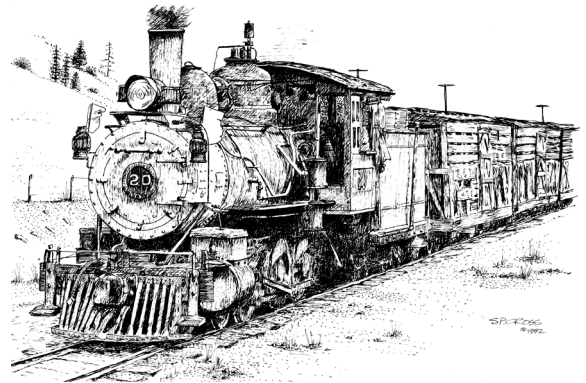


ROCKY MOUNTAIN RAIL REPORT



APRIL 2006

No. 559

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

1961 Club Trips – San Juan Express and C&S - Great Western

Presented by Ron Ruhoff

April 11, 2006 • 7:30 PM

Back in the early 1960s, I did a lot of 8mm movie work on Club excursions and put narration and music with them. Eventually, I transferred them to video tape and then to DVD. I plan to bring two shows: *The San Juan Express*, taken on the Club Memorial Day excursions in 1960, 61 and 62 when we rode from Alamosa to Durango and Silverton in a 3-day trip and *A C&S-GW Excursion* filmed on the C&S-Great Western lines on the Club excursions of 1961-62. This also includes freight operations on the GW. The two shows total about 63 minutes.

I have been a member of the RMRRC since 1958 and hold membership card number 69. I have lived in Colorado since 1952, when my family moved from Minnesota. I worked for AT&T for 40 years, then 5 years as conductor/brakeman on the Georgetown Loop RR from 2000-2004. The last year has been keeping me busy driving 20-passenger busses for the Evergreen Seniors' Resource Center. I have been a professional photographer for many years as well, photographing Colorado and the west for postcards, calendars and various publications. I've also done a lot of the advertising photos for all the steam railroads in Colorado.

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, on 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.**

La Veta Pass Excursion

Saturday, June 24th

We are chartering an engine and coach for a round trip excursion from Alamosa to La Veta on the San Luis and Rio Grande Railroad. Several photo run-bys are planned in addition to photo opportunities during meets with the regular train.

The \$60 ticket includes a box lunch. Order now using the form in this *Rail Report*. Seating is limited!

Choose Your Slides Now For The Annual Slide Potpourri

Erwin Chaim will host the annual slide potpourri at the May meeting. You may give your selection of 15 to 20 slides to Erwin at the April Club meeting. You may also arrange with



Continued on page 3, column 1

2006 RMRRC Events Schedule

| | |
|----------------------|---|
| May 9 Meeting | Slide Potpourri |
| June 13 Meeting | Yesterday, Today and Tomorrow – Denver Rail Transit |
| June 24 Trip: | Alamosa to La Veta and Return |
| July 11 Meeting | Dome Car Magic |
| August 8 Meeting | To Be Announced |
| September 12 Meeting | Excursions Of The 60s |
| October Event | Annual Banquet |
| November 14 Meeting | Video Potpourri |
| December 12 Meeting | Annual Meeting |

The deadline for items to be included in the *May Rail Report* is 4/17/06.

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

Three WB Video titles in DVD format have been added to our Club video inventory and are available for purchase. They include two programs photographed by Dave Gross and Bill Brown:

1. *Rails Along The Rockies, Colorado's Joint Line*. Member price is \$30.00 plus \$4.00 postage.
2. *Colorado's Colorful Joint Line*.

Member price is \$30.00 plus \$4.00 postage.

3. *Kindig's Diesels*, features films from 1971 and 1972. Member price is \$22.00 plus \$4.00 postage.

Our Club is also ordering shirts with the Club logo. The type of shirts and price will be announced as soon as they become available for sale.

