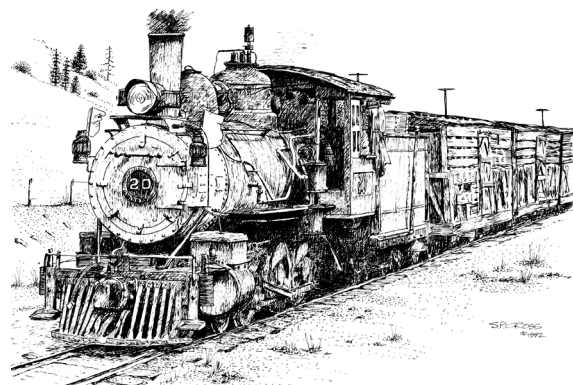


# ROCKY MOUNTAIN RAIL REPORT



MAY 2004

NO. 536

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Slide Potpourri

Presented by Erwin Chaim

May 11, 2004 • 7:30 PM

Erwin Chaim will host the annual slide potpourri. Erwin will not accept slides the night of the meeting. When you get this newsletter there will be a few days to give Erwin slides at the Caboose Hobbies repair department or at his home at 560 Emerson (phone 303-733-0856). The slide potpourri is the program where members can showcase their talents. The program chairman always takes notes for presenters for regular programs.

We meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking at the rear of the building. The entrance to the meeting in Barnes Hall is on the south side of the building. **All programs are intended to provide an educational experience. The general public is welcome and there is no charge for this meeting.**

## RMRRRC Trips And Events

By Don Hulse

### Lakeside Amusement Park Picnic Saturday, May 22nd, Noon

Enjoy a catered lunch at the picnic pavilion at Noon then ride the trains and other park rides until the park closes. The steam engines are scheduled to operate around the lake. \$30.00 for adults and \$22.00 for children 12 years and younger. The trip leader is Don Hulse, phone 303-373-5531. Please use the insert in this *Rail Report* to order tickets.

### Private Car Colorado Pine Trip July 9th to 11th

Ride the Private Car Colorado Pine on the rear of Amtrak's California Zephyr train #5. Track maintenance on the Union Pacific Moffat Subdivision will force Amtrak Trains #5 and #6 to detour through Wyoming this summer. This non-stop

detour trip through Wyoming from Denver to Salt Lake City gives riders a different view! Spend a day in Salt Lake City and return to Denver on the rear of Amtrak's California Zephyr train #6. Meet at Denver's Union Station at 7:00 AM. Tickets are \$795.00 each. Please use the insert in this *Rail Report* to order tickets. Call Steve Mason at 303-772-6418 for information.

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

Ride the Pikes Peak Cog Railway from Manitou Springs to the top of Pikes Peak. The train will leave Manitou Springs at 6:00 PM and gain 8,000 feet of elevation as it travels to 14,110 feet above sea level. The return from the peak is planned for

## 2004 RMRRRC Events Schedule

May 22 Event:	Club Picnic at Lakeside
June 8 Meeting:	Living Steam In Living B&W
July 9-11 Trip:	Denver to SLC Colorado Pine Private Car Charter
July 13 Meeting:	Erie-Lackawanna East End
July 31 Trip:	Manitou and Pikes Peak Railway Moonlight Trip
August 10 Meeting:	Old Patagonian Express
August 21 Trip:	Georgetown Loop Excursion
September 14 Meeting:	Pikes Peak Region Railroads 1870-1900
October 2 Event:	T-Rex, RTD Tour
October Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	To Be Announced

The deadline for items to be included in the June *Rail Report* is 5/17/04.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Continued on Page 3, Column 1

## From The President – Annual Book Drawing

By Mike Gailus

At our general membership meeting on April 13, 2004, we held our annual book drawing for those of you that turned in the book drawing chances with your membership renewal. The drawing was well supported again this year and I want to thank each and every one of you who took the time to fill out the slips and send them in to us.

The Club's equipment fund benefited from your help. Bob Tully and the crew of volunteers are preserving equipment like the Club's Rico business car displayed at the Colorado Railroad Museum (CRRM). They purchased hardwood siding and will be installing it on the Rico this summer.

The next time you are coming through Denver, please put a stop at the CRRM in Golden on your agenda. It is well worth the time to visit and see our equipment display, along with the other outstanding exhibits at the museum. Remember, CRRM admission is free by showing your Rocky Mountain Railroad Club membership card!

