

ROCKY MOUNTAIN

RAIL REPORT



DECEMBER 2003

No. 531

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Blizzard of '49

Presented by Jim Ehernberger
December 9, 2003 • 7:30 PM

For the December meeting we have an excellent program in addition to the business meeting, elections, cake, coffee and punch. Jim Ehernberger will present his show on the blizzard of 1949. The winter of 1948–1949 was very severe in the west. Snow tied up the UP's old Kansas Pacific line in November 1948. But the very bad storm came January 2–5, 1949, and shut down the Union Pacific mainline around Cheyenne. Just as that snow was cleared, the line around Laramie was blown shut again February 6–18. Jim will also show us items of interest from that period. Jim was a young man working in his father's hardware store in western Nebraska when the storms hit. He remembers this time vividly. The program has been continually updated and has many new photographs.

Jim Ehernberger has been a member since 1953 and a past president (1969-1970). He has served as director, secretary, program chair, and currently as publications chair. He owns Challenger Press and has published about 20 books and pamphlets. It is no overstatement to say he has helped make the Club what it is today through his untiring efforts.

Join with us to learn about this fascinating time in American history. We meet at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking on the south side of the building. Enter into Barnes Hall, where we hold the meetings, from the south side doors. **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.**

Membership Renewals and Equipment Fund Book Drawing

– 2004 Membership Renewals Are Due No Later Than January 1, 2004 –

Watch your mail for your membership dues renewal form. Membership renewals for 2004 are due no later than January 1, 2004. Please consider upgrading your membership to one of the new membership levels to provide additional financial support to the Club.

Also included with the renewal notice are coupons for the annual book/video drawing. Drawing tickets are \$2.00 each and the funds raised benefits our equipment fund, which is used to care for the Club's equipment on display at the Colorado Railroad Museum.

The first raffle item is a two book set, *Union Pacific*, Volume 1 and 2, by Maury Klein. The second book is *Denver South Park and Pacific, Memorial Edition* by M.C. Poor.

2004 RMRRC Events Schedule

January 13 Meeting:	Tribute to the Pacific (4-6-2)
February 10 Meeting:	F&CC Terminals
February Trip:	Amtrak to Glenwood Springs
March 9 Meeting:	Fun With Private Cars
April 13 Meeting:	Erie-Lackawanna East End
May 11 Meeting:	Slide Potpourri
June 8 Meeting:	Living Steam In Living Black & White
July 13 Meeting:	To Be Announced
August 10 Meeting:	To Be Announced
September 14 Meeting:	To Be Announced
October Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	To Be Announced

The deadline for items to be included in the January *Rail Report* is 12/11/03.

Submit articles and digital photos (72 dpi) for the Club website to Wally Weart, Webmaster, at wlg@nilenet.com

From The President

By Mike Gailus

I wish to all of you, wherever you may be in the world, a very blessed Merry Christmas and a joyful New Year for 2004.

For those of you that are able to travel to our December membership meeting, we will again serve our annual Christmas cake and punch after our program. This is always a great time of fellowship and for exchanging ideas. Please plan on joining us for this reception. I look forward to seeing you at the December meeting. We need everyone's help to have a great club for railroad fans everywhere. We should also have the annual Neal Miller picture for those of you in attendance – always a treasured gift.

This year was very good for your Club and Foundation. The Board of Directors has done an outstanding job from my point of view. The Club had exceptional trips, provided labor and materials for a community service project, performed railroad equipment preservation work, proposed changes in the Club's bylaws and, finally, we are publishing the history of the Club for members.

As you may know, we are asking the membership to approve changes to the Club's bylaws. These changes will allow your leadership to select the correct style of organizational structure that is needed for this time period. What we recommend to the membership is the running of both the Club and the Foundation in a parallel effort that has one president, two vice-presidents and a board of directors that serves for both organizations.

The fact is we are having trouble finding enough volunteers to fill our existing dual positions. This new structure will reduce the number of meetings for all concerned. Many of our Denver members have served the Club in years past and have done their duty. For more details on this subject, please see the article in the October 2003, *Rail Report*. I strongly encourage all members who can be at the December membership meeting to attend and vote.

