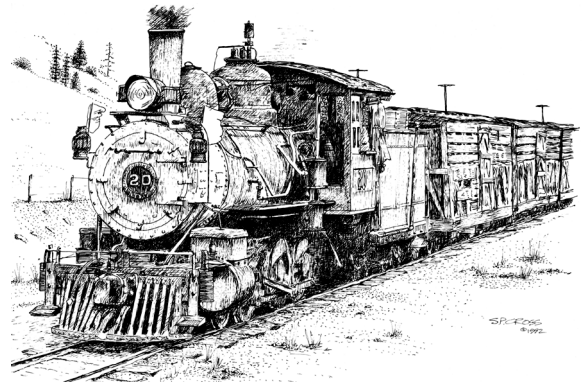


ROCKY MOUNTAIN RAIL REPORT



AUGUST 2005

No. 551

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Drakensburg Farewell

Presented by Dave Gross

August 9, 2005 • 7:30 PM

Come along on a two-week steam charter train that was operated on the South African Railways in 1995. Leave the city of Bloemfontein behind a smart looking Pacific that takes us to the Barkly East Branch with its five switchbacks that challenge the 19D Class 4-8-2. Then we will go on to the Maclear Branch where our double-headed train rambles through the African countryside. From here we will ride over the Fauresmith Branch for some street running. There will be some high speed mainline thrashing behind one of the class 25, 4-8-4s to Kimberly where we have an encounter with a vintage 4-6-0. It's off to Lootsberg Pass where a Class 24, 2-8-4 and Class 19D 4-8-2 tackle the stiff grade with both mixed and passenger trains. Next we pass through Tourwaterpoort Gorge on the way to Montagu Pass where a GMAM Garrett locomotive will carry us over this spectacular mountain pass to the village of George. You are in for a real treat when we ride the railway that has only preserved steam that goes from Knysna back to George. The trip ends behind a GO Class Garret that travels over Houhuk and Sir Lowry Passes. If you like steam railroading, you will enjoy this video program.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, through the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

Upcoming Club Trips

Tickets Are Still Available!

Eureka Photo Charter

August 24th

Don't miss the Club photo charter on the Durango & Silverton Railroad that kicks off Railfest. Riding behind 4-4-0 Eureka and Palisade #4, 44 lucky people will have the opportunity to ride and photograph this magnificent locomotive and consist of one coach and the short caboose. Added to the

Continued on Page 3, Column 2

Leadville, Colorado & Southern Railroad

September 11th

By Bob Neher

Come join us for a fall color trip in the Colorado high country, as we ride the Leadville, Colorado and Southern Railroad. We will meet at the train depot at 12:15 PM to receive our tickets and prepare to board the train for a 1:00 PM

Continued on Page 3, Column 2

2005 RMRRC Events Schedule

August 24 Trip	Eureka & Palisade #4 on the Durango & Silverton Narrow Gauge
September 11 Trip	Leadville, Colorado and Southern Railroad
September 13 Meeting	To Be Announced
September 17 Event	No. 25 Roll Out
October Event	Annual Banquet
November 8 Meeting	To Be Announced
December 13 Meeting	Annual Membership Meeting

2006 RMRRC Events Schedule

January 10 Meeting	To Be Announced
February 14 Meeting	To Be Announced
March 14 Meeting	To Be Announced
April 11 Meeting	To Be Announced
May 9 Meeting	To Be Announced
June 13 Meeting	To Be Announced

The deadline for items to be included in the September *Rail Report* is 8/22/05.

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

From The President

By Jimmy A. Blouch

Last month I wrote about the fee the Club pays to Christ Episcopal Church. I need to retract that portion where it was stated the yearly fee is \$2,000.00. I had viewed a financial statement from a prior year and thought that indicated the yearly fee. While the Club did pay an amount of

\$2,000.00 for one year, that amount was a one time payment. The current contract specifies a yearly fee of \$1,350.00. This is quite a bit lower than what I erroneously reported. Below is a financial statement for the Rocky Mountain Railroad Club for the first six months of current year.

