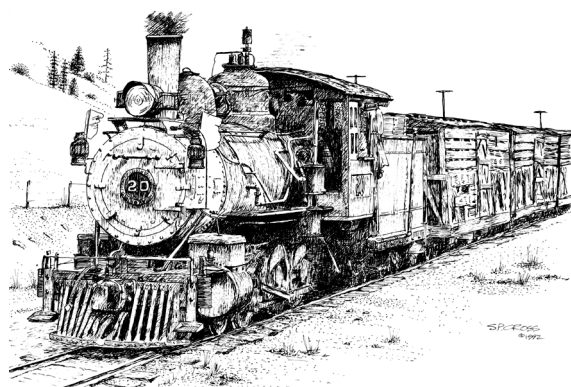


ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 2004

No. 542

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Video Potpourri

Presented by Rob Beyer

November 9, 2004 • 7:30 PM

Please bring your VHS format video clips for the video potpourri. They should be set at the starting point and no longer than 10 to 12 minutes on any railroad subject you would like us to see. This has always been an interesting evening by members for members. Videos will be returned at the end of the evening.

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.**

Notice Of Annual Meetings

The annual meeting of the Rocky Mountain Railroad Club (Club) and the Rocky Mountain Railroad Historical Foundation (Foundation) will be held on Tuesday, December 14, 2004, at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors of the Rocky Mountain Railroad Club, who will also serve as Trustees of the Foundation. The Rocky Mountain Railroad Historical Foundation shall elect additional Trustees as required by the Foundation bylaws. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

In addition to the election of Officers and Directors, we will be voting on the issue of restated Articles of Incorporation for the Club. Over the last two years, your Officers and Directors have streamlined the administrative structure of the Club

and Foundation. We hired a lawyer who has advised other non-profits, clubs and foundations. Officers of the Club are now Officers of the Foundation, and Directors of the Club are Directors of the Foundation. The last step in this process is to modernize the original Club Articles of Incorporation and allow for two Vice-Presidents. The same lawyer used throughout this streamlining process has reviewed all work.

The restated Articles do not change the purpose or mission of the Club, this is simply good housekeeping for the next 50 years. Copies of the restated Articles are available at the Club website. A limited number of copies will be available at the November 9 membership meeting.

Your Directors and Officers recommend the membership approve the restated Club Articles of Incorporation at the December 14th annual meeting of the membership.

2004 RMRRRC Events Schedule

December 14 Meeting: Grand Excursion
2004

2005 RMRRRC Events Schedule

January 11 Meeting	D&RGW Ski Train
February 8 Meeting	C&S Standard Gauge Steam
March 8 Meeting	Joe McMillan's Santa Fe Years 1964 to 1995
April 12 Meeting	South African Garretts
May 10 Meeting	Slide Potpourri
June 14 Meeting	To Be Announced
July 12 Meeting	To Be Announced
August 9 Meeting	To Be Announced
September 13 Meeting	To Be Announced
October Event	Annual Banquet
November 8 Meeting	To Be Announced
December 13 Meeting	To Be Announced

The deadline for items to be included in the December *Rail Report* is 11/17/04.

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.

Who Are We?

By Herb Edwards

As a youngster I recall hearing my father and other members of the Club occasionally recite following: "Who are we? Who are we? Loyal employees of the D&RG." Sometimes, "loyal" would be replaced by "local." The fact of the matter was that no more than two of those I ever heard reciting this catchy rhyme were actually D&RGW employees.

At the July Club meeting Director Barry Smith, who was presiding that night, spent a few minutes recognizing and giving well deserved credit to various Club members who volunteer to chair Club committees: Trip, Equipment, Video, Newsletter Mailing and Publications. Barry asked each of the respective individuals to stand and be acknowledged by those in attendance. Unfortunately very few in the nucleus of volunteers he named who contribute to and make possible what the Club is and does were in attendance to receive the appreciation of those there that night. Nor, I suspect were the majority of those Club members who volunteer to serve on and work with those chairs present.

However, this shows that the vast majority of those who contribute to the operation and activities of the Club have other interests and involvements that compete with their time on some second Tuesday evenings of the month. Nevertheless, they still find time to devote to making the Rocky Mountain Railroad Club what it is and does today and will be and do in the future.