Here is the list of the book winners: The first place book was the memorial edition

of *Denver South Park & Pacific* by M.C. Poor. The winners are Jim August and Cindy Sue Wilson of Arvada, Colorado. Our second place winner is Charlie Baumer of Greybull, Wyoming. The books he won are the *Union Pacific, The Birth of a Railroad 1862-1963* and *Union Pacific, The Rebirth 1894-1969 Volume II*, both by Maury Klein. Our third book at the drawing was *Robert W. Richardson's Narrow Gauge News*, Colorado Rail Annual No. 21. This book will be sent to Dick Unzelman in Florissant, Colorado.

I would like to thank all members for your membership renewal with the Club. I especially thank those of you for your extra support to the Club with Contributing, Sustaining, Patron and Golden Memberships.

I would like to express my condolences to Ken Hampton's family. Ken passed away last month at the hospital. He was member number 420 and joined the Club in 1988. He served on the board of directors and helped with Club trips. I will miss the way he would analyze an issue and apply his engineering talent to suggest a solution. Ken will be missed.

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## Tolland Centennial

By Bob Griswold

The Gilpin Historical Society is planning a gala celebration at the Stage Stop Inn in Rollinsville on June 19th to mark the 100th anniversary of the arrival of the first Moffat Road train in Tolland in June 1904. Lunch will be served at noon followed by a slide presentation entitled "Before the Moffat Tunnel" by railroad historian Bob Griswold.

Local author, Leda Reed, will host a deluxe motor coach tour to local ghost towns, Tolland and the East Portal of the Moffat Tunnel. The \$25.00 price includes lunch, tax, gratuity, and the motor coach fare. Since the seating capacity at the Stage Stop Inn is limited, there will be other seatings at 1:00 PM and 2:00 PM as needed. The slide program will be repeated throughout the afternoon as will

the motor coach tours.

A number of items will be offered for sale at the slide program. Leda Reed's illustrated history book, *Boulder Park Yesterday and Today*, is priced at \$19.00. Bob Griswold and Sherm Connors have prepared one of their unique illustrated, comb bound books for the celebration entitled *Before the Moffat Tunnel*, priced at \$19.00. The new *Alpine Tunnel Story* book will also be available. The 1906 *Moffat Two Step* sheet music is \$3.00.

If your schedule will permit, plan to visit the Gilpin History Museum in Central City. Central City will be celebrating Lou Bunch Days on June 19th. Call 303-757-2159 by June 5th for reservations and additional details.

### Publishers Statement

#### Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

#### Club Information

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391  
Club Phone: 303-979-2806  
Club Website:  
<http://www.rockymtnrrclub.org>

#### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the club address listed above. Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 for each month remaining in the year. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

#### Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Roger Sherman
Treasurer	Dave Goss

#### Board Meetings

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

#### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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

## RMRRC Trips And Events

Continued from Page 1, Column 2

9:00 PM. There is food available (on your own) in Manitou Springs or at the restaurant on the peak. You can also bring your own bag or box dinner. Saturday, July 31st, is a "Blue Moon," the second full moon in July. Tickets are \$40.00. Watch the June *Rail Report* for details.

### Georgetown Loop Railroad Trip Saturday, August 21st

This may be the last year for the Georgetown Loop Railroad so this trip replaces the Leadville, Colorado & Southern trip. Watch the *Rail Report* for additional details.