Rocky Mountain Railroad Club

Profit & Loss

January through June 2005

Income		Expense	
Book Sales	\$ 4,251.72	Accounting & Bookkeeping	\$ 1,867.00
Commissions Trip Tours	1,500.00	Advertising	167.00
Donations	10,683.40	Bank Charges	550.21
Dues	8,933.50	Depreciation Expense	340.02
Equipment Fund	773.00	Equipment (Under \$500)	63.05
Interest Income	76.57	Goodwill & Public Relations	140.53
Merchandise Sales	664.00	Insurance	4,971.90
Misc. Income	76.20	Legal -Merger	136.50
Trips & Events 2005	4,791.00	Memberships	490.72
Trips 2003	50.00	Miscellaneous	195.27
Video and DVD Sales	1,659.00	Newsletter -Other than print	4.98
Video Royalties	1,029.41	Postage	2,927.50
Total Income	\$ 34,487.80	Printing	6,670.60
		Rent	990.00
Cost of Goods Sold	4,967.36	Taxes and Licenses	415.90
		Telephone	290.21
Total Cost of Goods Sold	\$ 4,967.36	Train shows	60.00
		Trips & Events Expenses	1,930.96
Gross Profit	\$ 29,520.44	Total Expense	\$ 22,212.35
		Net Income	\$ 7,308.09
		(Reserved for July – December expenses)	

In Remembrance

Allen Walker Betts 1918 – 2005

The Club is sorry to report the loss of Allen Walker Betts, member number 407. He was born in 1918 and died July 8, 2005. After a civilian career as an Army procurement inspector he retired to Denver.

His mother was a Denver native and his father, Clifford Betts, was involved with the construction of the Moffat Tunnel as a civil engineer. Allen Betts contributed historical items for the Club's monthly raffle drawing at the membership meetings. He was residing in Vancouver, Washington, at the time of his death.

Publishers Statement

Rocky Mountain Rail Report

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Club Information

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

Membership Information

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

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

President	Jimmy Blouch
Vice President - Projects	Darrell Arndt
Vice President - Programs	Don Hulse
Secretary	Roger Sherman
Treasurer	Jean Gross

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the month. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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

**DENVER
AND
SALT LAKE
RAILROAD
1913-1926**

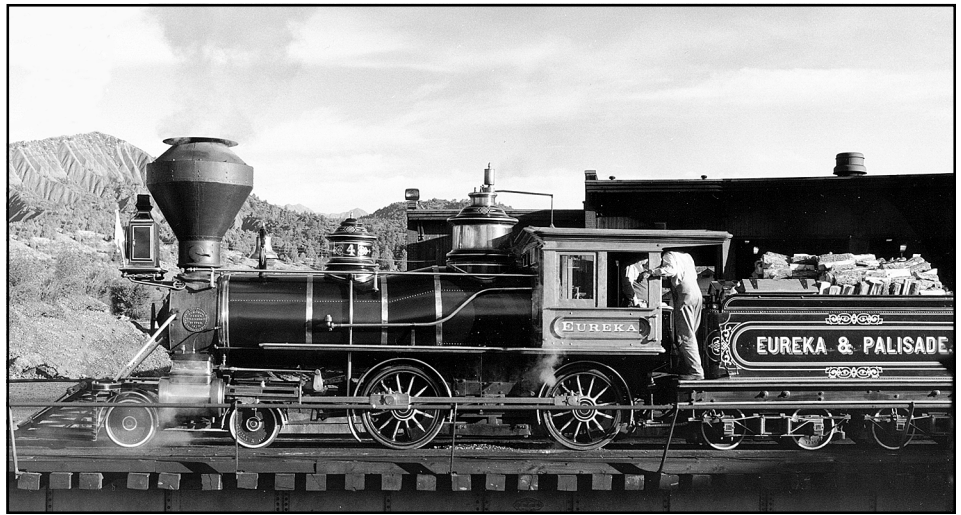


P. R. "Bob" GRISWOLD

Special Book Offer

***Denver & Salt Lake Railroad
1913 - 1926***

The *Denver & Salt Lake Railroad 1913 - 1926* by Club member P. R. "Bob" Griswold is still on sale. This 248-page, 8-1/2 by 11 inch hard bound book contains many fine photographs of D&SL trains stuck in snow on Corona Pass and several views of wrecks along the line. The book also includes newspaper accounts, ads, a personal story of a trip in 1926, the business car Marcia, and much more. This book originally retailed at \$39.95. The Club is offering a limited number of these books at ONLY \$19.95 plus \$4.05 shipping for a total of \$24.00 each! See the order form in the July *Rail Report*.



