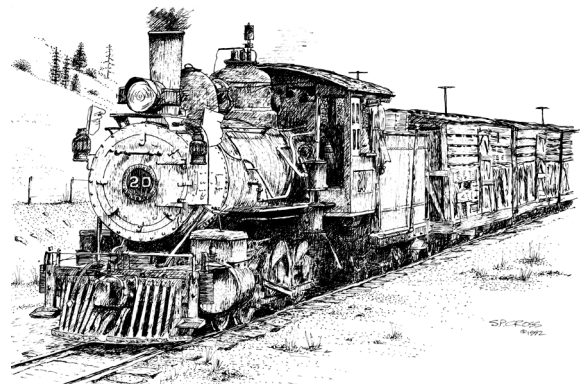


# ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 2006

No. 565

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## DVD Potpourri

Presented by Dave Gross

November 14, 2006 • 7:30 PM

Several members have submitted their DVDs. This is the best response for the video program in several years. We now have a complete program ready for your enjoyment. This particular evening is always interesting and a chance for you to see some great video work from your fellow members. Don't miss this night!

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 meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 12, 2006, 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 for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

## Remember The Rocky Mountain Railroad Historical Foundation

Please read the recent letter from the Rocky Mountain Railroad Historical Foundation and consider donating to the restoration of former Denver & Intermountain Railroad car No. 25. The project has not yet been completed and the project needs additional funding to keep moving forward. As we look forward to celebrating completion of car No. 25, we must also look at the present projection of \$8,000 needed to maintain an enclosed storage facility where volunteers can continue work in the coming year.

Interurban car No. 25, built by the Woeber

Carriage Company in 1911, is an important historic transportation artifact. It is an educational trophy and historic tool that will link the history of transportation in Denver with future generations.

The Rocky Mountain Railroad Historical Foundation is a 501(C)(3) organization and all donations may be listed as charitable contributions on Federal income tax returns to the extent allowed by law.

Thank you very much for your continued financial support.

## 2006 RMRRRC Events Schedule

December 12 Meeting    Annual Meeting,  
Christmas Cards  
Remembered

## 2007 RMRRRC Events Schedule

January 9 Meeting    Rockets and Eagles

February 13 Meeting    Luxury Rides The  
Rails: Private Cars  
Through The Years

March 13 Meeting    To Be Announced

April 10 Meeting    To Be Announced

May 8 Meeting    To Be Announced

June 12 Meeting    To Be Announced

July 10 Meeting    To Be Announced

August 14 Meeting    To Be Announced

September 11 Meeting    To Be Announced

October Event    Annual Banquet

November 13 Meeting    To Be Announced

December 11 Meeting    Annual Meeting

The deadline for items to be included in the December *Rail Report* is 11/15/06.

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

## From The President

By Jimmy A. Blouch

Included with this month's *Rail Report* is the 2007 dues renewal form. The deadline for renewing membership for the year 2007 will be December 31, 2006.

Once again, for the year 2007, the price for membership will not be increased. However, the policy of free membership for those members with over 50 years membership will change effective January 1, 2007. The officers and Board of Directors of the Rocky Mountain Railroad Club discussed this policy at the Board meeting held during October 2006. Members with 50 or more years of membership will no longer be offered free membership. The exception will be those members currently holding membership numbers 1 through 10 – they will continue to be offered free membership. When a future vacancy occurs in numbers 1 through 10, a member moving into that vacancy will continue to pay dues.

A primary concern is the financial impact to the Club for free membership. The cost of producing and mailing the Club newsletter is covered by membership dues. With 50 year members receiving the newsletter this means dues paying members pay not only for their newsletter but also for those members who do not pay dues. Additionally, each year the number of 50 year memberships increases.

By offering free membership the amount of income is reduced and less funds are available for producing the newsletter and for other operating expenses.

Also to be changed is the policy of holding membership numbers open for those members who pay later than the cut off date. In the past the numbers were "saved" for the entire year. Membership cards for the year 2007 will be mailed approximately March 1st. During the processing of dues payments there will be a grace period from January 1 to February 1, 2007. Those members who have not remitted payment by the cutoff date will forfeit their current number. Late payments will result in the assignment of a new number at the bottom of the membership list.

In the continuing effort to streamline and simplify Club operations it is hoped that raising membership dues will not be necessary, at least for the near future.