I wonder how many of us actually realize all of the activities, ventures, programs that the Club is involved in and committed to – "things" we take for granted, but have given this organization its hard earned and well deserved reputation? Club volunteers are responsible for helping plan trip excursions and field trips and serving as trip leaders on them. They assist with the sales of the Club's videos and DVDs, maintenance and restoration of Club's rolling stock at both the Colorado Railroad Museum and car 25 at the Federal Center. Volunteers staff the Club's table and

displays at local train shows like Railfair, GATS, national and regional railroad historical society and model railroad conventions, assist with the Historical Foundation activities such as fund raising and roll-outs of car 25 and assist with the monthly Club meeting raffle for the Equipment Fund. They provide articles, information and photos for the *Rocky Mountain Rail Report* and the Club's web site and assist in planning and carrying out special events and activities such as the Annual Dinner.

Who are we? I asked Dave Goss, who among his other Club responsibilities, is the Membership Chair, that question recently. I would like to share some of his response. The Rocky Mountain Railroad Club currently has 835 active, dues paying, members in the U.S., residing in 41 states and the District of Columbia and 14 members in 7 other countries. 517 members reside in Colorado and approximately 370 of them in the Denver metropolitan area.

So far this year the attendance at the first eight monthly Tuesday meetings has averaged 70 members and guests. It is not possible to break down these figures further, such as by age or health, lack of transportation or other factors that might prevent some from being as involved as they might wish they could be. Nonetheless, there is one obvious fact when one considers that there are only four officers and six directors formally elected to oversee the Club's operation and activities (most of whom also volunteer to serve on one or more Club committees as well) and about a dozen and a half Club members who volunteer to serve as committee chairs or on one or more of the committees, and that fact is that there is very small percentage of the Club's metropolitan area members who are actively involved in enabling the Rocky Mountain Railroad Club do what it does.

It is obvious to us all that there are ever

Continued on Page 3, Column 1

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	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

Who Are We?

Continued From Page 2, Column 2

increasing demands in our daily lives that compete for our limited amounts of time, efforts, talents and interests. One fact is inescapable. The Rocky Mountain Railroad Club really, almost desperately, needs more of its Denver area members to “step up,” if you will, and volunteer to become more actively involved in their Club if it is to continue to offer the wide range of activities, programs, trips, and projects that it has in its previous 66 years and that have given the Club its reputation as one of the foremost, and oldest, railroad clubs in the country.

Please consider what interests, talents and time you have that you would be willing to share or give to enable the Club to continue to do that which attracted or interested you to become a member in the first place. The nominating committee is seeking to fill several Officer and Director openings for next year with a few good volunteers willing to carry on the proud tradition of the Club and also hopes to be able to give to the committee chairs a list of those willing to assist them as well. Who are we, the nominating committee, that is? Herb Edwards, Barry Smith and Bob Wilson. If you do not have a Club roster, just call the Club’s phone, 303-979-2806 and leave a message.

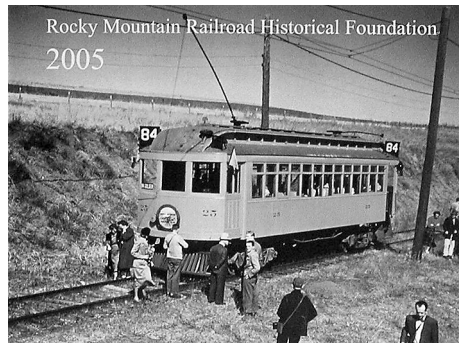
Who are we? We are the Rocky Mountain Railroad Club with a 66 year tradition! Help keep it on track.

Membership Renewals

Watch your mail for your membership dues renewal form. Membership renewals for 2005 are due no later than January 1, 2005. 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.

“Denver’s Electric Streetcars” 2005 Calendar For Sale



The Rocky Mountain Railroad Historical Foundation is again selling calendars as a fund raiser for Denver & Intermountain interurban car No. 25 restoration project.

The 12 month, 11 by 17 inch calendar, features 4 color and 9 black and white photos on heavy weight paper, showing past and present day operations of Denver’s electric trolley cars.