The Eureka on the Durango turntable. – Original photo by Kneadmor Fotoes.

Eureka Photo Charter

Continued from Page 1, Column 1

photo opportunities will be the two regular D&S trains plus RGS Goose #5. In order to take advantage of the early morning light, we will depart Durango at 7:00 AM. As we travel up the valley, muffins, juice and coffee will be available. A box lunch will be on board for our enjoyment at Cascade, and on the way home wine and cheese will be served. This will be a full day of narrow gauge photography at a bargain price of \$130.00 per person.

Most photo charter trips cost two or three times this amount so don't miss this opportunity for narrow gauge fun. The Club may never be able to offer a trip like this at this price again. When our trip is over, you can stay on for the balance of

Railfest or venture over to the Cumbres & Toltec to add to your narrow gauge adventure. If you have had enough railroading, Mesa Verde is just down the road for family enjoyment. This will be GREAT FUN so don't miss it! Call Dave or Jean Gross at 303-779-5186 with questions.

Send your \$130.00 in now to reserve space. You can copy the order form on page 6 of this *Rail Report*. Mail payments (check, money order, Visa, MasterCard, Discover, AmEx) to:

Rocky Mountain Railroad Club
Eureka
PO Box 2391
Denver, CO 80201-2391

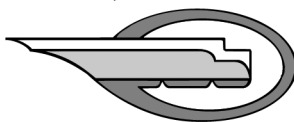
Leadville, Colorado & Southern Railroad

Continued from Page 1, Column 2

departure. We will leave from the depot located on 7th street in Leadville. After entering Leadville on Highway 91, which is Main Street, turn left on 7th Street and go three blocks to the depot. A photo run-by will be provided for our benefit.

Meals are on your own, either in town or enjoy the box lunches and snacks that are available on the train. The 23 mile round trip will take about 3 hours. Be prepared for any type of weather as it can be unpredictable at this altitude in the fall. The cost for the trip is \$25.00 for adults

LEADVILLE, COLORADO & SOUTHERN



RAILROAD COMPANY

and \$15.00 for children ages 4 to 12.

Call Bob Neher at 970-613-0618 with questions. There is no limit to the number of people allowed on this trip. Hopefully the weather will cooperate and we will see some great fall colors on the

mountains around Leadville. Bring the family and enjoy this great train ride. This will be the last trip the trip committee is sponsoring this year.

You can copy the order form on page 6 of this *Rail Report*. To reserve your ticket send a check or money order or your Visa, MasterCard, Discover or AmEx information to:

Rocky Mountain Railroad Club
Leadville Trip
PO Box 2391
Denver, CO 80201-2391

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.

UP West Elk Mine Coal Load Derailed at Allen Siding in Glenwood Canyon

Union Pacific had an 18-car derailment in Glenwood Canyon, east of Glenwood Springs, CO, on Saturday, 6/25/05. The West Elk Mine, CO, train C WEPAH 23 derailed at Allen Siding. Following the coal load was Amtrak’s California Zephyr, train 6. It was sent back to Glenwood Springs since the derailment site was in the steep walled canyon along the Colorado River. Amtrak announced a rock slide derailed the coal train, but Union Pacific only said an investigation was underway to determine the cause. Union Pacific Railroad re-opened its main track between Salt Lake City, UT, and Denver at about 12:30 PM on 6/26/05. Amtrak bussed hundreds of Amtrak passengers stranded overnight in five busses between Glenwood Springs and Denver.

Four privately owned passenger cars moving west on train 5 were delayed one day on their way to the National Railway Historical Society Portland, OR, 2005 convention. Ex-Milwaukee Road beavertail lounge car CEDAR RAPIDS 800040, Super Dome 53, business car Montana 800197 (still in Wisconsin Central colors) and Wisconsin Valley 800787 ex-Amtrak ex-Army lounge. They arrived in Denver on 6/26/05 and left the next day. Amtrak’s train 6 was the first passenger train running via the Moffat Tunnel line the evening of 6/26/05.