As always, I can be contacted by e-mail at [RMRRCPresident@aol.com](mailto:RMRRCPresident@aol.com), by phone 303-932-8153 or by mail at:

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

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## New Club Video – Wedges, Rotaries and More

This program shows Wyoming and Colorado railroads and their battle to remove the snow that blocked their tracks. Burlington 4-6-0 # 919 pushes a wedge plow through the drifts on the Sterling, Colorado to Cheyenne, Wyoming line. Drifted snow on Colorado's eastern plains brings out both wedge and rotary plows. Steam rotaries from the Denver & Salt Lake and the Cumbres & Toltec are also featured, along with Union Pacific diesel rotaries on the Wyoming Colorado Railroad and on Union Pacific's Kansas Pacific line east of Limon.

Wyoming Colorado Railroad F-units bust drifts on the Saratoga branch, a Rio

Grande flanger works on the narrow gauge Crested Butte branch and a Rio Grande Jordan spreader cleans out the Minturn, Colorado yard.

This program features film and video from Otto Perry, Irv August and Dave Gross. Running time is 45 minutes. Club member cost is \$20.00 plus \$5.00 shipping and handling if mail ordered. Air postage for foreign orders is \$10.00. This new DVD production will be available at the December annual meeting or order by mail from:  
Rocky Mountain Railroad Club - DVD  
PO Box 2391  
Denver, CO 80201-2391.

## 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  
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](mailto:selectimag@aol.com)



Locomotive 844 leads the Cheyenne, Wyoming to Kansas City Heritage Express on September 19, 2006. The train was passing Pine Bluffs, Wyoming with DDA40X 6936 and six cars. – Photo © 2006 Dave Schaaf.

## 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.

### Good Year for the Cumbres & Toltec

By Richard Tower, Secretary-Treasurer,  
C&TS Management Corp.

The last day of regularly-scheduled service on the Cumbres & Toltec Scenic Railroad was Sunday, October 15th. For the 142 day-season, 38,483 passengers were carried on scheduled trains compared to 31,806 last year, an increase of 6,677 passengers, or 21.0%. (These numbers come from the counts provided by the train conductors.)

In addition, 1103 revenue passengers were carried on special and charter trains compared to 710 last year. The combined total for 2006 was 39,586, an increase of 7,070 passengers or 21.7% over the 32,516 carried last year. There is one

Continued on page 4, column 1



Cumbres and Toltec Scenic Railroad engine 484 switches passenger / excursion cars in the Antonito, Colorado yard on June 25, 2006, the day after the Club's San Luis & Rio Grande La Veta Pass excursion. – Photo © 2006 Bruce Nall.

## OS Colorado

Continued from page 3, column 1

more freight charter plus the Christmas trains, so the totals for 2006 are not yet complete. These numbers are encouraging, particularly compared to the 30,061 carried in 2004, 16,829 in 2003 and 24,883 in 2002.

With 4 locomotives in service next year, daily trains in each direction will be offered for the entire season for the first time since 2002.