The cost is just \$10.00 per calendar plus \$2.00 shipping. To order, send a Check or Money Order made out to “RMR Historical Foundation” to:

RMR Historical Foundation
c/o Thomas Peyton
13561 N. Sheridan Blvd.
Broomfield, CO 80020-2510

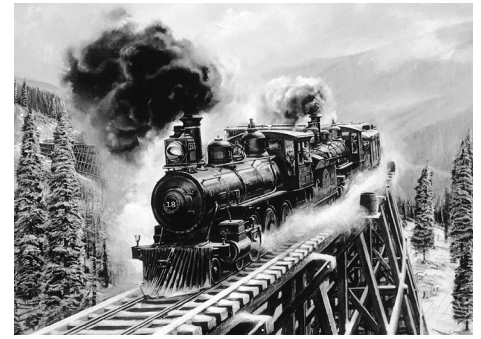
Pikes Peak Historical Street Railway Loan Agreement

By Barry Smith, Director

Thanks and gratitude to our volunteer legal advisor, Bob Bartholic, for his rework of the language on “A streetcar named Birney.” The Club owned Birney is under lease to the Pikes Peak Historical Street Railway for reconstruction. A Club board of directors ad-hoc “Restoration Oversight Committee,” chaired by Steve Mason, reviewed, rewrote and repropose our loan to the Colorado Springs organization for car rehabilitation.

We are pleased with the attention to detail and the craftsmanship of everyone involved. Join us in thanking them for their involvement and enthusiasm.

Club Christmas Cards Are Available



The RMRRRC 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 of ten cards and eleven envelopes will be available at meetings 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 on-line at www.rockymtnrrclub.org. Please add \$4.50 for shipping one box of cards or \$7.00 for shipping up to three boxes.



Club members and Denver RTD-TREX guides pause during the October 2nd tour of TREX light rail and highway construction. The group is on a temporary bridge across the cut for light rail. The bridge is south of the Colorado Boulevard light rail underpass / tunnel.

Thanks to our hosts Pranaya Shrestha and Jim Starling for helping to arrange the tour and for explaining TREX as our guides.
– Photo © Bob Wilson

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.

Private Varnish Train to Montana

The American Association of Private Railroad Car Owners (AAPRCO) held their 27th annual convention in Missoula, Montana, from September 22nd to 26th, 2004. Since 1977, AAPRCO members have ridden their private cars over rare mileage and enjoyed their gatherings. They enjoy the modern era of private car travel by rail.

The best way to travel to the convention was, of course, by private varnish in a special train – The Northern Parks Limited. AAPRCO operated two sections: an Eastern train round trip from Chicago, IL, on a 16-day schedule and a Western train round trip from Spokane on a 9-day schedule. The 16-car train from Chicago arrived at Denver Union Station about 10:30 PM on Friday, September 17, 2004. Two Amtrak P42DC units, 121 and 204, were used on the Amtrak operated special. Early Saturday morning, September 18, 2004, two cars (COLORADO PINE and SCOTTISH THISTLE) were added to the train. Departing Denver Union Station at 7:47 AM, the special train had:

- Gritty Palace
- DAGNY TAGART, ex-New York Central round-end observation car
- ROYAL STREET, was built by Pullman in 1950 for Louisville & Nashville, initially for service on the New York-New Orleans “Crescent.” Later operated on the L&N’s “Gulf Wind.” Privately owned since 1970. Totally rebuilt 1992-2001 by current owner.
- Pacific Union
- METIS was built by Canadian Car & Foundry in 1928 as special compartment-library-observation lounge car 1041 METIS. Used on Canadian National’s St. Lawrence Special.



Private varnish CHAPEL HILL brought up the rear of the American Association of Passenger Railroad Car Owners (AAPRCO) special. The 18-car train operated the Denver to Casper, WY, leg on September 18, 2004, on its Chicago, IL, to Missoula, MT, journey. The train was on Mason Street at West Mountain Avenue, Fort Collins, CO. AAPRCO members were gathering for their 27th annual convention in Montana. – Photo © Chip 2004.

- Pointe. St. Charles
- Federal
- Silver Quail
- Scottish Thistle
- Colorado Pine
- Hollywood Beach
- NORTHERN SKY dome was built by American Car & Foundry in 1955 as Union Pacific 9003. Owned by Northern Sky Rail Charters.
- Northern View
- J. Pickney Henderson
- Oliver Hazard Perry
- Birch Grove
- VISTA DOME lettered Northern Pacific. Was NP dome coach 558. It was used on the North Coast Limited.
- Chapel Hill business car once owned by the Post Family.