### T-Rex tour by RTD Saturday, October 2nd, 9:00 AM

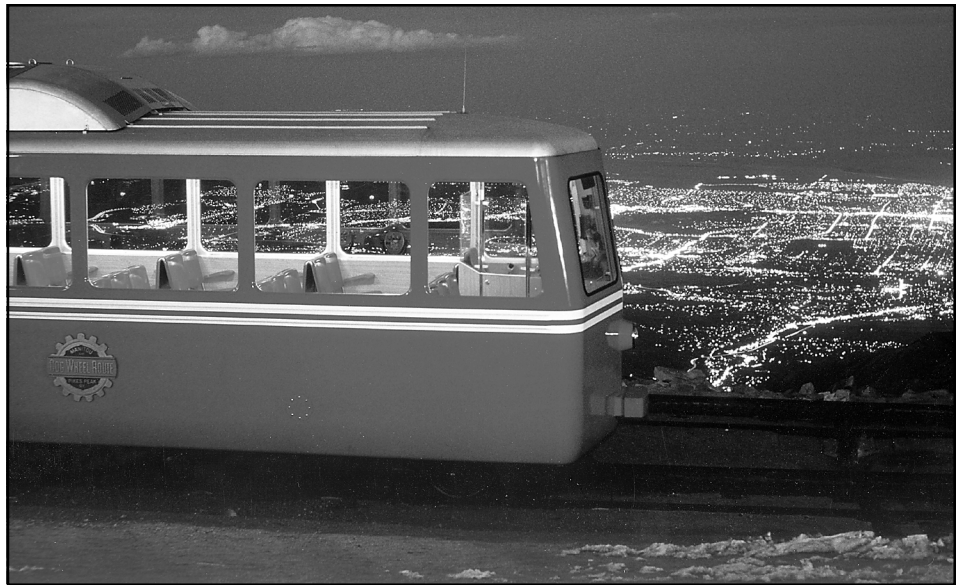
Meet at 9:00 AM at the Elati Shops (the old Iron Works site). The trip leader is Bob Wilson, phone 303-420-7127. Watch the *Rail Report* for additional details.

#### *In Remembrance* **Ken Hampton** 1941-2004

The Rocky Mountain Railroad Club is saddened to report the passing of Ken Hampton, a long time member and former director. Ken was employed as a programmer at Storage Technology Corp. According to his wife Natalia, he spent a good deal of his spare time working on model railroad equipment and researching railroads, especially those of the Rocky Mountain region. His main interest was steam locomotives, and he hoped to work at the Tiny Town railroad after retiring.

Ken traveled the world, keeping maps and photographs of railroad journeys in the U.S.A., Europe and New Zealand. His collection of railroad and modeling magazines dated back to the 1950s. Ken enjoyed making models, sometimes getting up before dawn to work on them.

Ken's family is studying how to start a memorial to Ken, and will give the Club the details when plans are complete.



Colorado Springs and Manitou Springs shine at night when viewed from Pikes Peak. The Pikes Peak Cog Railway will travel to Pikes Peak under the July "Blue Moon."  
—Photo © Darrell Arndt.

## The Future of the Georgetown Loop

By Libby Schultz, Editor, Intermountain News, Intermountain Chapter, NRHS

Having recently read news regarding the future of the Georgetown Loop, I contacted the Colorado History Society's (CHS) public relations department. Even though the Georgetown Loop Railroad, Inc. (GLRI) announced on March 17th that 2004 would be the last season for the railroad's operations, Julie Wedding of CHS public relations says "no, that isn't true." The issue at hand is an impasse in the contract negotiations between GLRI and the CHS.

The engines and rolling stock, plus the offices, ticket office, and gift shop belong to the GLRI. The tracks, depots, roundhouse, and property belong to the CHS. There is currently a Request for Information on the State web site for anyone nationwide interested in becoming the new operator of the Georgetown Loop. Qualified parties will then submit a Request for Proposal. Joseph Bell, CHS facilities operator, says the operator will be identified by Fall 2004 and move into the site in January 2005.

Between now and the end of the 2004 season, negotiations between the GLRI and the CHS may come to a mutually acceptable resolution, and they will continue as the operator. Letters to 220 tour operators have been mailed from CHS to assure them that the Georgetown Loop Railroad will continue to operate in the future. You may read the latest news releases at [www.ColoradoHistory.org](http://www.ColoradoHistory.org).

## Morrison Fireside Chat

All are invited to attend the monthly Morrison Fireside Chat on Wednesday, May 26th. The subject will be the Denver South Park & Pacific Morrison Branch. Bob Griswold will lead a discussion about the railroad to Morrison, the Mount Morrison Incline and the Mount Falcon presidential castle.

The meeting will be held in the Morrison Town Hall which is located just off of Main Street to the north. These meetings originated around an outside fire, but since the Town Hall does not have a fireplace, it will be a fireside chat in name only.

## 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.

#### Rare Catch at Avondale – TTCI GP40

The Transportation Technology Center, Incorporated (TTCI), east of Pueblo, CO, hosts a variety of equipment at its test track. Coming from the BNSF interchange at Avondale on 3/12/04 was TTCI GP-40 2001 painted red, white and blue. The GP40 was built by EMD as #32302 in 1966 for the Chicago, Milwaukee, St. Paul & Pacific RR. It worked on Amtrak as 663. It became Helm Leasing 663, then Helm 4202. EMD SD70ACe GM 70 and test car ET-820 were going back into the test center.