I would like to thank the Club and

Foundation's board of directors for their faithful service. These folks put in uncounted hours of time working to keep these organizations going. As many of you already know, the meetings for these boards can last a few hours. This is time away from family and friends doing the Club and Foundation work. Please take some time at the December meeting (or send them an e-mail/letter) to greet and thank each member for their labor on your behalf.

I would like to list their names for you.

Club Officers, Directors and Chairs:

President:	Mike Gailus
Vice President:	Steve Mason
Secretary-Treasurer:	Frend John Miner
Directors:	Robert E. Wilson Barry Smith Ken Gow Roger Sherman Michael Tinetti Richard Price
Equipment Committee Chair:	Bob Tully
Membership Chair:	Dave Goss
Newsletter Editor:	Bruce Nall
Newsletter Mailing:	Hugh H. Wilson
Publications Committee:	Jim Ehernberger
Raffle:	Michael Tinetti
Trip Committee:	Steve Mason
Video Committee:	Dave Gross
Webmaster:	Wally Weart
Bookkeeper:	Katherine R. Gray

Foundation Officers, Directors and Chairs:

President:	Richard Loveman
Vice-President:	Bob Wilson
Secretary:	Ken Gow
Treasurer:	David Henker
Trustees:	Richard Eaton Mike Tinetti Richard Price Roger Sherman Barry Smith
Car #25 Chair:	Darrell Arndt
Fund Raising Co-Chairs:	Jean Gross Jim Ehernberger
Community Contact:	John Esty
Friend of the Foundation:	Thomas Peyton

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	Frend John Miner
Treasurer	Frend John Miner

Board Meetings

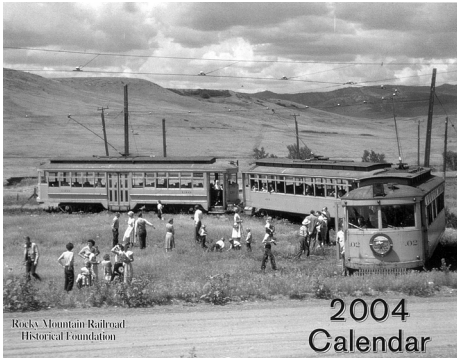
Members are always welcome to attend any board of directors meeting. They are held on the third week every month. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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

Great Holiday Gifts For Sale By The Rocky Mountain Railroad Historical Foundation



12-Month, 2004 Calendar

A calendar featuring black and white and color photos of Denver area Trolleys, past and present. Calendars are \$14.00 each, including shipping.

Trolley Video

A 55-minute history of "The Cars That Built Our Cities" from early day movies to the present. You can get the video for a donation of \$18.00 or more.



All profits help with the restoration of Denver and Intermountain Interurban car No. 25. Thank you for your support.

Send Check or Money Order to:
RMR Historical Foundation
c/o Thomas Peyton
13561 N. Sheridan Blvd.
Broomfield, CO 80020-2510

Foundation Update

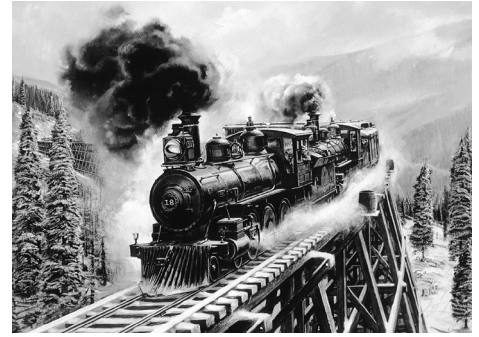
By Jean Gross

We had a great response to the Foundation's annual fund raising drive. Thank you for your participation. We would like to thank the following donors this month:

David Allen, Robert M. Allen, Edward Arbuckle, F. H. Bahm, Perry Becker, Thomas J. Beckett, Alan C. Braga, Robert A. Brandon, James F. Britten, A. Craig Brown, John M. Buckman, Mr. & Mrs. Erwin Chaim, Kevin E. Corwin, Richard B. Erickson, Jonathan F. Esty, Bud Gamel, William O. Gibson, Thomas J. Giovale, David Goss, E.R. Haley, Carl K. Hammergren, Allen A. Harper (D&S RR), Leroy Hester, Noel Hixenbaugh, Josiah F. Jenkins, Robert C. Jones, Robert Kellar, Glenn Kindle, Mr. & Mrs. Tom Klinger, Bruce A. Kolisek, Lowell H. LeMoine, Walter Lopez, Neal Miller, Mr. & Mrs. David Mott, Margaret E. Oaks, Dennis C. Opferman, John Poley, Carl W. Reich, Jo Riley, David F. Rodd, Roy G. Rohel, Richard Salberg, George W. Shaw, Lucian Sprague, H.P. Thode, Jr., Ray Todd, Randall E. Vienot, Chard Walker, Sidney J. White, Robert W. Wilson, E.S. Wright.

We have raised a total of \$2167.00, but this is only 8% of the amount needed to complete this project. Please consider a donation to the restoration of Car No. 25. Remember, if your employer has a matching fund program they will match your contribution to the Foundation. We are looking forward to putting your name on a future list!

Christmas Cards Are Available



A doubleheaded westbound Colorado Midland "Utah and California Express" crosses the wooden Hagerman Trestle on the east side of Hagerman Pass. – Philip Ronfor painting.

The RMRRCC is offering full color, 5 by 7 inch Christmas Cards featuring the Philip Ronfor painting, "Thunder At Hagerman Trestle," originally commissioned for the cover of the W. Morris Cafky Colorado Midland book. The inside greeting is:

Merry Christmas
and a
Happy New Year

A box containing ten cards and eleven envelopes will be available at the December meeting for \$10.00 per box.

Mail and website orders are welcome. Please use the order form in this issue of the Rail Report or order online at www.rockymtnrrclub.org. You can also view the card in color on the Club website. Please add \$4.50 for shipping one box of cards or \$7.00 for shipping up to three boxes.

The Annual Video Potpourri Was A Blast!

By Steve Mason

We had a good turn out on November 11th for our video potpourri night. We started out with Doug Gorten's sequences of heavy mainline action at Julesburg on the UP. Next, Ray Kilcoyne showed us a vintage 1930s "Little Rascals" clip taken in the Santa Fe yards. Those steam views were wonderful.

Hatch Wroton had shots of the unusual Peavine Flyer on the San Luis Central

from Del Norte to Center, CO. Everyone was riding the trip draped all over the engine! Rob Beyer combined terrific, creative stills and videos from his Trains Unlimited, Tours, McCloud River trip last spring. Mt. Shasta sure looked good. John McIvor from Farnham, England, sent us a wonderful clip of last summer's UP 3985/3967 trips. Not only was it very well done, but the unusual cab footage was great.

Erwin Chaim brought a video of an n-gauge model railroad layout that was incredibly detailed. Best of all was Dan Adler's C&TS video. When the engine ran right over the camera we all gave quite a jump. There were a lot of "unusual" angles to say the least. Certainly not the usual fare. The credits at the end were hilarious. These potpourri shows are the best. There are always surprises and we enjoyed a number of them this year.

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.

Boeing To Airlift 7E7 Parts

Boeing will dramatically reduce the time to move components of its new 7E7 passenger plane to final assembly from suppliers by adopting air transportation as its primary method of parts delivery.

The company projects possible savings of 20 to 40 percent compared to traditional shipping methods, with delivery times of as little as one day, rather than as many as 30 days for other programs today. Such savings will allow the initial 7E7 investment in the air transportation assets to be recouped in the first few years of production. Boeing will rely on at least three modified 747-400s to move the 7E7 components.

Boeing 737s now move via Alliance, NE, to Washington State. Alliance doesn't see this size plane at their airport. The largest scheduled commercial aircraft flying into Alliance, NE, is the 19-seat Beechcraft 1900 turboprop flown by Great Lakes. No lavatory, no flight attendant, one seat on either side of the aisle and no door to the cockpit so you can watch the pilots do their thing. Great Lakes currently operates two daily roundtrips between Denver and Alliance. That's a far cry from the days 30 years ago when Frontier Convair 580s stormed in and out of Alliance Airport.