### An Eventful Trip to Silverton

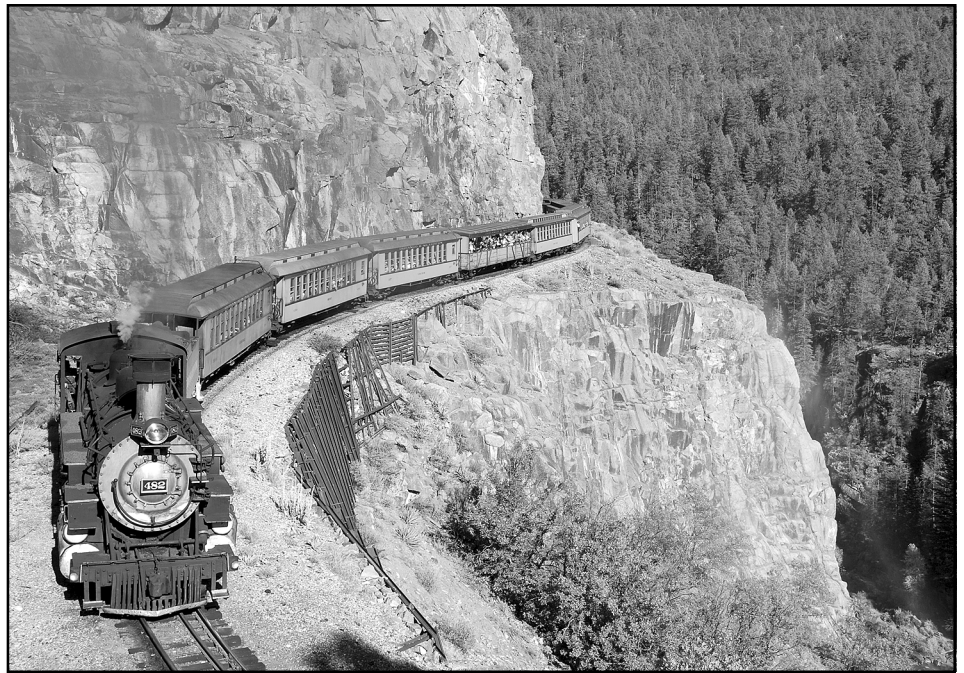
By John Arbuckle, Hutchinson, Kansas

Friday, 10/6/06, was a wet day in southwestern Colorado. The Weather Channel was advising of flash flood watches in the area. I had a ticket to ride the Durango & Silverton Narrow Gauge Railroad on the 8:15 AM train (No. 461) to Silverton and return.

This was a trip I'd made many times before – the first was in May 1966 and so this was to be a 40th anniversary. Engine 482 was assigned to the 11-car train and we left Durango on time at 8:15 AM. The trip north was fine except for the weather. "Mostly cloudy" gave way to some rain and I was entertained by the angry Animas River that we were following. The D&SNG K-36 put on an impressive show! The swollen river was very wide and carried pieces of trees. Small streams were gushing down from the canyon walls.

The lunch stop in Silverton went OK with light rain. Train 462 departed on time at 2:00 PM. What follows is my recollection and the times are approximate.

**2:50 PM:** The train comes to a sudden stop. I was one of a few hardy souls riding 4 cars deep in the first of the open cars (since passengers are not allowed to stand on the platforms as in the D&RGW days). We were just south of milepost (MP) 487, or about 10 miles south of Silverton. Train 464 had already departed Silverton and was instructed to hold at Elk Park. I moved into car 327 where I noticed the conductor's office. I heard a lot of things,



Less than a week before the Durango & Silverton Narrow Gauge (D&SNG) washout on 10/6/06, the southbound train passed the rugged Animas River Gorge north of Rockwood, Colorado, on 9/30/06. D&SNG K36 482 had its train rolling towards Durango amidst the autumn splendor. – Photo © 2006 by Chip.

but it became known that we went into a washout with water over the tracks and running down the track toward Durango. Mud was involved and we had hit and/or run over rocks and may be on the ground. A speed swing was sent from a few miles south. They thought at first the line might be able to be restored. At some point, train 464 was instructed to reverse to Silverton. Train 462 was able to break loose finally about 3:45 PM and started reversing back to Silverton. The train conductor said we only had 18 inches of water in the tender (they had planned to take water at Needleton which is only a couple of miles south of the washout).

**4:15 PM:** We stopped at Elk Park, awaiting water.

**4:30 PM:** Diesel No. 1 ("Hot Shot") arrived from Silverton where it had been with a boxcar off train 464. It pulled along side the 481's tender using the siding. The boxcar, a typical well-weathered wood car, contained a pump and water tank for fighting small fires along the right of way. They had some trouble getting the gas-powered water pump running smoothly. It took some time to transfer water into the tender.

**5:25 PM:** The watering ends, Diesel No. 1 and the boxcar headed south to the wye.

**5:35 PM:** No. 1 and the boxcar pass us headed to Silverton. It was decided they should go first.

**5:45 PM:** Train 462 departs Elk Park with the 482 shoving us back towards Silverton with an unknown-to-me amount of water in the tender.

**6:05 PM:** Train 462 stopped about two miles south of Silverton. Engine 482 was again low on water. By now, engine 481 from train 464 is ready to come to the rescue and backed down to our location.

**6:35 PM:** Engine 482 coupled on to the rear car of train 462.

**6:45 PM:** We departed after a brake test and rolled north to Silverton with the 481 putting on a tremendous show in the gathering darkness. The rain and thunder added to the effect.

**7:05 PM:** Train 462 arrived Silverton, passed the Diesel No. 1 and the empty train 464. Buses were nowhere to be seen and we are told that they are expected



Trains Unlimited operated a photo freight mixed train on September 29 & 30, 2006. They had Durango & Silverton Narrow Gauge RR K-28 473 painted in the Denver & Rio Grande Western RR "Bumblebee" paint scheme used back in the 1950s. Train with 73-passengers enjoyed the golden autumn colors shown south of Hermosa, Colorado, returning to Durango on 9/30/06. – Photo © 2006 by Chip.

about 8:30 PM. This is due to their turnaround time from handling train 464 passengers to Durango.