BNSF Manifest Trains

BNSF runs a variety of manifest trains out of Denver. Here is a look at the trains operating on 6/27/05 in and out of Denver 31st Street and Rennix Yard.

M BELDEN1 24 Belen, NM, to Denver had BNSF 4704 and GP60M 161.



BNSF received a unit Army train at Alliance, TX, from Kansas City Southern (KCS). The U ALTFTL1 30M then moved north via Pueblo, up the Joint Line, and departed Denver on the Front Range Subdivision the afternoon of 7/3/05. BNSF 9-44CW 5142, KCS SD40-2 656, 658 and 697 handled the 68-car train moving to Fort Lewis, Washington. Train was departing Utah Junction where an eastbound Union Pacific coal load was rolling overhead. – Photo © 2005 Chip.

M LAUDEN1 23 Laurel, MT, to Denver had new ES44DC 7769, 7764 and Dash 9-44CW 5294.

X TACGON9 22 empty grain train from Tacoma, WA, BNSF 1000 and 5201.

M LINSTO4 24 Lincoln, NE to Stockton, CA, had BNSF 4083, 7033 and 4154.

Z CHIDEN1 26 Intermodal train from Chicago to Denver had BNSF 5501, 4477 and CN 2443.

M BILDEN1 19 Billings, MT, to Denver via Sterling, CO, had EMD SD60M 9002 and BNSF 7054.

H STODEN1 24 Stockton, CA, to Denver via UP trackage rights had 4711, 6830, 784, 4667 and 4993.

Q TACDEN1 22 Tacoma, WA, to Denver via the Front Range Subdivision (via Fort Collins) had FURX 7933.

H DENGAL1 27 Denver to Galesburg, IL, had BNSF 524, 566 and 7690.

M DENPUE1 27 Denver to Pueblo, CO,

used 4704, 161, 7769, 7764 and 5294.

H DENBAR1 28 Denver to Barstow, CA, had 4477, 4749 and CSXT 8114.

H PUEPVO4 23 Pueblo, CO, to Provo, UT, had 4881, NS 8432, BNSF 5133 and 5501.

These manifest freight, unit grain and intermodal trains were in the Denver area June 27 and 28th. BNSF continues to keep its rail lines busy with their freight and coal operations. Coal loads and empties that operated during this period are not listed in this report.

National Railway Equipment Acquires Kennecott Copper GP39-2

Two former Kennecott Copper EMD built GP39-2 units moving to National Railway Equipment hung around BNSF’s Denver Diesel Shop in late June 2005. The NREX 798 and 911 arrived Denver from Provo, UT, about 6/22/05. The 911 has serial number 766028-8 built January 1977.

The units were built with extended height



National Railway Equipment (NREX) has purchased two former Kennecott Copper GP39-2 locomotives with their extra height cabs for copper pit mining operations. The NREX 911 and 798 were at BNSF Denver Diesel on 6/29/2005. – Photo © 2005 Chip.

cabs, pilot faces and extra windows in the doors. Kennecott Copper ordered options giving engineers improved visibility in the Utah copper pits. NREX will likely chop the cabs down to standard height before placing them in lease service.

BNSF to Add Second Mainline Through Abo Canyon

Since 1905, trains have gone through the Scholle area along New Mexico's Abo Canyon in the Manzanos on a single track. Trains have had to wait, sometimes up to three hours, for those of higher priority from the opposite direction to pass through the area.

Waiting will be a thing of the past when a \$50 million new second-track project is completed in fall 2006. Work will begin in mid-July 2005 on the 4.5 miles of new track that will run west of the U.S. 60 bridge in Scholle, 25 miles south of Belen.

Louis Ruder, manager of engineering for the BNSF's Albuquerque office, said the project will begin once the company receives final permits from the U.S. Army Corps of Engineers and Bureau of Land Management. "This is one of three sections of track in New Mexico that is not double. The other two sections are in Vaughn and Fort Sumner," Ruder said. Of the company's 2,190 miles of rail from Los Angeles, CA, to Chicago, IL, all is double except for 110 miles.