Union Pacific 3985 Operating Schedule

Union Pacific 4-6-6-4 3985 will be going to the Super Bowl in Houston, TX. It may be a 2 to 3 week trip including some display time in Houston. No public excursions are planned.

The only other UP Steam trip on the board for 2004 so far is the annual Denver Post Cheyenne Frontier Days trip in mid-July. —Nathan Beauheim



Boeing moves 737-800 fuselages from Kansas to Renton, WA, via BNSF through Alliance, NE. The Kansas City, MO, to Portland, OR, train V KCMPTL8 03A, had two fuselages on it. — October 4, 2003 photo © Chip.

BNSF Inspection Train

BNSF operated a 4-car inspection train from Alliance, NE, via Sterling to Denver, CO, arriving Denver Union Station about noon on November 7, 2003. BNSF SD40-2 7316 in Heritage I paint was the power. Cars on the trip were sleeper RATON PASS, business car MISSOURI RIVER, business car SANTA FE and track inspection car WILLIAM B. STRONG. The train departed DUT about 9:40 PM that evening. It pulled up the Buck main from Union Station over the South Platte River, reversed through the wash rack and went south to Pueblo, CO.

The MISSOURI RIVER, BNSF 4, was built in 1955 by the Pullman-Standard Company for the Northern Pacific Railway. The car was outfitted in rich wood paneling throughout the living and sleeping areas. The car was designed with practicality in mind. It features an observation lounge with a suede-covered sofa, leather chairs and two desks, accommodating up to eight people. A studded leather and oak dining suite, usually covered by a linen cloth, allow passengers to dine on the platform end of the car.

Sleeping accommodations include two staterooms, each with a double bed and a shared bath. The bath includes a shower.

The MISSOURI RIVER was rebuilt in 1991 allowing handicap accessibility. A wheelchair lift is on the vestibule end. Other amenities include a large-screen television, VCR, stereo and cellular hookup. Two TV antennas are mounted on the roof. The 88-foot, 5 3/8-inch long car offers riders a smooth trip.

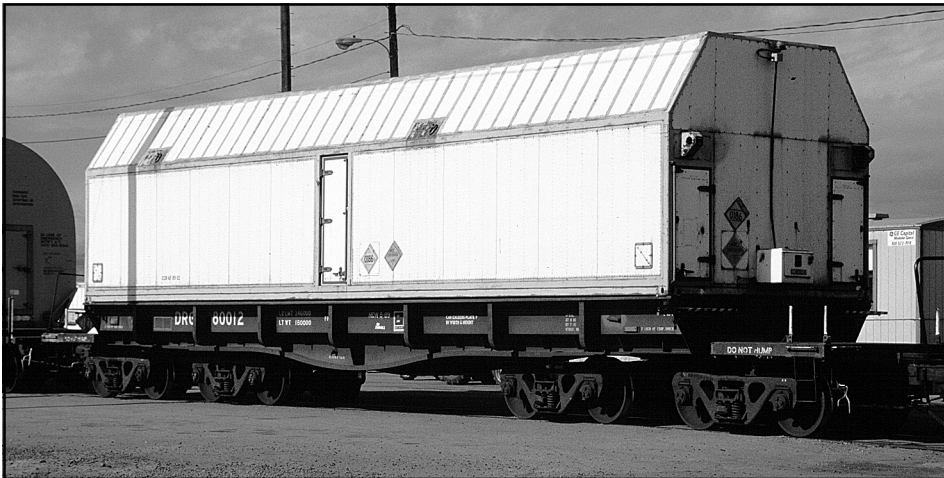
RATON PASS provides sleeping space for up to 20 passengers. It has two drawing rooms and eight bedrooms. Some rooms are separated by folding walls that can be opened to create a suite. BNSF's other sleeping cars are MARIAS PASS, CAJON PASS, DONNER PASS and ROLLINS PASS.