UP Steam Locomotive 844 – 2006 Schedule

See <http://www.upsteam.com> for updates

| | | | |
|------------|--|--------------------|--|
| April 27th | Cheyenne to Denver | May 13th thru 19th | San Antonio Layover & Display Open 8:00 AM to 5:00 PM |
| April 28th | Denver to Sharon Springs, Kansas | May 20th | San Antonio to Austin, Texas |
| April 29th | Sharon Springs to Salina, Kansas | May 21st | Austin Layover & Display Open 8:00 AM to 5:00 PM |
| April 30th | Salina Layover & Display Open 8:00 AM to 5:00 PM | May 22nd | Austin to Palestine, Texas |
| May 1st | Salina to Herington, Kansas | May 23rd | Palestine to Marshall, Texas |
| May 2nd | Herington Layover & Display Open 8:00 AM to 5:00 PM | May 24th | Marshall to North Little Rock, Arkansas |
| May 3rd | Herington to Pratt, Kansas | May 25th | North Little Rock Layover & Display Open 8:00 AM to 5:00 PM |
| May 4th | Pratt to Guymon, Oklahoma | May 26th | North Little Rock to Russellville, Arkansas |
| May 5th | Guymon Layover & Display Open 8:00 AM to 5:00 PM | May 27th | Russellville to Claremore, Oklahoma |
| May 6th | Guymon to Dalhart, Texas | May 28th | Claremore to Kansas City |
| May 7th | Dalhart to Alamogordo, New Mexico | May 29th | Kansas City Layover & Display Open 8:00 AM to 5:00 PM |
| May 8th | Alamogordo to El Paso, Texas | May 30th | Kansas City to Fairbury, Nebraska |
| May 9th | El Paso Layover & Display Open 8:00 AM to 5:00 PM | May 31st | Fairbury to North Platte, Nebraska |
| May 10th | El Paso to Alpine, Texas | June 1st | North Platte to Cheyenne |
| May 11th | Alpine to Del Rio, Texas | | |
| May 12th | Del Rio to San Antonio, Texas | | |

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



Interior Secretary Gale Norton (right) presents the official national landmark certificate to Cheyenne mayor Jack Spiker.
 – Photo © James L. Ehernberger.

The Union Pacific Depot In Cheyenne, Wyoming, Is Designated A National Landmark

On Friday, March 3, 2006, Interior Secretary Gale Norton dedicated the historic Union Pacific depot at Cheyenne as a national landmark. Norton indicated only about 2500 national landmarks exist, a status considered premier to other national designations. During the ceremony attended by the Governor of Wyoming, and other elected officials, she stated “Preserving history is our window of the past.” The depot was listed on the National Register of Historic Places on January 29, 1973.

Taking up more than a city block in area, the Romanesque style building, built in 1886, is said to be the most elaborate railroad depot between Omaha and Sacramento.

Choose Your Slides Now

Continued on page 1, column 2

Erwin to deliver your slides to the Caboose Hobbies repair department or at his home at 560 Emerson Street. Please have your slides to Erwin no later than April 30th. Erwin will not accept slides the night of the meeting. Please call Erwin at 303-777-7682 with questions.

This member night is an opportunity to showcase your talents. New talent is always welcome. Our Club has many excellent photographers and members always like to see their work.



The Como Depot in 1977. – Two photos © 1977 Bruce Nall.

The Como Depot Is Placed On The Colorado Endangered Places List

The Como Depot was placed on Colorado’s Most Endangered Places List on February 9th. Colorado Preservation Incorporated, a private nonprofit group, compiles the list. The purpose of the annual list is to build awareness of and assistance for endangered historic places. Deb Queen-Stremky nominated the depot for the list. Como resident Keith Hodges bought the depot and hotel 27 years ago.

The Como Depot is one of three surviving structures from a major Denver, South Park and Pacific Railroad complex. In 1879, the railroad stretched from Denver to reach Como, where a switch and maintenance site was developed for the famous narrow-gauge Boreas Pass Line into Breckenridge. On the National Register of Historic Places, the depot’s existence can be traced back as far as 1886. The depot boasts original freight doors, a telegraph office, freight and ticket rooms, original interior paint, telegraph wires, interior window and door pediments, doors, and fixtures.