#### Ski Train Operates with BNSF Business Cars

The Ansko Ski Train wrapped up the 2003-2004 ski season on Saturday, 4/3/04 with BNSF cars on the rear. The train carried three BNSF cars from their business car fleet: sleeper RATON PASS 65, diner LAKE SUPERIOR 10 and club/lounge car MOUNTAIN VIEW 28, formerly Burlington Northern car COMO.

The BNSF cars arrived in Denver on a three-car special out of Gillette, WY, by way of Sterling, CO. The train was wyeed and backed into Denver Union Station on 4/1/04 about 5:30 PM. It was parked at the north end of the station near the Denver Chop House & Brewery Restaurant. Invited guests enjoyed the lounge car and diner on Thursday, Friday and Saturday evenings.

The 64th season of the Ski Train began on Saturday, 12/20/03. Day trips were operated on Saturdays and Sundays through 4/3/04, and Fridays that began January 30. Special holiday excursions were operated December 27, 28, 29, 30.



Transportation Technology Center, Inc., GP-40 2001 picked up new EMD GM70 at Avondale on 3/21/04. The 2001 seldom ventures outside the test center, formerly operated by the Association of American Railroads. Two GP-40s, 2000 and 2001, have worn the red/white/blue paint scheme. –Photo © Chip.

The last 17-car Ski Train operated with the following consist:

Amtrak leased F40PH 242, 283 and 289.

Cars:

LA PLATA PEAK coach

MOUNT BIERSTADT coach

PIKES PEAK

MOUNT ELBERT coach

NORTH PARK café

MOUNT EVANS coach

PYRAMID PEAK coach

MOUNT MASSIVE coach

WINTER PARK café

MOUNT PRINCETON coach

SHAVANO PEAK coach

COLORADO SPRINGS parlor club

GLENWOOD SPRINGS parlor club

IDAHO SPRINGS parlor club

BNSF 65 RATON PASS sleeper

BNSF 10 LAKE SUPERIOR diner

BNSF 28 MOUNTAIN VIEW club/lounge

The BNSF cars were pulled off the early arriving Ski Train (6:15 PM at Denver Union Station) by two units; BNSF Heritage I painted GP39-2U 2838 and blue and yellow GP30U 2476. The three business cars were moved to the private car track north end of depot. The cars were removed from the Ski Train at 6:40 PM as guests moved from the lounge car to diner LAKE SUPERIOR.

The three BNSF business cars returned to Topeka, KS, departing Denver before sunrise on 4/5/04. They were added to the Denver to Kansas City, KS, train at Rennix Yard, Denver, CO. The train ran south via the Joint Line due to track maintenance in Nebraska.

The Ski Train staff celebrated aboard the Ansko cars; dome sleeper CALIFORNIA, lounge UTAH and business car KANSAS, parked on track three, Denver Union Station, after the last trip. Food and beverages were served to mark the end of another successful season.

The summer Ski Train was planning to operate on Saturdays only starting 6/19/04 until 8/28. These dates are tentative and subject to UP's major ballast and tie work on the Moffat Tunnel route (including inside the tunnel). Call the Ski Train at 303-296-4754 or visit their web site, <http://www.skitrain.com/summer.html>

#### BNSF Downsizing Raton Pass

BNSF removed their Denver to Barstow, CA, and Albuquerque, NM, to Denver trains from the Raton Pass line about 4/7/04. That development effectively removed all regularly scheduled freight traffic over Raton Pass. The DENBAR/ABQDEN were running via Belen, NM, and Dalies in April 2004. That only leaves Amtrak trains three and four along with infrequent BNSF extra or rerouted trains. Z-trains, empty grain, coal or baretables don't need distributed power units (DPUs). They can easily handle Glorieta and Raton Pass grades.

At some point, the Southern Transcon will all be double tracked including the big bridges and Abo Canyon. At that time, all BNSF traffic will likely vacate Raton.

–Rio Gnow





The ladies room aboard club lounge car BNSF 28, MOUNTAIN VIEW, had a floral arrangement, gold plated faucets and hand towels with the BNSF emblem. The car was at Denver Union Station, Denver, CO, on 4/2/04. This was formerly Burlington Northern BNA 10 COMO. –Photo © Chip.