Titan IV Boosters

The Denver & Rio Grande Western RR flatcar carrying a Titan IV (manufacturer calls them IVB) solid fuel rocket motor in October 2003 was headed for Cape Canaveral Air Force Station (CCAFS), Florida. The Kennedy Space Center is their neighbor. The only way you know that you're crossing from one to the other



BNSF operated a 4-car inspection train from Sterling to Denver, CO, shown here approaching the Highway 2 overpass 11:32 AM on November 7, 2003.
 – Photo © C.W. Edinger.



Union Pacific's unit rocket booster train included D&RGW 16-wheel, 200-ton flatcar 80012. It carried a refrigerated cover transporting Titan IV solid rocket motor segments. Car was at UP's 36th Street Yard on October 13, 2003, headed for Cape Canaveral Air Force Station (CCAFS), Florida. – Photo © Chip.

is the guard shack.

There are three Titan IVB boosters left to be launched: Titan IVB-39 and Titan IVB-30 from CCAFS and Titan IVB-26 from Vandenberg Air Force Base, California. The B-39 booster core and solid rocket motors are now stacked on the launch pad in Florida. The shipment photographed on the UP at 36th Street Yard was the solid rocket motor segments intended for B-30. It will be launched in late 2004. The Titan program ends with the launch of Titan IVB-26 sometime in 2005.

The solid rocket motors (referred to as SRMUs for “solid rocket motor upgraded”) used on Titan IVB launch vehicles are comprised of 3 segments “bolted” together at the launch site. There are two SRMUs for each vehicle, thus a total of 6 segments. For the chemists, these solid rocket motors use powdered aluminum as fuel and ammonium perchlorate as an oxidizer. The fuel and oxidizer are mixed together in Utah and “poured” into each segment prior to transport. When hardened, the combination of fuel and oxidizer sort of looks like cork (albeit a very flammable cork). Assembled and including

propellant, each SRMU weighs over 750,000 lb. During launch and ascent, each SRMU generates over 1.8 million pounds of thrust. –Trey

BNSF 4791 Needed on Amtrak 6 in Nevada

California Zephyr, Train 6 (of November 11, 2003) with Amtrak P42 locomotives 55 and 184 stopped 21 miles east of Sparks, NV. The train was unable to accelerate after slowing for posted track conditions. The units would not load and the crew was unable to get assistance from Operations because there was no cell phone service in the area.

The Sparks Road Foreman drove to the scene and conferred via radio. The units had no traction power nor faults showing on self-diagnosis. The traction motors were cut out and the units were reset, MU cables inspected and then changed out, MU setup was cleared and reset. They were still unable to get traction power. RFE determined that Amtrak 55 was not communicating with Amtrak 184.

A freight unit was requested but Union Pacific didn't have any to spare at Sparks. The BNSF 4971 was taken from a BNSF trackage rights freight train which had been stopped behind the disabled Zephyr. The freight unit was able to communicate and control the Amtrak 184, while Amtrak 55 remained dead. The train finally was on the move at 10:05 PM. BNSF 4971 operated to Chicago, IL.

The delay was 4 hours and 33 minutes at the scene, plus the added time enroute to Chicago, IL, on account of the freight unit.

Amtrak's California Zephyr, eastbound Train 6, arrived Denver, (Prospect Junction) CO, just before midnight on November 12, 2003. The train had BNSF Dash 9-44CW 4971, Amtrak P42 55 & 184 when it came off the Union Pacific's Moffat Tunnel Line. Train 6 picked up three roadrailers at Denver which were placed behind the three Amboxes. The tardy #6 was out of Denver Union Station with BNSF 4971 on the point at 12:52 AM on November 13, 2003.

