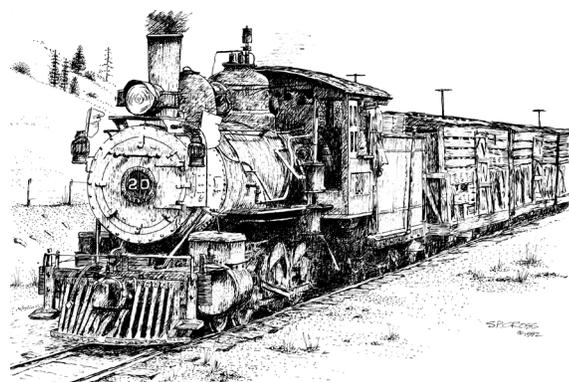


ROCKY MOUNTAIN RAIL REPORT



MAY 2005

No. 548

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Slide Potpourri

Presented by Erwin Chaim
May 10, 2005 • 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.

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.**

Club Trips

**Cheyenne Roundhouse
and Depot Museum Trip**
May 7th

We have room for a few more people. The bus will pick up people at three different locations: The Light Rail/RTD South Broadway Station spot #5 leaving at 7:30 AM, The West 120th Avenue & Melody Drive RTD lot on the north end leaving at 8:00 AM and I-25 exit 255 on the southwest side of I-25 leaving at 8:30 AM. The roundhouse tour will start about 9:45 AM with two groups, and the Depot Museum tour will start at 1:30 PM. Lunch will be on your own. Please wear hard-sole shoes and long pants. We will depart Cheyenne around 2:30 PM and make the same stops back to Denver.

The cost is \$46.00. Lunch is not included. Call Don Hulse at 303-373-5531 and leave a message with a return phone number.

**Uhrich Locomotive Works Shop Tour,
Museum Visit, Picnic Lunch,
Train Ride and Movie**
Saturday, May 14, 2005 10:00 AM

Last year we had about 66 members and guests tour the Uhrich Locomotive Works. There is something for everybody! This year we will meet at the Strasburg shop at 10:00 AM. Strasburg is east of Denver. For those who haven't gone before, the best way is to go east on I-70 toward Limon, take exit 306 onto East Colfax Avenue and go 4.8 miles, turn right on Adams Street, go one-tenth mile, then turn right on Railroad Ave. The shop is at 56769 E. Railroad Ave.

The Uhrich shop foreman will give us a tour of their machine shop where they machine parts for live steam engines from

Continued on Page 3, Column 1

2005 RMRRRC Events Schedule

May 14 Tour	The Uhrich Machine Shop Tour and Picnic
May 20 Tour	UP Utah Junction
June Trip	Royal Gorge & West Cliff
June 14 Meeting	Western Pacific RR Conductor's Photo Scrapbook
June Tour	Burnham Shops
July Trip	Summer Ski Train
July 12 Meeting	Rob Thain's Eastern Railroads
July Tour	Fort Carson, Nixon Power Plant & Pueblo Depot
August 9 Meeting	To Be Announced
September 13 Meeting	To Be Announced
September 17 Event	No. 25 Roll Out
October Event	Annual Banquet
November 8 Meeting	To Be Announced

The deadline for items to be included in the June *Rail Report* is 5/20/05.

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

Journeys To Yesteryear

As many of you know, the Club has received shipments from the printer of the Club history, *Journeys to Yesteryear*. Copies were available for pickup at the April 12 membership meeting. We have also started mailing copies to those members who have submitted their orders. We are very pleased with the final product and believe it is of excellent quality. Dave Goss is to be commended for the time and effort he put into researching and writing about the Club's first 65 years. Several members have remarked that they do not know of any other railroad club that has published its own history.

We are VERY pleased, and pleasantly surprised, with the donations from Club members placing orders for this book. Our Club definitely has the best members of any club around. The amount of the contributions being submitted with orders is absolutely astounding. I am proud of

Club Financial Situation

The Club has been operating under a financial strain for several years. The amount of income the Club receives each year just does not equal the expenses. Each year it has been necessary to transfer money from the Club's Money Market Account to the Checking Account in order to pay outstanding expenses. It goes without saying this reduces the Club's assets in the Money Market Account. During 2004 it was necessary to transfer \$12,000.00. The Money Market Account has now been reduced to a level where, if this trend continues, the Club will be broke in three years.