Silverton does not have many street lights. Fortunately several places stayed open late to accommodate the passengers and I returned to Natalia's where I had been for lunch.

The conductor originally said that they had eight buses but that there would be a problem finding drivers. That seemed to be the case. The ETA on the buses at Silverton dropped back a bit but four buses finally arrived and 200 or so disappointed train riders loaded up and we left at 9:05 PM with a rainy trip back over US 550 and the two passes. There were rocks down on the highway but we made it through, arriving Durango at 10:35 PM.

All in all, I enjoyed the trip. Probably not many others did, especially the hard working D&SNG employees and any body who was riding for the first time.

I encountered a couple of men onboard on the last lap into Silverton. They were wearing denim coats, yellow hard hats and safety glasses. I asked them if they worked for the railroad, thinking they were in the track department. No, they had paid extra

to ride a D&SNG track speeder that day (which includes appropriate clothing). They did confirm that there had been a track patrol out in front of train 462. The problem area developed after the track patrol passed the site.

The train did not run on Saturday, October 7th, 2006. On Sunday, October 8th and Monday, October 9th the train ran to Cascade Canyon. The train ran all the way to Silverton starting on Tuesday, October 10th. – *Additional information from Bonnie Jean Jacobs, Administrative Assistant D&SNGRR*

### **F-unit Moving from Alamosa, Colorado, to Arizona Eastern Railroad**

The St Marys Railroad (reporting mark for rail shipment was RPCX) FP10 1100 moved to Alamosa, Colorado, in August 2006 will likely move to Arizona. The RPCX 1100 was moved into Colorado by the Union Pacific Railroad. Planning was underway in October 2006 to ship the FP10 from the San Luis Valley to the Arizona Eastern Railway, a sister Iowa Pacific road. The FP10 might replace the Brill 55 (with big block Chevy and chrome valve covers for power) if they decide to run longer trains to the Casino. RPCX 1100 has not operated in Colorado

nor on the San Luis & Rio Grande RR.

The Arizona Eastern Railway (AZER) operates 135 miles of railroad between Bowie and Miami, Arizona. The railroad serves the copper mining region of southeastern Arizona, the agricultural Gila River Valley and the east end of the Phoenix metroplex. Primary AZER commodities are copper concentrate, copper anode and cathode, and copper rod and other copper processing materials. AZER also handles minerals, chemicals, building supplies and lumber. AZER operates a transload center for lumber, building materials and other consumer commodities at Globe, Arizona.

What is now the AZER was chartered as the Gila Valley Globe and Northern Railway (GVGN) in 1885. Before completion to Globe in 1899, the GVGN came under the control of the Arizona Eastern Railroad (AE). The AE was leased by the Southern Pacific Railroad (SP) in 1905 and merged into the SP system in 1924. SP sold the Bowie to Miami line to the Kyle Railroad in 1988. Kyle was purchased by shortline holding company StatesRail in 1995. StatesRail was purchased by RailAmerica (RA) in 2001. RA sold the AZER to Permian Basin Railways on December 9, 2004. – *Arizona Eastern Railway contributed to this report*



### **South Plains Switching Company GP20s To Transportation Technology Center / Pueblo Chemical Depot** Photo and story by Rio Gnow

Two South Plains Switching Company (reporting marks SLAL) GP-20s from Lubbock, Texas, were moved to the Transportation Technology Center / Pueblo Chemical Depot. The SLAL lettered ex-Santa Fe GP-20s, 2006 and 2008, were delivered to Avondale, Colorado on 9/27/06. The units will work

Continued on page 6, column 1

## OS Colorado

Continued from page 5, column 3

the new rail yard at the test center /Pueblo Chemical Depot. The units wear a faded Santa Fe blue and yellow scheme. The SLAL 2006 and 2008 were moved on the BNSF local, dead in the consist. They were set out Avondale. The BNSF local had two BNSF warbonnets, 568 and 573.

Several Colorado military projects were included in the \$436.6 billion funding measure passed by Congress on 9/28/06. The Pueblo Army Depot will receive \$87 million toward cleaning up chemical weapons.

The background of the units:

SLAL 2006 was BNSF 2006, ex-ATSF 3008:2, ATSF 3108:1, ATSF 1108 serial number 25581 built in June 1960 and rebuilt by Santa Fe May 1979.