Four of the cars were owned by www.americanrail.com: Royal Street, Metis, Pacific Union and the Silver Quail.

The train ran north by BNSF’s Rennick Yard and onto the Front Range Subdivision (AKA former Colorado & Southern Railway). The train was by Longmont at 9:30 AM MDT. It pulled into Cheyenne, WY, at 12:05 PM where the train crew was changed. It departed at 12:25 PM. At Federal Siding it met

BNSF’s Laurel to Denver train with BNSF 1097, 4366, 4834 with rear DPU BNSF 4078. A large track gang was passed at Chugwater, WY. It’s great to see track work being done on this line. The 18-car special arrived Cassa Siding on the north end of Wendover Canyon about 5:45 PM. It was held there behind a BNSF coal empty for six southbound trains; one manifest and five coal loads. Train arrived in Casper, WY, Saturday evening just after 10:00 PM.

Arch Coal Purchases North Rochelle Mine in Wyoming Powder River Basin

Arch Coal recently purchased the North Rochelle mine. The mine property is adjacent to the Black Thunder property and Arch Coal wants to combine operations at the two mines. Arch Coal also owns the Coal Creek mine. But this mine was shut down due to a weak market for 8,400 BTU coal.

When the silos and loading facilities were first built, they were right next to the open pit mines. The pits slowly move away from the facilities as the coal is removed and reclamation work is completed. Coal moves from the pits to the silos on a conveyor system that gets longer as the



HOLLYWOOD BEACH (SCL #20) joined the Seaboard Air Line RR in January 1956. Pullman-Standard lot 6970, plan 4202 was this 6-double bedroom-bar-sun lounge car. It passed the Flatirons west of Broomfield, CO, on BNSF's Front Range Subdivision on 9/18/04. – Photo © Chip 2004.

pits move further away. Someday it may be more economical to build new silos and loading facilities in advance of the pits. So far, no company in the PRB has done this.

With the Coal Creek mine still shut down, I wouldn't expect to see any new facilities being built. The purchase of this acreage is just the normal expansion of the mines. This should give the Black Thunder mine another seven years or so of coal.

–John Carr, Dallas, Texas

Georgetown Loop Railroad, Inc. Finished Their Operations

Passengers filled the last Georgetown Loop Railroad, Inc. operated trains on Sunday, October 3, 2004, to say farewell to Mark Greksa's crew. They have operated trains for 30 years on the Colorado Historical Society owned Georgetown Loop. The Colorado Historical Society chose not to extend a contract with the current operators. A new operator, Railstar, will take over Georgetown Loop train operations in 2005.

Mark Greksa, owner/manager, will be moving over 60 pieces including all narrow gauge locomotives and passenger

cars to Golden and Cañon City during October and December 2004. Also gone will be the folks whose expertise and passion kept the GLRR, Inc. trains rolling over the loop. The current operators had lobbied to continue operating one of the most respected tourist railroads in the nation. However, CHS cut off negotiations with the GLRR, Inc. late last spring. The Georgetown Loop Railroad was Clear Creek County's number one summer attraction, drawing 130,000 people from around the world in 2004 alone.

Georgetown Loop brakeman Ryan Davis dressed in his best outfit for the final trains. His passion for the narrow gauge operation runs deep despite his short tenure on the 4.5 mile long operation. He'll be looking for other work now that the Georgetown Loop RR, Inc. operation is terminated. Employees operated the last trains with heavy hearts. Double-headed Shays, 12 and 14, stormed up the grade from the Loop to Silver Plume with whistles sounding a salute at various locations like Hall's Siding. Employee pride was evident as they said farewell to supporters and passengers.

The Georgetown Loop line connected Silver Plume and Georgetown, towns over

two miles apart, by rail starting in 1884. The tracks scaled an elevation of 640 feet over mountainous terrain, requiring trestles (including Devil's Gate Viaduct), cuts, fills, loops, and curves totaling 4.5 miles. The Loop was rebuilt in the early 1980's reopening on August 1, 1984. The operation became a popular tourist attraction along Interstate 70. Train riders could take a guided silver mine tour of the Lebanon Mine.