Tracks Across Wyoming – June 16 - 18

Information will be available through Jim Ehernberger at PO Box 28, Cheyenne, Wyoming 82003, or e-mail jimtrain@sisna.com. Details including the fee structure will be sent by US mail on or about May 1st.

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.

Dick Davidson 8-Car Passenger Special

The Union Pacific operated an 8-car passenger special that departed Council Bluffs, Iowa on 3/6/06. Recent upgrades at Armourdale in Kansas City, Kansas, were visited on the first day’s journey. The officials checked out the new yard and by-pass at Marysville, Kansas.

UP 3791 West passed Ellsworth, Kansas, at 7:15 AM and Hays at 8:30 AM on 3/7/06. The train was likely a Dick Davidson retirement trip.

The train was handled by UP SD70M 3791 with these cars:

- UPP 207 – Power Car
- UPP 314 – COLUMBIA RIVER - Crew Sleeper
- UPP 101 – LONE STAR - Business Car
- UPP 5779 – PROMONTORY - Museum/Baggage/Recreation
- UPP 1602 – GREEN RIVER - Deluxe Sleeper
- UPP 1605 – POWDER RIVER - Deluxe Sleeper Lounge
- UPP 9005 – WALTER DEAN - Dome Lounge
- UPP 203 – IDAHO - Theatre Inspection Car

The train made good speed across Kansas and Colorado on 3/7/06. A close call with a white Mercury at Watkins, Colorado, put the train in emergency. The driver didn’t stop at the cross bucks / stop sign and was clipped on her rear bumper by UP 3791. Prompt action by the train crew likely prevented a worse scenario. The UP 3791 was held at Watkins from 2:25 PM until 3:10 PM while reports were completed for the UP special agent and the local sheriff.

The big surprise – the train continued west from Denver changing crew on the bypass



Westbound UP passenger special from Salina, Kansas, to Denver was west of Byers, Colorado, on the Limon line, 3/7/06. The train changed crews on the Utah Junction Bypass later that afternoon and continued west on the Moffat Tunnel line to Glenwood Springs, Colorado, for an evening layover. – Photo © 2006 by Chip.

just west of Pecos Street at DS004, north of Denver. The train moved west on the Moffat Tunnel Line passing Clay Siding at 4:45 PM. The light was perfect at tunnel one as dispatcher 86 had green lights beckoning the special west to Salt Lake City, Utah.

The WALTER DEAN was built in 1955 by American Car & Foundry as dome lounge 9005. It was sold to Auto-Train, then reacquired by Union Pacific and named the WALTER DEAN in 1990. The car was named after Walter Dean who began his service with Union Pacific in 1942 as a dining car waiter on the Challenger. At that time the dining car crew slept in the dining cars and kept mattresses in a hole under the floor.

Mr. Dean moved into the lounge car on the City of Los Angeles as an attendant. He was responsible for stocking and maintaining the bar and providing service to the passengers. His clientele included such stars as Mickey Rooney, Judy Garland and Frank Sinatra who traveled on the City of Los Angeles. He also served President Harry Truman during his “Whistle Stop Campaign” of 1948.

When passenger service ended in 1971,

Mr. Dean remained with Union Pacific, serving special guests and staff on business car trips that UP continues to operate for railroad, corporate and community relations events. He passed away in Omaha, Nebraska, on October 18, 1999.

BNSF Boeing Trains

BNSF ran at least four Boeing trains via the Front Range Subdivision. BNSF operated an eight car Boeing train up the Front Range Subdivision on 3/12/06. BNSF had moved the B737-700 fuselages from Wichita, Kansas, to Trinidad, Colorado, reaching Trinidad on 3/11/06. They combined that train with two cars from Alliance, Texas. BNSF’s Alliance, Texas, to Interbay, Washington, train J ALTINB 9 10A. The train had two locomotives: green and tan SD70MAC 9464 and 9-44CW Heritage I 1068. The Boeing train flew by the Budweiser plant north of Fort Collins, CO, on a snowy Sunday afternoon. – *Rio Gnow*

Army Moved New Abrams on BNSF

Rolling south from Tacoma, WA, (near Fort Lewis) was a BNSF unit Army train made up of new looking Abrams M1A2



A nine car Boeing aircraft special just south of Wellington, Colorado, northbound on the BNSF front range subdivision on 3/15/06. SD40 6315 provided the power. – Photo © Dave Schaaf.



