locomotives and their cars would have trouble getting up the grade in Monument. They sometimes would roll back as far as Pring and make a run up the grade to get past Monument and into Palmer Lake. Wilbur's dad was on the southbound train involved in the big train wreck of 1909.

Where Have They Gone?

From Edgerton to Palmer Lake, we have covered 15 miles. As you can see there were many communities along the Santa Fe Railroad route. The absent communities of Breed, Edgerton, Sommers, Husted and Pring Station. So what happened to these now absent communities that thrived about 100 years ago? There are several things that can be stated. Overall, it was modernization that facilitated many events that led to the end of Breed, Edgerton, Husted, and Pring Station. As refrigeration systems were developed, the need for natural ice production ceased, and ice-making operations at Edgerton, Monument, and Palmer Lake faded away.

Some communities, like Edgerton, saw new and improved roads and the arrival of the automobile simply pass them by. Highway 85 – 87, the main road north between Pueblo and Denver, was dramatically improved in the 1920s when it became two lanes of concrete. The last passenger train journeyed the Santa Fe Railroad in April 1971. The tracks were dismantled in the summer of 1975.

So Now You Know ...

This short essay serves as an introduction to some of the history and lifestyles of the communities that came forth in the late 1800s along today's New Santa Fe Regional Trail. Next time you travel north on I-25, stay alert, keep your hands on the steering wheel, and bellow a hearty hello to the pioneer spirits of Breed, Husted, Sommers and Pring. Perhaps on your next visit to America's Air Force Academy, stop by Thunderbird overlook, gaze westward, and imagine Edgerton as it

thrived in the late 1800s. The New Santa Fe Regional Trail is a wonderful recreational asset to us, and you now know it as a historical treasure, too.

About The Author

Jack Anthony served in the Air Force for 30 years and retired July 2004. He graduated from the Air Force Academy in 1978. The majority of his journey in America's Air Force has been serving in technical and operational leadership positions in support of the Air Force military space program. He enjoys running and it is through those running adventures that he discovered the New Santa Fe Regional Trail and became interested in its history.

Feel free to contact Jack via his e-mail address: jackanthony78@aol.com or look for him running on the trail on Sunday afternoons!

Acknowledgments

Mr. Forest Porter of the El Paso County Historical Society and Mr. Herb Edwards of the Palmer Lake Historical Society provided great insight into the history of the communities along the New Santa Fe Regional Trail. Their expertise was matched by their willingness to help and offer wonderful encouragement. Mr. Gordon Bassett and Mr. Mel MacFarland helped get me started with interviews in 1999. The Pioneer Museum staff allowed me to review their archived material and helped me find many unique references.

Internet Resources:

The Colorado Springs Pioneer Museum:
<http://www.springsgov.com/cspm/>

The Palmer Lake Historical Society and the Lucretia Valle Library and Museum:
<http://www.ci.palmer-lake.co.us/plhs/>

Russell Crump's Santa Fe Archives:
<http://www.atsfry.com>

El Paso County Parks & Trails:
http://www.elpasoco.com/parks/r_trails/n_sntafe/Nsfrt.asp



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

For information call 303-279-4591

June 18 & 19:	Father's Day
July 30 & 31:	Steam Up
September 17-18 & 23-25:	A Day Out With Thomas
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

Friday, June 17, 2005: Dinner Meeting at Rossi's Catering. Chapter member Bob Brewster will present "RDC's in the Wild," a collection of photos of self-propelled rail diesel cars. Bob was born in the Philadelphia area, which exposed him to all sorts of transit of the 1950s and 1960s. From Brill to Budd and GG-1s to PCCs and RDCs, he says he was hooked at an early age. Budd RDCs are one of his favorite rail vehicles.

Menu: Salisbury steak with gravy and mashed potatoes, bratwurst with baked beans, peas, salad, rolls and butter, pudding with cookie, coffee and tea.

Reservations required. No drop-ins. Call the Chapter office at 303-298-0377. All reservations and any cancellations must be made by Noon, Thursday, June 16th. After that, call Rossi's directly at 303-296-1144. No-shows are billed by the Chapter.

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. 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.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

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

July 2-4	Pacific Northwest Adventure	September 26-27	Rio Grande Photo Freight
July 10-11	Cascade Rail Adventure	September 29-30	Durango Photo Freight
August 20-28	Steam in the Andes	October 1-17	Rocky Mountain Fall Colors
August 26-28	Domes to Feather River	October 2-16	Great Canadian Rail Adventure
	Railroad Days Festival	October 15-19	Fall Colors Express
August 29	- CANCELLED -		(One Way and Round Trip)
	Cumbres Photo Special	November 5-21	Patagonian Rail Adventure
September 10-25	Andes Rail Adventure	November 10-16	Mexican Copper Canyon