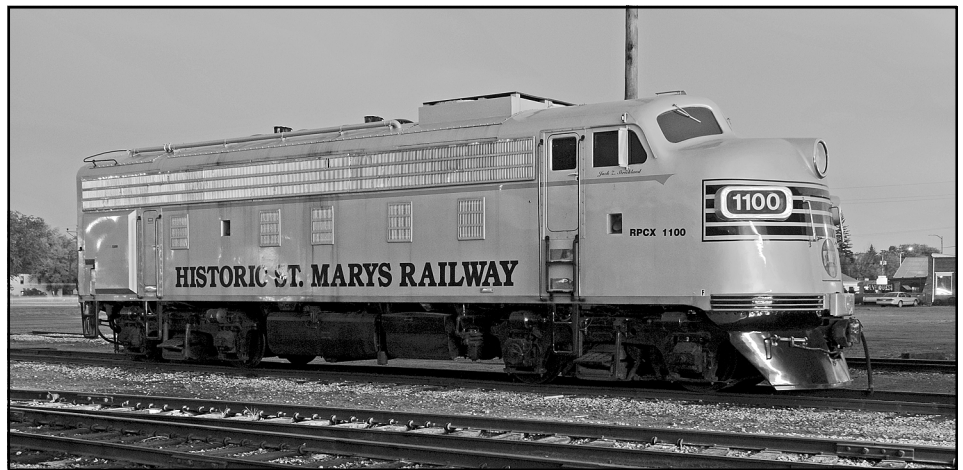
SLAL 2008 was BNSF 2008, ex-ATSF 3010:2 ATSF 3110:1 ATSF 1110 serial number 25583 built in June 1960 and rebuilt by Santa Fe in June 1978.

### New Utah Shortline Railroad To Serve Iron Mountain

Palladon Ventures Ltd. provided the following update on the status of developments at the Iron Mountain project near Cedar City, Utah.

Phase one of operations at Iron Mountain will be the mining, processing, and direct shipment of magnetite iron ore concentrates. The Company intends to mine the Comstock / Mountain Lion open pit and process iron ore by crushing, grinding and upgrading by magnetic separation to a 68% iron concentrate. Iron concentrates will be shipped by rail and sold FOB at a west coast port. The Company is focused on developing sales channels for iron concentrates in the Asian steel industry.

A processing plant has been designed, and engineering is underway to build a concentrator with an initial annual production capacity of two million metric tonnes. Metallurgical design and test work, process flow diagrams, and ball mill



The Permian Basin Railways (reporting marks RPCX) FP10 1100 painted silver and lettered for the St. Marys' Railway operation in Georgia was at Alamosa, CO, on the San Luis & Rio Grande RR, 10/2/06. The EMD built unit began life in December 1946 as Gulf Mobile & Ohio, model F-3A, 805A. It has not operated since arriving at the San Luis & Rio Grande RR operation in August 2006. – Photo © 2006 by Chip.



GP60M's 145 and 130 showed up in Denver on 10/14/06. BNSF 145 led National Railway Equipment (NREX) SD40 9926 and BNSF GP60M 130 in the new Powerbar paint scheme on the Denver to Kansas City, KS, train H DENKCK1 17R, past South Denver on snowy 10/17/06. – Photo © 2006 by Chip.

foundation drawings have been completed. The refurbishment of a ball mill purchased in April, 2006, is scheduled for completion by the end of November, and the Company continues to optimize engineering and economic parameters for mineral processing.

The following is a summary of the current project status:

Authorization has been granted by the United States Surface Transportation Board for the operation of the newly-named Iron Bull Railroad, the 14-mile



BNSF moved GP60M 130 into the Denver terminal on or about 10/14/06. The unit lost its Santa Fe red and silver scheme at CEECO paint booth in May 2006 becoming the first GP60M to wear the BNSF's new Powerbar scheme. Unit was at Denver Diesel Shop 10/15/06. – Photo © 2006 by Chip.

short line running between the Iron Mountain mine site and interchange tracks in Iron Springs, Utah. Mike Root and the Albany Eastern Railroad have also been authorized as the operator of the Iron Bull Railroad. Palladon Iron Corporation is the lessee. Construction of interchange tracks at Iron Springs was completed in April 2006.

Throughout the summer of 2006, the Company's geology department continued to analyze historic drilling data on the Comstock / Mountain Lion iron mine, which contains a current iron resource of

33,233,554 tons grading 47% iron. Drilling data generated through 1995 was compiled for a preliminary 3-D block model of the Comstock / Mountain Lion ore body. The drill data was based on logs from 438 historic holes drilled by the Columbia Iron Mining Company, US Steel, and Geneva Steel. The Company will use the findings of this study to guide future drilling and exploration work on the property.