BNSF, formerly Burlington Northern Santa Fe, is laying double tracks in Abo Canyon as well as in Oklahoma as it eliminates some of the delay spots along the route.

"The contractor will move approximately 1.8 million yards of rock in the canyon as they build the new roadbed," Ruder said. "They will also build seven major steel bridges and install drainage structures to handle the runoff from the mountain."

There will be a large amount of blasting as the contractor's 200 employees break up the canyon walls and move the rocks to the roadbed.

"The blasting will be tightly controlled," he said. "They will use it to loosen rocks, but there will not be rocks blasted into the air."

After the roadbed is built, 50 to 60 BNSF employees will be on the worksite laying track and installing signaling. Ruder says this work will be done in late summer 2006. Traffic on U.S. 60 will not be affected by the project. Ruder said the new track will run under the current bridge.

Trains will be running through the area while the construction is being done. On a typical day, 80 trains pass through the canyon along one of the main rail routes in the Southwest. During busier days, more

than 100 trains travel along the route.

"BNSF has had a 7 to 10 percent growth overall. This new track will relieve congestion that has been experienced in this area. It will improve our efficiency on this stretch of track," Ruder said.

The current track-bed was built between 1905 and 1907. Through continual maintenance, the railway, originally the Atchison, Topeka and Santa Fe and now BNSF, has been able to continue to use the 1905-vintage steel bridges. – *TrainOrders News from Press Reports*, 7-3-05

BNSF Unit Army Train to Fort Lewis Stopped by Downed Tree in Longmont

A BNSF Railway Company unit Army train carrying military vehicles was halted on the tracks through Longmont for nearly an hour after the wind knocked down a tree that hit the train 7/3/05, said Longmont, Colorado, Police Sargent Scott Campbell.

The train stopped between south of Third Avenue to north of Ninth Avenue. Crews removed debris from the train and tracks reopening the line around 8:00 PM. Strong winds from an evening storm caused branches to fall from trees throughout Longmont, CO.

The train had BNSF 9-44CW 5142, Kansas City Southern (KCS) SD40-2 656, 658 and 697 all in the gray and yellow scheme. The KCS interchanged it to BNSF at Alliance, TX. It was taking mostly 2-1/2 ton brown painted Army trucks to Fort Lewis, WA. The train was held at North Yard, Fort Collins, CO, on July 4th to check for equipment damage.

New York Central 3 on Amtrak 6

One of the private cars that showed up at the 2005 National Railway Historical Society Portland, Oregon, convention held in early July 2005 could someday live in Portland. The New York Central 3 was on Amtrak's California Zephyr, train 6, 7/17/05, crossing Colorado for its home back east.

Continued on Page 6, Column 1

OS-CO

Continued From Page 5, Column 3

The New York Central 3 was built in 1928 as a business car for New York Central director Harold S. Vanderbilt, the last Vanderbilt to run the New York Central (NYC) Railroad. The restored car now operates as a charter, available for trips behind Amtrak trains. It features two master bedrooms, two double bedrooms, two showers, dining room, observation lounge and open rear platform. The car was Penn Central 4 and Conrail 1.

Lovett Smith III, the Connecticut businessman who has owned the NYC 3 since 1992, has a special link to Portland: It was his father, as division superintendent for the Southern Pacific Railroad, who gave steam locomotive No. 4449 to the city in 1959.

Smith says his will give New York Central 3 to the Friends of 4449, the volunteer group that maintains and operates the city-owned locomotive.

He could donate the car sooner, Smith says, "if Portland can get their act together." That's clearly the goal of the Oregon Rail Heritage Foundation, the nonprofit coalition working to find a



BNSF operated two new GE model ES44DC (direct current) locomotives as distributed power units (DPU). The Pueblo, CO, to Stockton, CA, train operated 2 x 2 with BNSF 5294 and 4704 up front. BNSF 7769 and 7764 painted Heritage III (new BNSF wedge paint scheme) were on the rear of the 50 loads and three empties, train M PUESTO4 27A. The train passed Denver RTD's Southwest line art on the flyover at West Union Avenue along South Santa Fe Avenue, Sheridan, CO, on 6/29/05.
– Photo © 2005 Chip.

permanent home for all three of the city of Portland's steam locomotives: No. 4449, Spokane, Portland & Seattle 700 and Oregon Railroad & Navigation 197.