### **EMD/GE Tier II Locomotives on UP in Colorado**

EMD and GE were testing their latest locomotive offerings on Union Pacific rails across Colorado in April 2004. New locomotive emissions standards begin January 2005. Newly built locomotives will be required to meet Tier II (2) engine emissions standards set by the U.S. Environmental Protection Agency (EPA). The manufacturers continue testing their Tier II engines in static and road tests.

In June 2003, EMD announced the SD70ACe locomotive design using the well-known and reliable 710 diesel engine to surpass these stringent emissions standards. For the past nine months, SD70ACe locomotives have logged millions of kilowatt-hours at the Transportation Technology Center tracks near Pueblo, Colorado. This has enabled Electro-Motive to test around the clock and exercise every system on the locomotive using the most rigorous verification of reliability and performance.

Two SD70ACe units are providing the first extensive revenue service

demonstration on the Kansas City Southern Railway (KCS). This will be followed by demonstrations on other railroads in North America. EMD SD70ACe GM 72 and GM 73, coupled nose to nose, moved east from La Junta, Colorado, on BNSF's Dodge City (KS) local departing La Junta on 3/24/04.

The SD70ACe locomotive uses an Alternating Current (AC) traction system to develop a continuous tractive effort of 157,000 lb. for pulling heavy coal trains as well as higher speed intermodal trains. A DC (Direct Current) traction system is also available for operations requiring lower tractive effort levels.

GM 70 and GM 71 were at Palmer Lake, CO, on 4/18/04 for static high altitude visual emission and other tests. The test set had EMD test car ET820 between the locomotives. EMD SD60M 9041 was on the south end of the test train.

General Electric Transportation Systems sent test locomotive GECX 899 and C45 UP 5699 to Colorado for tests. GECX, painted GE demo paint scheme red and gray, was moved from UP's Denver Diesel

Shop to North Yard early on 4/8/04. The unit had been out of service at Erie, PA, in recent years. It was built in March 1983, serial number 400039, as a C36-8. The General Electric roster states GECX 899 is a test/development, upgraded from #607 C36-7, nee 606. The 899 has a blue card aboard indicating it was ex-GECX 609 model AC36-7. It was re-manufactured in May 1999, becoming a model C44-9, horsepower (net) 4400. The air brake is an EPIC 3102. The cab has only one seat for the engineer – no conductor seat.

The GECX 899's background as a test unit is confusing. Another source states it was built as GE 607, the first and only C36-8. It was the second Dash 8 built overall and the first six axle Dash 8. GE upgraded it to C39-8 standards after production of C39s began in 1984. It was later modified to run on coal slurry diesel fuel as a test. GE upgraded it to Dash 9 standards as a "C39-9" back in the 1990s to test software. It was renumbered GECX 899 at an unknown time.

The GECX 899 was paired with UP (GE unit testing on UP) 5699, an Evolution Series GEVO Tier II unit. They were moved on light power moves and the North Yard to Grand Junction trains west to get coal loads at Grand Junction.

On their first coal load, GECX 899 and UP 5699 were placed as mid-train distributed power units (DPU) on train C BRCSH 10 (Bowie Mine, CO, load). The train left Grand Junction, CO, on 4/11/04 and the GE units came off at Denver on 4/12/04. The Somerset Mine load (C SMKX 13) had the two units lead a 106-car load from Grand Junction to Denver's North Yard on April 14 & 15.

They moved west to Grand Junction where they laid over several days. They moved east on the UP manifest train M GJNY 20 departing Grand Junction on 4/20/04. They moved to the east side of Moffat Tunnel and were left at East Portal siding for above 9000 feet high altitude testing. The M GJNY 20 set the two units, GECX 899 and UP 5699, out at East Portal late 4/20/04.

–GE, EMD, Rio Gnow and Trainorders.com contributed to this story

## Operation Lifesaver Train on the Union Pacific Greeley and Limon Lines

Folks along busy US 285 in Greeley and Brighton, CO, were surprised to see a passenger train operating on Union Pacific's Greeley Subdivision on Wednesday, 4/7/04. Aboard were members of various police agencies hosted by Operation Lifesaver and the Union Pacific Railroad. The train operated to raise the public's awareness on grade crossing safety. The UP's Greeley line between Denver and Speer, WY, has over 100 grade crossings.