Palladon has verified that its 2,000 acre-foot of water rights are secure and in good standing with the state of Utah. The

property has sufficient water resources for functions such as drilling, processing, tailings disposal and dust control.

Studies performed over the last eighteen months also include reviews on historic exploration and engineering data, metallurgical studies, historic drilling studies, mine modeling studies, a rail transport and port loading study, operating and capital cost studies, and iron ore and cement industry market studies. The Company also confirmed permitting status for the resumption of mining activities.

In May 2006, the Company outlined a series of development milestones for the construction of production facilities at the Comstock / Mountain Lion iron mine. Although significant progress has been made in engineering and logistics, the Company has not mobilized for project construction in accordance with that schedule as anticipated, due to pending funding requirements. Consequently, the Company is revising its schedule for pouring concrete and the start of plant construction.

–Palladon Ventures Ltd., October 11, 2006

#### **Union Pacific Train To Provo, Utah**

Union Pacific changed the western terminus for the North Yard, Denver, to Roper Yard, Salt Lake City, Utah, freight trains on or about 10/23/06. These trains now operate from North Yard to Provo, Utah, thus the new symbol across Colorado, M NYPV. The train typically leaves Denver with 6 to 8 locomotives with some being left at Glenwood Springs or Grand Junction, Colorado, for eastbound coal trains.

The M NYPV of October 25th had SD70M 4862 (with flared radiators) with newly applied yellow safety reflective tape around its frame. Most of the UP locomotive fleet was delivered with a red frame stripe. New night reflective tape rules from the Federal Railroad Administration now require UP to use the yellow reflective stripping. Units departing about mid-day on train to Provo were UP 4862, 4032, 4665, AC4400CW 7222, 7302 and 7074. All other units still had the red reflective frame stripe.



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**Colorado Railroad Museum  
2006 Scheduled Special  
Operation Days**

For information call 303-279-4591  
Or See [http://www.crrm.org/train\\_trips.htm](http://www.crrm.org/train_trips.htm)

December 2 - 3      Santa Claus Special

An historic narrow gauge passenger train powered by a steam or diesel locomotive will run at approximately 20-minute intervals between 10:00 AM and 4:00 PM on these dates. The train ride is included as part of museum admission on this date.

Rocky Mountain Railroad Club Members in good standing are invited to join in the restoration and maintenance of historic equipment at the Colorado Railroad Museum.

Please contact the volunteer coordinator at the CRRM, telephone 303-279-4591.

**Intermountain Chapter, NRHS 2006 Event Schedule**

For information call 303-298-0377

Monday, November 13, 2006: Annual Banquet at Rossi's Catering, 4980 Kipling Street, Unit 11-12, Wheat Ridge, Colorado. They are in the back row of the shopping area on the east side of Kipling between 50th Avenue and I-70.

Also, there will be the presentation of the H. Robert Mathisen Volunteer Award, plus many door prizes.

Chapter member June Sturm-Roller will share *Heart of the Heartlands*, a DVD produced by members of the Heart of the Heartlands organization. The program documents a 2002 passenger train excursion, traveling the Kansas & Oklahoma Railroad on the "Kingman Passenger Special." Rolling stock was Budd RDC cars. The round trip was just over 200 miles, mostly over the former Missouri Pacific Railroad line. The excursion passed through many small, rural, Kansas towns and was the first passenger train over most of this line in 40-plus years.

Our evening feast will consist of chicken breast, baked ham, green beans almandine, tiny whole potatoes, combination green salad, relish tray, tomato-cucumber salad (a Rossi signature dish), fruit bowl, apple pie, brownies, and the usual beverages. The cost is \$20 per person (covers meal, tip, and room rental). Reservations only for the evening's events. No drop-ins. Call the Chapter office at 303-298-0377. All reservations and cancellations must be made by NOON, Monday, November 13. If you must call Rossi's (303-296-1144), please be sure they take your name, along with the number in your party. The cash bar opens at 6:30 PM, dinner is at 7:00, and the banquet events begin at 8:00 PM.

**Trains Unlimited, Tours 2007 Tentative 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/)

February 17-19	Snowflake Express	August 24-26	Domes To Feather River RR Days
February 19	Winter Steam I	September 8-16	Railroads Of Ecuador
February 22-23	Winter Steam II	September 21	Georgetown Loop Railroad
March 25 - April 7	Mining Steam Of China	September 26-29	Rio Grande Durango Railfan Adventure
May 13-28	Steam In Poland		