The Colorado Historical Society owns the 978 acre park. It offers visitors the 1884 built Silver Plume depot, the Morrison Interpretive Center, two 1860s mines, an 1871 mill building, four reconstructed mine buildings, a locomotive maintenance building, the 1874 Pohle House, and a new rolling stock shelter at Silver Plume.

Stapleton Airport Runway Tunnels Being Demolished

The Union Pacific operated their last eastbound coal load through the unused Stapleton Airport (Denver, CO) runway tunnels on September 28, 2004. Since Denver International Airport opened in March 1995, Stapleton Airport was closed and is being redeveloped. The two runways and airport only access highway overpass were called the airport tunnels by Union Pacific crews on the Limon Subdivision. UP and Rock Island (using UP trackage rights) have used the tunnels over the years.

The last coal load was a West Elk Mine train, C WEPA 25. About 10:15 AM on September 28th, the 2 x 1 distributed power train rolled through the Stapleton runway tunnels. It had UP AC4400CW 6288 and 7229 up front with UP 5940 as the rear unit. The train had 102-loads, weighing 13,488 tons, 5,427 foot long.

Once the UP 6288 East cleared the location (Havana Street is milepost 632.6, about half a mile east of the tunnels), UP maintenance forces went to work. They had already built a shoo-fly track around the north side of the tunnels. The old runways have been removed around the tunnels. The track was cut and moved

Continued on Page 8, Column 1



No. 25 commemorative tickets issued at the Open House. – Photo © Bruce Nall.

A Great Foundation Update Thanks To Donors

By Jean Gross

What a great start to our 2004-2005 fund-raising campaign! Our goal, the completed restoration of No. 25 is so close, but can only be accomplished by generous donations and the undying efforts of the volunteers that coordinate the detailed work of restoration. The volunteers are numerous and too many to name in this column. We can, however, list the names of the most recent financial donors. At this report, \$3,900.00 has been donated. Thank you!

Recent Donors:

Robert M. Allen, Thomas Beckett, Alan Braga, Marjorie Braisted, A. Craig Brown, Keith Dameron, Dan Davis, Herbert Edwards, Don Elliott, Bud Gamel, Thomas Giovale, Al Green, Stanwood Griffith, Danny Haefele, E.R. Haley, Geoffrey Hamway, D.A. Hanna, Robert Harmon, Ian Hastie, Steve Haynes, Leroy Hester, James Hill, M.J. Hiteman, Paul Hixenbaugh, Richard Hoffmeister, Eric Hueftle, James Hurt, William Jolly, Lynn Johnson, Joseph Kida, Bruce Kolisek, Fred Lochner, Larry Lombard, Walter Lopez, John Manley, Al Morrison, Dennis Opferman, David Rainey, William Reed, Roy Rohel, Richard Salberg, Shelby Smith, Jr., Thomas Smithers, Diana Swansen, H.P. Thode, Jr., Michael Tinetti, Dick Unzelman, Randall Vienot, Chard Walker, Andrew Wittenborn.

We have a donation from Peter West and he has requested a matching donation from his employer, Xcel Energy.



Becky Winter (left) validates Russ Rigtrup's ticket prior to the trip. – Photo © Bruce Nall.

D&IM No. 25 Open House

By Darrell Arndt

A positively gorgeous day greeted those who visited D&IM No. 25 during the open house on September 11th. The car was resplendent in the sunlight, always a treat, especially for those who work on the car inside Building 78 the other 364 days of the year. No. 25 made numerous runs, giving rides to over 150 passengers of all ages. The open house was an opportunity to publicize the work on the car, give our members and friends an “interactive experience” with this unique piece of historic railroad equipment and renew acquaintances with our supporters.

We thank not only those of you who came out to see the car but those volunteers who worked to make it such a fun day. Don Hulse and Lee Ryan did painting and clean up of the car. Des Sainsbury, Bob Johnson, Don Smith and Tom Peyton worked on installing the new electrical relay box under the car that controls the air compressor and heating circuits. Tom Gill did a great welding job to mount the box to the car and also made some

modifications to the generator carriage. Tom Peyton hooked up a temporary buzzer between platforms for better communications between conductor and motorman. Bob Dunmire, Des Sainsbury, Tom Peyton and Carlos Seegmiller prepared the generator for operation and Des, Bob Dunmire, Rich Berens and Les Nelson provided assistance during the day's operation.