–Gene Poon & Amtrak Spotter

2003 Service Project Report

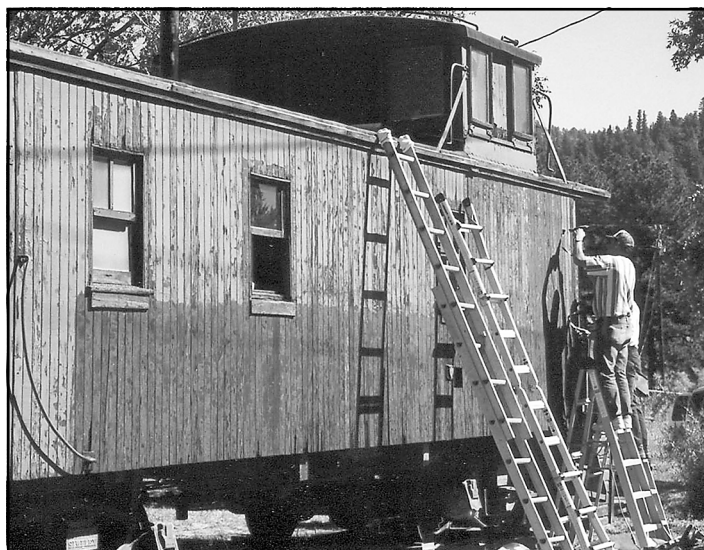
Story and photo by Pat Mauro

Members of the Rocky Mountain Railroad Club converged in Bailey, Colorado, on September 27th for the 2003 RMRR service project. We met at Mountain Goodies for breakfast and then went to McGraw Park to work on Caboose 10600. In 1973 the caboose was donated to the Park County Historical Society for display in the park, which is on the land donated by Helen McGraw for that use. Numerous historical structures located in the park were relocated from various sites around the Bailey/Park County area.

Our work entailed preparation of the caboose for patching rotten wood, replacing window sills, paint removal, and some painting. We also traced the original C&S emblems that were painted on the side for future re-creation. While we didn't get to actually paint very much of the caboose, an extraordinary amount of preparation work was finished, which will

enable us to paint the caboose with ease. After we finished working, we had a Barbecue in the Glen-Isle wait station which has been relocated to the park. After the food, we moved into the Shawnee schoolhouse to view a movie of RMRRRC trips in 1958-1960 over the Alamosa to Silverton route of the D&RGW Railroad.

On Sunday, we met at Kenosha Pass to work on the switch at the tail of the wye. We ended up measuring to correct the length of the bridle bar to enable the



Steve Mason and Ken Gow work on Caboose 10600.

switch to function. A great time was had by all and the weather was impeccable! In attendance were Pat Mauro, Steve Mason, Ken Gow, Richard Price, Dick Willhardt, Dick Eaton, Don Hulse and McGraw Park curator, John Rankin.

The California Zephyr In 2004

By Steve Mason

The California Zephyr running in 2004? Our partner organization, Trains Unlimited, Tours, will be assembling a shorter version of the original 17 car train next spring. Cars for the consist are coming from all over the country. There are currently definite commitments for eight of the stainless steel beauties.

The reprise of the California Zephyr will be THE train to be on in 2004. It will be a rare one of a kind train. Mark your calendars and send in your deposit for this train. There are four different trips of which three will be open to RMRRRC members. Best of all is the reasonable prices for tickets for this train.

Call Trains Unlimited, Tours at 1-800-359-4870 or go to our web page at www.trainsunlimitedtours.com/rmrrc/ to get the discount pricing. Remember, as a RMRRRC member, part of your ticket price will go back to the Club. The discounts on tickets are part of your membership. The savings on just one tour will pay for your membership – and help the Club.

Out At The Museum

By Denny Haefele and Bob Tully

Both the Club and the Museum could use some extra volunteers during the first two weekends of December. The annual Santa Christmas special will operate on the 7th, 8th, 13th, and 14th. Each car could be open for visitor enjoyment if we had a few more volunteers on these days. We need several people in or around caboose 0578, engine 20 and the Rico to tell folks about the equipment and the Club. Helping the youngsters in and out of the engine, tender coal bunker and up and down the rungs to the cupola is very enjoyable, especially when you see the smiling faces.

The Museum always needs help on rail operation days – working the front gate and parking lot, helping folks in and out of train cars, watching for people on the track and guiding folks to Santa.

Your equipment committee is also planning our annual Christmas celebration. Hot chocolate and cookies will be served in the Rico on Dec 7th and each of the other three Christmas special run days if we have some volunteer help.

Call Bob at 303-428-2322 if you can help a half day or more on any of these days.