Drivers were surprised to see M1A2 Abrams tanks rolling down South Mason Street at Fort Collins, CO, on 2/21/06. Stop light protects the West Mountain Avenue intersection. The traffic light turned to blinking yellow for automobiles on South Mason Street when trains are present. – Photo © 2006 by Chip.



Great Western Railway GP20M-Q 5625 (ex-EMD GP-20 demonstrator back in the 1960s) met EMD SD60 9052, BNSF SD40-2 7330 and NREX SD50 with their unit military train at North Yard, Fort Collins, Colorado on 2/21/06. The majority of the 42-car train was loaded with newly built M1A2 tanks. The Abrams tanks are a remarkable success in Army armor development and deployment. – Photo © 2006 by Chip.

tanks in the green and black camouflage paint scheme.

The train, U-TACMEM1-08M, rolled pass North Yard, Fort Collins, about 3:00 PM. The train surprised many drivers and pedestrians about 3:15 PM rolling down South Mason Street in Fort Collins, Colorado, on 2/21/06.

Tied up for the day at North Yard were Great Western Railway orange and white painted geeps. The GW GP20M-Q 5625 is one of the units used to switch the Anheuser-Busch Brewery north of Fort Collins.

The unit army train had blue and white painted EMD SD60 9052, BNSF SD40-2 7330 in the Heritage I paint and NREX SD50 leasor with a good coating of dirt. The Front Range dispatcher gave the track orders using BNSF 7330.

Heavy duty DODX flatcars with new looking Army Abrams M1A2 tanks made up the front two thirds of the train. On the rear were a few rail cars with Humvee support vehicles. The train rolled through Longmont about dusk.

New Abrams Tanks

The Abrams tank with its deadly 120mm gun and state-of-the-art fire control systems provides the Army with firepower, crew protection and mobility. The sophisticated composite armor of depleted uranium was proven when Iraqi anti-tank rounds were thrown off the Abrams. The new looking Abrams wear the green camouflage scheme. The train also had two Abrams tanks in the desert brown scheme.

Continued on page 6, column 1

OS Colorado

Continued from page 5, column 3

New Rocky Mountaineer Cars Whistler Mountaineer Premiers

Newly built Rocky Mountaineer (RM) bi-level “ultradomes” coach/galley cars 9529, 9527 & 9525 were at Denver Union Station, Denver, CO, around 8:00 AM on 3/11/06. The cars can seat 74 passengers on the upper level and 40 passengers in the lower dining area. They were picked up by BNSF using BNSF GP60 102 and moved to BNSF’s 31st Street Yard.

The cars were built by Colorado Railcar, Fort Lupton, Colorado. They moved south on UP’s Greeley line on 3/10/06.

Premiering in 2006 and destined to become one of the great rail excursions, the Whistler Mountaineer is a three-hour train trip traveling between the cosmopolitan city of Vancouver and the popular four-season resort of Whistler, British Columbia, Canada. See the famous “Sea to Sky” region with its spectacular mountain and ocean views from a unique perspective. It is Vancouver to Whistler like never before.

The Whistler Mountaineer also links with the new Rocky Mountaineer Fraser Discovery Route to take you from Whistler, through British Columbia’s historic gold-rush region, to the majestic peaks of the Canadian Rockies. Rocky Mountaineer Vacations will offer nine new rail vacations that showcase both the new Whistler Mountaineer and the Rocky Mountaineer Fraser Discovery Route. They offer stunning scenery and spectacular service you expect from Rocky Mountaineer Vacations.

Rocky Mountaineer ordered their first Colorado Railcar “ultradome” in 1995. They now operate fifteen bi-levels; coach/observation, coaches and coach/galley cars built in Colorado.