Motormen for the day were Erwin Chaim and Carlos Seegmiller with “visiting” operators Dan Carroll, Tom Radinsky and Lee Ryan from the Denver Rail Heritage Society's Platte Valley Trolley. Tom Peyton provided his snazzy commemorative tickets again this year and Becky Winter punched the tickets on the car while welcoming people aboard. Adding to the ambiance were Darrell and Shirley Taylor from Cascade and Russ Rigtrup from Arvada who were dressed in period costumes.

Continued on the next page



No. 25 with Carlos Seegmiller at the controls.

Continued from the previous page

Although rides were free, passengers donated over \$280.00. Our sales tents were in full operation, selling mementos and also collectibles that have been donated for fund raising including donations received that day from a number of individuals including Pat Kremers and Bob Griswold. Dave Gross, Mike Tinetti and Herb Edwards kindly handled the sales which resulted in a noteworthy benefit to the No. 25 restoration fund.

Tom Peyton created a nice display board acknowledging those who have made contributions to the project over the years. Phil and Claudia Woeber once again handled the mailing of several hundred invitations to people on the open house mailing list and generously donated the postage. Bruce Nall photographically recorded the day for the newsletter. The Denver Federal Center placed a very nice announcement of the event on their new electronic message board at Gate No. 1 and radio station KEZW announced the activity to their listeners.

Thanks to all who made this open house a success and for the continuing support of all our members and friends.



Volunteers who helped make the Open House a success. From left: Becky Winter, Darrell Arndt, Carlos Seegmiller, Tom Radinsky and Erwin Chaim.



Commemorative tickets were punched prior to travel. From left: Becky Winter, Erwin Chaim, Darrell Taylor and Shirley Taylor.



No. 25 riders from left, Darrell Taylor, Shirley Taylor, Floreine Woeber-Wilson and Melanie Ruth-Middlemist. – Four photos © Bruce Nall.



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OS-CO

Continued from Page 5, Column 3

over to the shoo-fly. The track in the tunnels will be removed prior to the runway tunnels being demolished.

RailPower's Green Goat Enlists in the U.S. Army

Green Goat manufacturer RailPower Technologies Corp. announced that the U.S. Department of Transportation Volpe National Transportation System Center has awarded a purchase contract for three Green Goat hybrid switcher locomotives to RailPower's wholly owned subsidiary RailPower Hybrid Technologies Corporation of Erie, Pa. The three locomotives will be assigned, one each, to Fort Irwin, near Barstow, California, Sierra Army Depot, near Herlong, California, and Fort Lewis, near Tacoma, Washington. The Green Goat had previously demonstrated at the Marine Corps Logistics Base at Barstow, Calif. *-Colorado Midland Newsletter, October 2004*

Colorado Railroad Museum – 2004 Special Operation Days

For information call 303-279-4591

December 4 & 5:	Santa Claus Special Steam-Up	Scheduled to be powered by ex-Georgetown Loop Shay number 14
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Intermountain Chapter, NRHS 2004 Event Schedule

For information call 303-298-0377

November 8: We are pleased to have long-time NRHS member Charles Albi as our guest speaker. He'll present a program on Otto Perry and his life as a railroad photographer. Charles is co-author with William C. Jones of <i>Otto Perry: Master Railroad Photographer</i> , published by the Colorado Railroad Museum. In addition to our program, there will be NRHS 25-year membership recognitions, and the H.R. Mathisen Volunteer Award will be presented.	Cash bar is at 6:00 PM, dinner at 7:00, program at 8:00. Cost for the buffet is \$20 per person and by reservation only. Reservations MUST be received by Wednesday, November 3, 2003. Mail to Intermountain Chapter, NRHS, 4303 Brighton Blvd, Bldg 3, Denver CO 80216. Everyone must have a reservation. No walk-ins for dinner or the program. No phone orders, please.
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Trains Unlimited, Tours 2004 & Preliminary 2005 Trip Schedule

For TUT information call 1-800-359-4870

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

2004 Tours

November 11-17 Mexican Copper Canyon

Early 2005 Tours

March 6-20 China Steam Spectacular I
Mar. 20-April 3 China Steam Spectacular II

Note: The two China tours will only be operated if there are still some mainline 2-10-2's in operation. According to the Chinese there will just be a hand full in daily operation until mid April 2005.

April San Diego & Arizona Eastern, The Carriso Gorge