The board reviewed suggestions for possible income. Sources for ongoing, long term, income are difficult to create. Gone are the days when the Club can expect to realize a large profit from a steam powered excursion. Nor are there as many possibilities to even run excursions, let alone the variety of them. Additionally the board has been studying ways to reduce or eliminate expenses.

the great support shown by our members and on behalf of the officers and board we offer our sincere and heartfelt "Thank You Very Much."

For those members who have not yet requested a copy, please remember the order form included with the April newsletter must be postmarked no later than May 21, 2005. Copies will also be available for pickup at the membership meeting on May 10, 2005, and you need to bring the order form.

Additional copies are available at the retail price of \$39.95. Please add \$5.05 postage and handling for retail mail order copies. Order on the Club web site, www.rockymtnrrclub.org or by mail to Rocky Mountain Railroad Club - Journeys, PO Box 2391, Denver, CO 80201. Visa, MasterCard, Discover and American Express are also accepted.

Effective April 30, 2005, the Club telephone line will be disconnected saving the Club approximately \$800.00 a year. The few number of calls received does not justify the monthly expense. The Club can be contacted through our website, www.rockymtnrrclub.org or by addressing correspondence to Rocky Mountain Railroad Club, P O Box 2391, Denver, CO 80201. I can also be contacted either by e-mail, rmrcpresident@aol.com or by telephone at 303-932-8153. We will continue to make every effort to answer questions or provide any requested information.

It is with regret that the board decided to discontinue donations for the time being. An improvement in the Club's financial situation could lead to a further review of our donation policy. There are several other items in line for consideration of elimination or reduction. As these individual items are discussed, the amount of expense is reviewed compared to the amount of return. It is both painful and

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
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	Dave Goss

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

Club Trips

Continued from Page 1, Column 2

all over the country. They are working on engine #30 in the yard now. A bronze casting demonstration is also planned for this group.

We will tour the Comanche Crossing Museum and ride behind steam on the 15-inch gauge Comanche Crossing and Eastern Railroad. We will see a vintage movie in Strasburg's historic old movie theater. The theater dates from the World War I years.

Lunch in the Thain picnic grove is included. \$20.00 covers the entire day. The deadline for reservations is the May 10th Club meeting, as we have to give them a count so they know how much food to prepare. You may pay at the May meeting, or if you are not going to attend the meeting, call Milt Cowan at 303-690-6969 to reserve space. You can pay Milt Cowan on the day of the trip.