Engine 20 and tender painting was completed on November 8th. This work got off to a good start during the annual work weekend in August. More black paint was put on during the last Saturday of September and the first Saturday of October. On October 25th, Russ, Sue, Ken, Denny and Bob turned the smokebox, firebox doors, wheel rims, running boards and various pieces of steel into shining silver. Despite the dust, # 20 looked like it just arrived from the builder.

Sue, along with cleaning up the Rico on November 8th, grabbed a bucket of black paint and patrolled # 20 looking for drips of silver paint that got away from us during painting. A few of us were still wearing RGS silver at the RR club banquet. Sue was not satisfied with the cow catcher, so she put another coat of black on this well worn leading structure.

Continued On The Next Page, Column 1

Out At The Museum

Continued From The Previous Page, Column 3

Every time Sue is present, each window of the Rico gets inspected. If there is one that is not clean, the window gets washed. On October 25th she found that the glass in the east door was gone! Due to an unknown object from the outside, the window glass was scattered in thousands of small pieces throughout the floor. This required an immediate trip to the hardware store in Golden. Denny also picked up some small molding and quickly installed new glass. As you could expect, soon came Sue with cleaner and cloth.

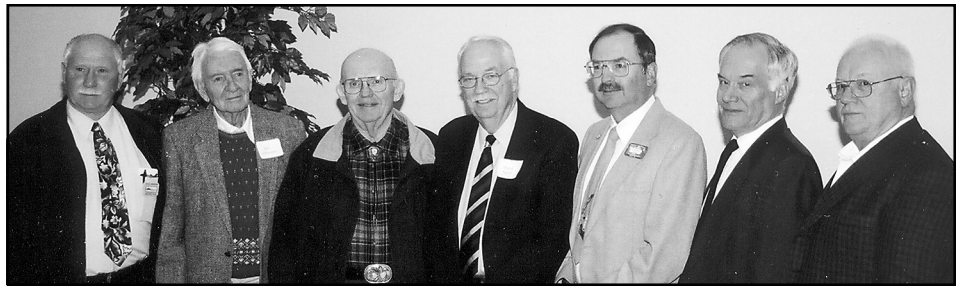
The first work session on November 8th was a cool Indian summer day we are so often blessed with in Colorado. Despite discouraging weather predictions, it turned out to be a nice day. Denny arrived at the museum to find some early volunteers. Ken Gow was doing research at the library and Russ and Sue Stuska were already engaged in restoration work.

There were still some tent frames left standing around the property, remnants of two long weekends of "Thomas the Tank Engine" trips. Thomas the Tank Engine was a success again this year. The numbers weren't as high as last year but none the less thoughts are turning toward another appearance next year.

Russ and Sue were putting primer on the west door of the Rico – a job the Stuska's have taken to heart and have been working on for the last several weeks. After chipping away at 120 years worth of paint, filling cracks and sanding the rough spots out, the door got a fresh coat of primer. Russ made the comment that it doesn't look new, but it looks better. Denny, in turn suggested that anything that looked new on the Rico would indeed look more out of place than a shiny new hub cap on a farm tractor.

Ken and Denny took some 2 by 6 mahogany boards that Bob picked up several months ago down to the round house and got busy wood working. The eight foot boards were ripped lengthwise

Continued On Page 8, Column 1



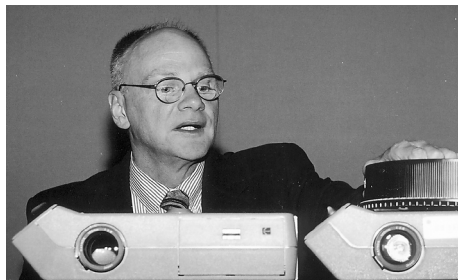
Past presidents at the annual banquet included from left: Ed Gerlits (1979-1980), Bob LeMassena (1951 & 1956), Jim Ranniger (1981-1982), Dave Salter (1990-1991), Darrell Arndt (1983-1984), Jimmy Blouch (1997-1999) and Jim Ehernberger (1969-1970).

65th Annual Banquet

By Steve Mason

The 65th Annual Banquet was held at the Arvada Center for the Performing Arts. There was a lot of visiting among old friends and new ones as people arrived. The Arvada Center delivered its usual excellent standard of food. About half the group ordered prime rib.