Operation Lifesaver is a nonprofit, nationwide public education program designed to eliminate collisions, deaths and injuries at highway-rail intersections and on railroad rights-of-way. It is sponsored cooperatively by a wide variety of partners, including federal, state and local government agencies, highway safety and transportation organizations, and the nation's railroads.

The four car train had locomotives on both ends. UP SD70M 4943 with US flag was on one end. Ski Train leased Amtrak F40PH 242 was on the other end. Cars on the train were leased from the Ansko Ski Train – lounge car UTAH, coaches LA PLATA PEAK and MOUNT BIERSTADT and business car KANSAS.

The train left Greeley, CO, from the former UP depot at 8:30 AM on 4/7/2004. It moved north to Nunn, CO, where it stopped for a fifteen minute presentation. The train returned to Greeley where another group boarded and rode south to Platteville and back. The train then ran to Brighton, CO, where another group boarded. The train made an afternoon run from Brighton to Sand Creek Junction (crossing with UP/BNSF) at Commerce City, CO, and returned to Brighton. It then deadheaded south to Denver and east to Mesa Siding for the evening.

On Thursday, April 8th, two trips were operated from Watkins, CO, on the Limon Subdivision. Beginning at 8:30 AM the train ran east to Byers and returned. The last trip left Watkins at 10:30 AM westward to Chambers Road near where Duban once was located. Duban was a Chicago, Rock Island & Pacific RR yard near the now closed Denver Stapleton International Airport. Then it was back to Watkins.

Aboard were many families, law enforcement officers and civic leaders, as well as invited guests such as the Mayor of Brighton, Tom Norton of C-DOT and Jon Esty of Colo-Rail. They were able to watch television monitors fed from cameras mounted on the lead locomotives giving them the perspective of the train crew. Other officers were aboard the locomotives to observe motorists, and communicate with police officers in pursuit vehicles who issued citations to errant drivers. Train crews never want to hit automobiles at grade crossings. Your car is no match for tons of moving metal, a 4000-to-1 weight ratio.

The Operation Lifesaver excursions went smoothly. Thanks go to Union Pacific for hosting this public safety awareness event.



Police officers boarding at Watkins, CO, on April 8, 2004.  
– Photo courtesy Operation Lifesaver.



The Operation Lifesaver train in the siding at Watkins, CO.  
– Photo courtesy Operation Lifesaver.



UP Engineer Steve Wareham from Grand Junction gave Operation Lifesaver presentations aboard coach LA PLATA PEAK. On both sides of Steve Wareham in the upper corners mounted on the luggage racks were two TV monitors showing the engineer's eye view. Train was on the Limon (Kansas Pacific) line, April 8, 2004. – Photo courtesy Operation Lifesaver.

## A Great BNSF Tower Tour

By Trip Leader Barry Smith, Photos by Bob Wilson and Bob Neumayr

On April 14th, fourteen Club members took the BNSF tower tour delayed from last year and received a bonus of over three hours of additional BNSF facility tours. Denver terminal manager Ken Murray met us beside the BNSF version of the hump and explained their area of coverage while a consist/block was “thrown” 30 feet away. We saw the tower coordinators and their tracking displays. We even slipped out onto the catwalk to view the yard and that opened the photo “flood gates.”

We viewed a demonstration of the training room simulator-mock up by Ken Matzick who trains and recertifies engineers. He demonstrated both analog and digital systems for us.

We watched the 38th Street remote controlled power units. Steve, one of four walking switchers (they walk among 36 tracks), came over and we had a hands-on demo of the remote controller waist packs. It looks a bit unsettling to see a “couple-up” and engine pulling away with 15 cars then the operator steps up on the grab rails looking down on his “make list.”