Collision Damaged MK1500D 9625

BNSF, ex-Houston Belt & Terminal, MK1500D 9625 was shipped north on BNSF’s Slaton, Texas to Denver train



BNSF GP60 102 picked up new Rocky Mountaineer Vacations “ultradomes” built by Colorado Railcar at Denver Union Station 3/11/06. The three cars departed Denver on BNSF’s Denver to Laurel, MT, train 3/12/06.

– Photo © 2006 by Chip.



Collision and fire damaged BNSF, ex-Houston Belt & Terminal, MK1500D 9625 was moved on BNSF flatcar 585263. The trucks were moved on flatcar HTTX 93974 which was coupled to BNSF 585263. Cars came north on the Slaton, Texas to Denver train H SLADEN1 11A. 9625 was painted dark blue and white shown here at Denver’s 38th Street Yard on 3/13/06.

– Photo © 2006 by Chip.

H SLADEN1 11A with BNSF 4744 leading the train. The MK1500D 9625 was shipped on BNSF flatcar 585263 and its trucks on flatcar HTTX 93974. The unit was involved in a collision that resulted in fire damage to the conductor’s side. The BNSF operates these units in the Houston, Texas, area.

Houston Belt & Terminal purchased eight MK 1500D switchers in 1996. The \$30 million contract to MK Rail (now owned by Wabtec and operated as MPI) was to build and maintain the eight switcher locomotives powered by 1,500-horsepower Caterpillar engines.

The switchers were built at Boise, Idaho, with 12 cylinder Caterpillar 3512 engines.

Texas operators Port Terminal RR Association (PTRA) and Houston Belt & Terminal purchased the MK1500Ds. PTRA’s were the first 24 units built in 1996 and they are numbered in the 9600 series for the year delivered. The PTRA units were numbered 9601 through 9624.

Boise Locomotive became Motive Power Inc. (MPI), now a subsidiary of Wabtec. When EMD and MPI were working together EMD marketed them as switcher model GP15s and GP20s.

The Texas order was for 35 MK1500Ds. Houston Belt and Terminal got units 9625 through 9635. When HB&T was dissolved, the units went to the BNSF.



The ex-Canadian American (CDAC) 456, ex-Amtrak 378, was last used in April 2004 around Derby, Massachusetts. It was stored almost two years by Relco Locomotive, Inc. SLRG has purchased four F40M-3F units, 453, 455, 456 and 459. The SLRG 456 was at Union Pacific's North Yard, Denver, on 3/16/06.

– Photo © 2006 by DJ.

Ski Train Delayed by Slide Fence and Derailed Hy-Railer March 19th

A Union Pacific slide fence activation between Plain and Crescent on the Moffat Tunnel Subdivision caused the Ski Train a five hour delay at Crescent Siding 3/19/06. UP dispatched maintenance of way hy-railers to inspect and clear any rock slide(s). Unfortunately, during the process a UP hy-railer derailed east of Crescent Siding.

The Ski Train crew went on duty at 7:00 AM resulting in the need to replace the crew (they can only work 12-hours). The Ski Train and Amtrak's eastbound

California Zephyr, train 6, were held on the main at Crescent. UP did get a Ski Train relief crew to Crescent. The passengers had a long evening but were safe and warm on the trains.

By 8:45 PM the Ski Train has been re-crewed and moved down to east Crescent. Amtrak was stopped behind the Ski Train. Maintenance of way forces were further east working on a "clearance issue." It was snowing heavily at times.

UP dispatcher 82 had Ski Train (SKTX) lead F40 unit 242 cut away from its train to assist in rerailing the hy-railer. The rugged Front Range terrain is accessible in

most locations only by rail. The nearby maintenance of way dirt road is difficult to use in wintry weather. It doesn't follow the tracks in many locations. SKTX 242 was dispatched to help rerail the hy-rail truck. About 9:15 PM the hy-railer was back on the rails and moved east to Plainview Siding.

SKTX 242 returned to its train and then both trains headed east for Denver Union Station. The Ski Train arrived Denver at 11:50 PM Sunday, 3/19/06. Amtrak's train 6 was in the depot before 12:30 AM, on 3/20/06.