The winners of the Club photo contest were both recognized. Member winner, Dave Henker, selected the *Otto Perry's San Juan Express* DVD. Norm Havran won a free one year RMRRC membership for his photo of the Galloping Goose in Dolores. Welcome Norm!



Photographer and presenter, Mel Patrick.

After the photo contest awards, Mel Patrick put on his two projector, music accompanied program, *Rio Grand Zephyr – Pride of the Rio Grande*. The show started with preparation of the train in the pre-dawn hours at Burnham Shops. Then passengers boarded at Union Station for a trip to Salt Lake City. There were many photos and because so many of us rode that train we all knew right where they were taken. Mel gave a perspective none of us had seen or if we noticed, we did not photograph. For example, the pattern the rail makes in the throat trackage at Union

Station, focusing on a part of the passenger car or the silhouetting of the train by shooting straight into the sun (a rule we never break) and pulling it off. The photography transcended recording of the event and became what one rarely sees in photos – art itself.

After the show, which received thunderous applause, Mel gave us an encore of the projects he is currently working on. It was as stunning as the show. There were trains in lightning storms and ghost images of trains at night. Changing aspects of signals with just the merest hint of a passing train, A streak of headlights through star trails followed with a series of blips that is a flashing FRED.

Then came the many very good door prizes. Warren Mizell was at the banquet and gave us many prizes. We had prizes of tickets for the Georgetown Loop and the Durango & Silverton. Caboose Hobbies also contributed great door prizes. The Grand Prize from Chris Skow, member and owner of Trains Unlimited, Tours, was two tickets to anywhere they went. Corrina Klein, daughter of member Charles Klein, won the TUT tickets. She certainly gave us a big smile for that.

We had past presidents at the banquet representing 17 years of experience. These men have guided us to be what we are. Their respective presidencies represent many memorable trips, the formation of the Foundation and restoration of Car #25, publishing of *Rails Around Gold Hill* and many other events. Our thanks to them one and all.



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Out At The Museum

Continued From Page 7, Column 1

into four equal pieces. Then the edges were routed with a 1/4 inch round bit and the center of the board was dadoed out. The board was ripped into two pieces of trim to fit the windows that we daylighted in the clerestory earlier in the summer. The trim needed to be custom made to fit the inside of the window frames because the paneling installation left a space to attach the molding between the wall and the windows. It seems a shame to turn so much beautiful wood into sawdust, but the end result will be some good looking windows inside the Rico.

With the use of the Museum's chop saw, the fitting of molding around the windows went fairly quickly. As with the trim on the outside of the car, each window needed to be individually custom fit. Nine windows were completed. The pieces are fit in but not fastened as we will probably do some finish work to the paneling before we attach the molding.

Colorado Railroad Museum 2003 Scheduled Operations

For information call 303-279-4591

Santa Specials: December 6-7 and 13-14

Intermountain Chapter, NRHS 2003 Event Schedule

For information call 303-298-0377

December 19: "The Titfield Thunderbolt" at Rossi's.

Trains Unlimited, Tours 2004 Trip Schedule

For TUT information call 1-800-359-4870

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

April 15-18	Domes To Reno	August 7-9	Pacific Coast Domes
April 22-May 6	Great Canadian Rail Adventure	Aug. 19-Sept. 2	Great Peruvian Rail Adventure
April 26-May 3	Canadian Steam	August 27-29	Domes To Feather River RR Days
May 1-2	Caribou Express	Sept. 19-Oct. 2	China Steam Spectacular
May 15	McCloud Steam	Sept. 27-28	Rio Grande Photo Freight
June 10-20	Alaskan Railfan Adventure	Sept. 29	Durango Photo Special
June 10-13	White Pass Steam	October 2-3	Nevada Northern
July 2-8	Domes To The Pacific Northwest	October 2-9	New England Fall Colors
July 4	Domes To Canada	Oct. 28-Nov. 12	The Old Patagonian Express
July 6	Stampede Pass Rail Adventure	November 11-17	Mexican Copper Canyon