Smith's car – which he is offering to rename "the Portland" in honor of the Southern Pacific business car assigned to his father – would be a centerpiece for the facility, says Doyle McCormack, president of the foundation and chief mechanical

officer for No. 4449. Smith also says he wants the car to stay in use, not just be on display.

Doyle McCormack, who has talked to Smith about the donation, added that "he wants to know that his passion is protected, and he's looking for a permanent home for it where he has a connection." – *The Portland Tribune contributed to this report*

Please use this order form to order your trip ticket(s).

Tickets will be issued on a first-come first-served basis. Reservations are made upon receipt of full fare. Payment may be made by check or credit card. Acceptance of the Club's Rules of Conduct is agreed to when reservations are made. Please enclose a self-addressed, stamped envelope and payment with your ticket request and send to: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Trip Name _____

Number of _____ tickets at \$ _____ each. Number of _____ tickets at \$ _____ each. Total Amount \$ _____

Name(s) _____ Home Phone _____

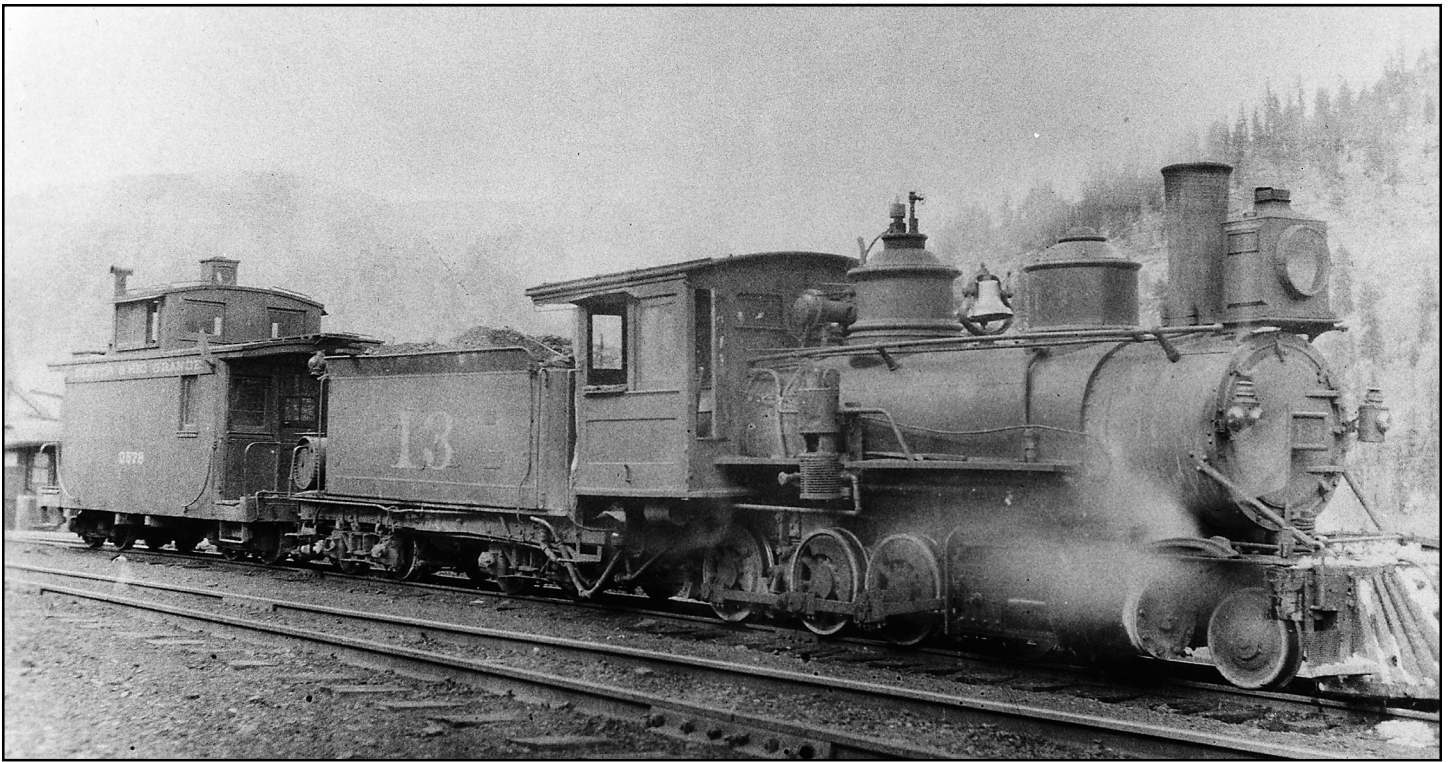
Address _____ Work Phone _____

City _____ State _____ ZIP (5+4) _____

Credit Card - Please circle one: Visa MasterCard Discover AMEX

Credit Card number _____ Exp date _____

Signature (required) _____ e-mail _____



While researching some dirty and dusty old Rio Grande Southern records, one source indicated D&RG caboose 0578 (owned by the Club and displayed at the Colorado Railroad Museum) as being used on the RGS starting November 1, 1914. The final record dated May 6, 1915 shows the caboose "deadheading to Gunnison" so that accounts for the time period when this photograph showing RGS engine 13 and D&RG caboose 0578 was made at Vance Junction. This and other detailed data will be used in Sundance's volume 12 of the Rio Grande Southern for release sometime this fall. Photo and text from the James L. Ehernberger Collection.

End Of Summer Fun With D&IM Interurban No. 25

By Darrel Arndt

All are invited to this year's open house and "roll out" of D&IM Interurban No. 25 at the Denver Federal Center on Saturday, September 17th. This will be an opportunity to experience the restoration effort, ride the car and visit with the volunteers who have been working on the project. In addition, books and other memorabilia that have been graciously donated to the foundation for the express purpose of raising funds for the restoration will be for sale.