San Luis & Rio Grande Gets Ex-Canadian American F40M-3F

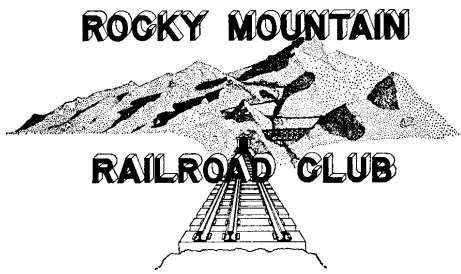
San Luis & Rio Grande RR (SLRG, office at Alamosa, Colorado) has acquired seven ex-Canadian American (CDAC) F40M-3Fs that includes three slugs. The first unit to move west from Relco Locomotive, Inc., Minooka, Illinois, was SLRG 456. It was built by EMD for Amtrak June 1981, ex-Amtrak 378. Locomotive was at UP's North Yard, Denver, 3/16/06, making its way south to SLRG Walsenburg, Colorado, interchange.

The ex-CDAC 456 was last used in April 2004 around Derby, Massachusetts. It has been stored for almost two years before SLRG purchased the unit.

Canadian American was CDAC. The CDAC is now part of Montreal, Maine & Atlantic (MMA) which is owned by RailWorld.

CDAC / MMA 453, 456 and 459 were all at North Platte, Nebraska, in mid-March. The units were stencilled SLRG. They were converted to F40M-3F when acquired for the CDAC (now MMA). 453 was Amtrak 385, 456 was Amtrak 378 and 459 was Amtrak 264.

The Iowa Pacific, the owners of the SLRG, have also acquired CDAC/ MMA462 (ex-Amtrak 362), MMA (ex-Amtrak) 260 and MMA ex-Amtrak 263. The prime movers have been removed from these units.



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Operation Days**

For information call 303-279-4591
Or See http://www.crrm.org/train_trips.htm

| | |
|----------------|-----------------------|
| April 15 | Bunny Express |
| May 13 - 14 | Mother's Day |
| June 17 - 18 | Father's Day |
| July 14 | Wine and Cheese Train |
| July 15 - 16 | Armed Forces Day |
| August 19 - 20 | Steam Up |
| October 29 | Ghost Train |
| December 2 - 3 | 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 2006 Event Schedule

For information call 303-298-0377

Friday, April 21, 2006: Dinner meeting at Rossi's Catering. Long-time Chapter member Sherm Conners will take us on a 1990 Chapter excursion aboard the San Luis Central Pea Vine Flyer. This DVD program, created from Sherm's personal video, will provide on-board shots, photo run-bys, and some familiar faces, along with commentary.

Menu: Baked ham, pasta with meatball and sausage, vegetable, salad, rolls and butter, dessert, and usual beverages.

Dinner reservations required. No drop-ins. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by Noon, Friday, the day of the program. If you must call Rossi's (303-296-1144), please be sure they take your name along with the number in your party. No-shows are billed by the Chapter. Cost for dinner meetings is \$14 per person. Cash bar opens at 6:30 PM, dinner is at 7:00, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

Trains Unlimited, Tours 2006 Tentative Trip Schedule

For TUT information call 1-800-359-4870

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

| | | | |
|---------------------|--------------------------------|-----------------|--|
| April 14-16 | Coos Bay Flyer | August 13-29 | Great Brazilian Railfan Adventure |
| May 7-21 | The Last Chinese Steam | August 25-27 | Domes To Feather River Railroad Days |
| June 2-4 | Coos Bay Flyer | September 2-4 | Camas Prairie Adventure |
| June 9-11 | Coos Bay Flyer | September 29-30 | Durango Photo Special |
| June 25 - July 2 | Great Western Rail Spectacular | October 2-3 | Rio Grande Photo Freight |
| July 3 | Domes Down The Valley | October 7-15 | New England Fall Colors Rail Spectacular |
| July 22-26 | Rocky Mountain Express | | |
| July 29 - August 12 | Great Peruvian Rail Adventure | | |