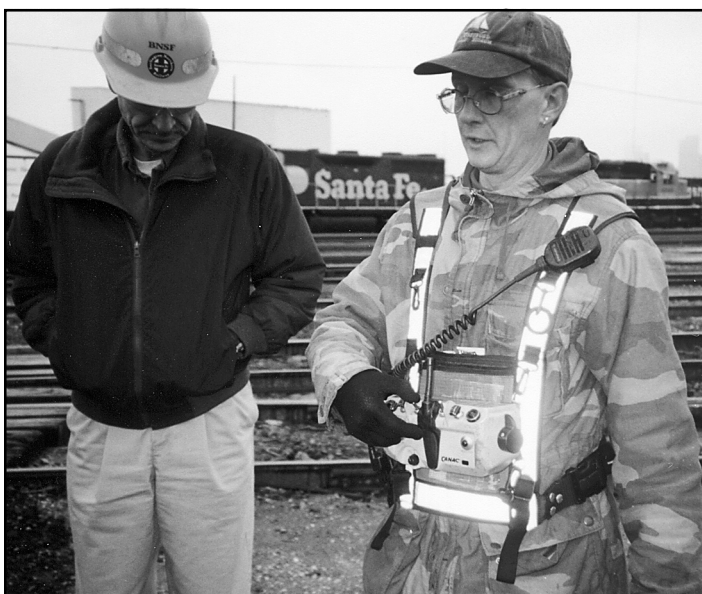
In the intermodal yard they demonstrated how one lifter machine

can reconfigure its grappling assembly to hoist both containers and semi-trailers. In the roundhouse (actually a line shop but traditionalists have kept the phraseology alive) we were able to view the “drop table.”

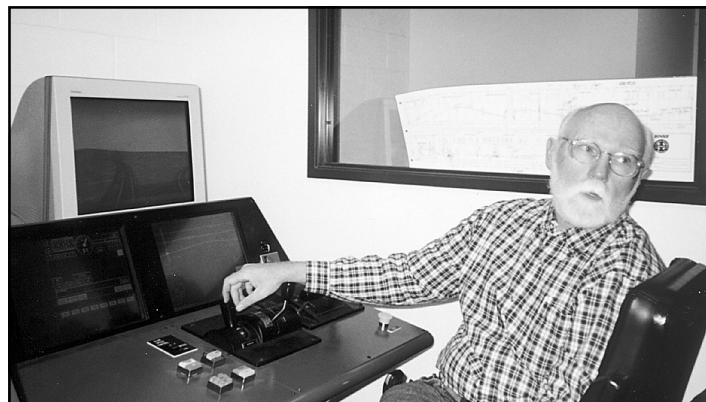
To end the tour, we went into and through a running engine, a GE B40-8W. Finally, nine of the group went to “My Brothers Bar” for food refueling.



The view of the yard from the catwalk.



Steve, one of four walking switchers, gave us a hands-on demo of the remote controller waist packs.



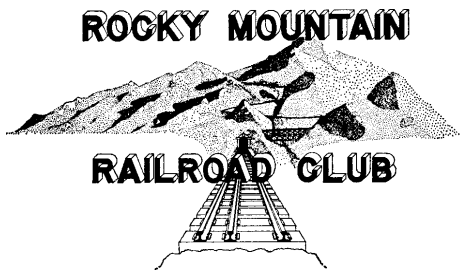
Ken Matzick, who trains and recertifies engineers demonstrated analog and digital systems in the training room simulator.



RMRRRC members enjoying a great BNSF tower and facility tour.



We toured the roundhouse (actually a line shop but traditionalists have kept the phraseology alive) to view the “drop table.”



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**Colorado Railroad Museum  
2004 Scheduled Special  
Operation Days**

For information call 303-279-4591

June 19 & 20:	Father's Day
August 14 & 15:	Garden Railway Convention
October 8-10 & 16-17:	A Day Out With Thomas the Tank Engine and Friends
December 4 & 5:	Santa Claus Special

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

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

**Intermountain Chapter, NRHS 2004 Event Schedule**

For information call 303-298-0377

May 21:	Dinner meeting at Rossi's Catering. Double feature night! Richard Luckin and Tom Moss will first present the 30-minute documentary <i>Silent Veterans</i> , a video Rich produced and Tom Moss narrated for the Air Force. Rich will then show <i>The Rio Grande Ski Train: A Denver Tradition for Generations</i> . This 30-minute program will first air Saturday May 8, 8:30 PM, on KBDI-12. If you miss it May 8, here is your chance to see it.	Reservations are required. Cash bar at 6:30, dinner at 7:00, program at 8:00. \$12 per person for dinner and program. Program only is \$5 per person to defray the cost of the program (and any leftover dessert and beverages) - please arrive by 7:45 PM.
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**Trains Unlimited, Tours 2004 Trip Schedule**

For TUT information call 1-800-359-4870

or visit our web page at: [www.trainsunlimitedtours.com/rmrrc/](http://www.trainsunlimitedtours.com/rmrrc/)

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