UP Utah Junction Tour

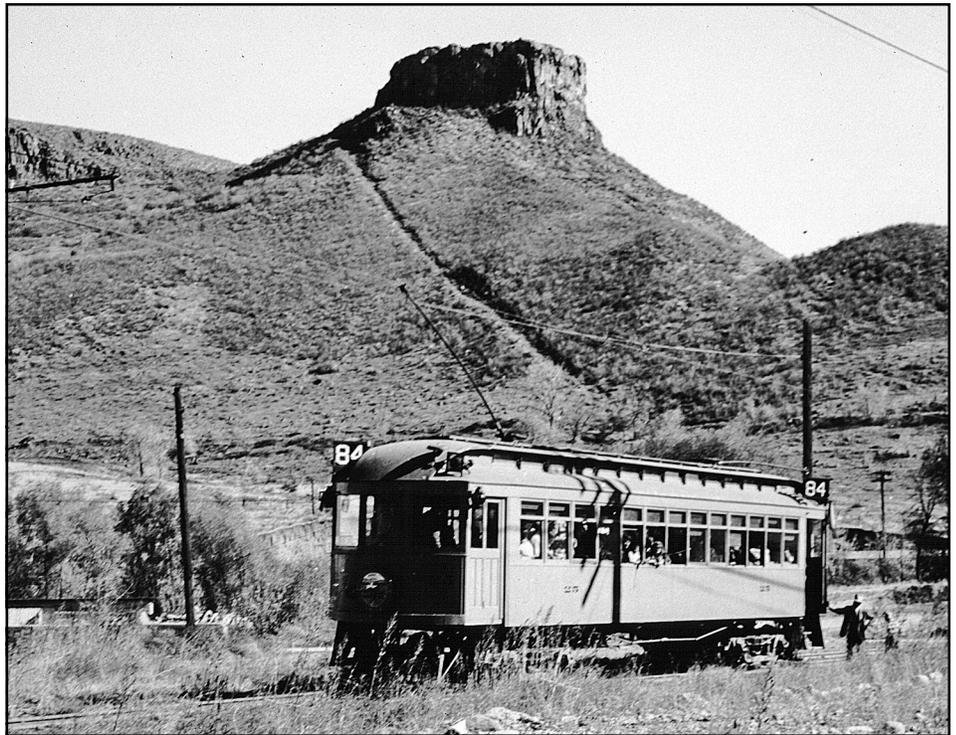
May 20th

Utah Junction Relocation Trip is full, but we started a stand-by list. The trip will start at 9:30 AM at the cul-de-sac on West 52nd Avenue shortly over 1/4 mile east from Pecos Street (entrance to North Yard). The trip will end by 12:00 PM. Please wear hard-sole shoes and long pants. The cost is \$10.00. Contact Don Hulse at 303-373-5531 and leave a message with a return phone number or send a letter with your request to Don Hulse, 5356 Blackhawk Way, Denver, CO 80239-6018.

Club Financial Situation

Continued from Page 2, Column 2

unpopular to curtail or eliminate things we have come to expect. But the simple fact is that if the Club is to survive beyond the next few years drastic measures must be taken at once. The board will continue to keep you updated on the financial situation. The officers and directors of the board thank you for your understanding and patience regarding the Club's financial situation.



D&IM No. 25 is stopped below Table Mountain along the right of way that parallels Old Golden Road Southeast of downtown Golden near the Industrial School Trolley stop. This photo was taken on a Rocky Mountain Railroad Club trip as the Club's "tail plate" is on the back of the trolley car. – 1949 photo.

For Your Calendar – D&IM Interurban No. 25 “Roll Out”

By Darrell Arndt

This year's annual open house and "roll out" of D&IM Interurban No. 25 at the Denver Federal Center will take place on Saturday, September 17. All are invited to see the progress and enjoy free rides. No. 25 souvenir memorabilia will be for sale in addition to books and other collectibles. Proceeds benefit the restoration.



D&IM No. 25 on a Rocky Mountain Railroad Club trip stopped for photos at the Camp George West National Guard Camp Trolley stop before heading into Golden. – May 18, 1952, photo © Richard Kindig.

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.

Hydrotreator Reactor Moved from Port of Houston to Suncor Energy Refinery in Colorado



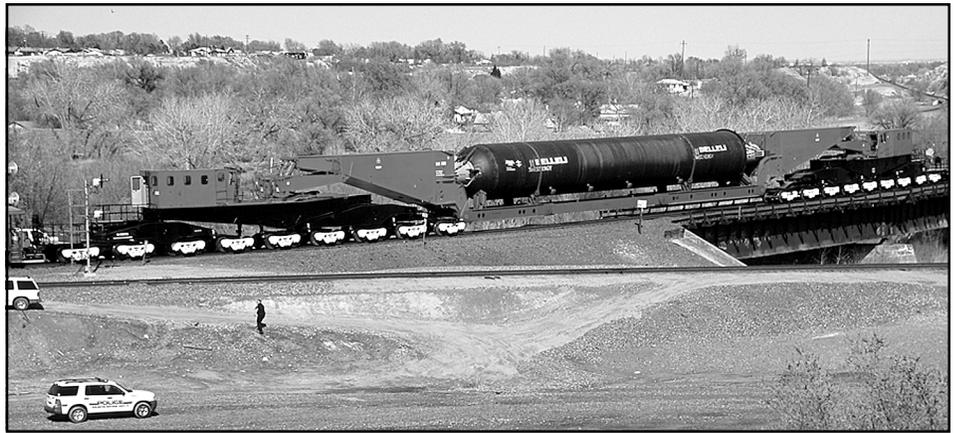
The reactor was put into place on Sunday 3/17/05 by a Lampton LTL 1100 crane. The crane took an eight man crew three weeks to assemble. It took about 100 trips for the semi-trailers to haul the crane to the site. Once the crane was ready to run, a three man crew, one for each crawler track, and a hoist operator gently lifted the reactor across Brighton Boulevard into the refinery Sunday morning. From the time the crane picked up the unit until the time it was set was just over 3 hours.
– Photo © Denny Haefe



Hydrotreator Reactor on 36-axle car CEBX 800. – Photo © Denny Haefe

Suncor Energy (U.S.A.), Inc. received their new 570-metric ton reactor in April 2005. The reactor is 115 feet long and 14 feet in diameter and arrived via rail at the Suncor refinery in Commerce City on Friday, 4/15/05. Upon arrival, it was offloaded from railroad car and moved into the refinery 4/17/05.