A special attraction this year will a railroad art show presented by long time Club member Joe Priselac. Many members are familiar with Joe's works that include steam, diesel and electrics. His paintings have captured the essence of Colorado railroading through the years and provide a wonderful glimpse of Colorado's railroad history. Of special interest will be Joe's latest painting that depicts Denver Tramway Company freight

and passenger action at Arvada Junction along with the C&S narrow gauge. Over half a dozen paintings will be displayed for your viewing pleasure. Joe has made numerous contributions to the Club and foundation over the years including but not limited to serving as Club president, working on trip committee projects and putting many hours into the No. 25 project and the Platte Valley Trolley.

This will be an "open house" for everyone in the community so feel free to bring your family, your friends and your neighbors. Rides are free but donations will be gratefully accepted. Visiting hours are from 10:00 AM to 3:00 PM.

Enter the Federal Center at Gate No. 1 off Kipling St. south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Sorry, pets are not permitted and there are no

restroom facilities. Building 78 phone number is 303-232-6386. Questions may be directed to 303-797-8444.



D&IM No. 25 during the 2004 open house and roll out. – Photo © 2004 Bruce Nall.



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

For information call 303-279-4591

September 17-18 & 23-25: A Day Out With Thomas

The Museum is looking for volunteers to help during the "Day Out With Thomas" days. Volunteers are needed from 8:15 AM to 5:30 PM. E-mail Larry and Cheryl Dorsey at lwcdpd@aol.com or call 303-499-1969 for information and to obtain the volunteer data / release form. Any amount of help is appreciated.

December 3 & 4: Santa Claus Special

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

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

Intermountain Chapter, NRHS 2005 Event Schedule

For information call 303-298-0377

Friday, August 19, 2005: Dinner Meeting at Rossi's Catering. Chapter member and documentary producer Richard Luckin will present his latest program, *Daylight: The Most Beautiful Train in the World*. Rich will provide his usual program notes and anecdotes.

Hot weather menu: Cold cut buffet with various breads to create sandwiches. Hot BBQ beef on buns, potato and green salads, cake, the usual beverages.

Dinner reservations required. No drop-ins. Call the Chapter office at 303-298-0377. All reservations and any cancellations must be made by Noon, Friday, August 19. Please do NOT call Rossi's. No-shows are billed by the Chapter. Cost for dinner meetings is \$12 per person. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program, and you should arrive by 7:45 PM.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

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

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