By the time the reactor arrived at Suncor’s



The biggest and heaviest single piece of cargo ever unloaded at the Port of Houston (Texas) Authority was transferred from ship to a special rail car on 3/22/05. Suncor Energy installed the Italian built hydrotreator reactor at their refinery in Commerce City, Colorado, located six miles northeast of Denver. The refinery produces 60,000 barrels of oil per day. This unit will be used to produce low sulfur diesel fuel. Westinghouse Electric Co. supplied a 36-axle Schnabel rail car, CEBX 800, to transport the hydrotreator reactor. Schnabel cars are designed to carry large loads and separate into two parts with the load becoming an integral part of the car as it is attached back together for shipment.

CEBX 800 was moving slowly through Pueblo Junction, Pueblo, CO, on 4/13/05. The Union Pacific signal crew had to tilt the signal to allow the huge load to move through the junction. – Photo © Chip.

refinery on 4/15/05, it had traveled more than 1,200 miles via rail, going from sea level to one mile high. It left Porto Marghera, Italy on 2/10/05 and docked at the Port of Houston on 3/20/05. Once there, it was hoisted from ship and positioned onto a rail car specifically designed to carry large loads, Westinghouse Electric Company owned 36-axle car CEBX 800.

This reactor is the cornerstone of a US \$300 million project that will enable Suncor to meet new government regulations for low-sulphur content in diesel fuel. The project also includes a number of upgrades to existing equipment and facilities, which enable the refinery to process crude oil from Suncor’s oil sands facility in Northern Canada. Suncor refers to these plans as Project Odyssey.

Grand Canyon Railway Places ex-Amtrak F40PH 239 in Service

The Grand Canyon Railway steam engines and 1950s era diesel roster now is helped by a retired Amtrak (EMD built 1977-1978, 3000-horsepower) F40PH-2 239. Resplendent in a Grand Canyon Railway paint scheme, the 239 made its

first 2005 revenue run on 3/26/05 departing Williams Junction, AZ, with a nine car passenger train that offered three dome cars. The F40PH now joins GCR fleet of little green Alcos. The 239 sports a silver with red stripes, gold band scheme with black roof and black painted underbody. This engine was painted pitch black and first ran on Grand Canyon Railway’s Christmas train in December 2004.

Grand Canyon Railway has been very busy lately. It was getting to the point that our trains were under powered. The F40PH’s higher horsepower is great as it can pull so many cars by itself. Two more F40PH’s are at the Grand Canyon Railway shop that eventually will enter service.

Grand Canyon has several newly acquired passenger cars to get up and running. The popular tourist operation shipped two coaches south across Colorado in March 2005. GRCX 4000 & 4012 were moved by BNSF to Grand Canyon from American Orient Express.

Grand Canyon Line Highlights

Atchison, Topeka & Santa Fe acquired the



Denver's Regional Transportation District (RTD) Siemens built light rail vehicle (LRV) 205 sports a new paint scheme. About four of the 200-series new cars had arrived at RTD's Elati Maintenance Shop as of 4/2/05. The 205 was shipped from Siemens Sacramento, CA, facility via Triple R Heavy Hauling. Car was stopped at I-25 Carr (Colorado) exit 291 4/1/05. – Photo © 2005 Chip.

right of way and built a spur from Williams, AZ to the Grand Canyon's South Rim in 1900-1901.

Santa Fe operated the first steam powered passenger train on September 17, 1901, up the 64 mile line to the South Rim. The only other way for tourists to get to the Grand Canyon was an eight hour stage coach ride from Flagstaff, AZ.

The last steam powered train operated in 1953. That year saw the great Boy Scout invasion that brought a record 53 trains to the Canyon with over 20,000 Boy Scouts.

The Santa Fe had only three paying passengers on the last passenger train to the Canyon on July 30, 1968. The last Santa Fe freight operated over the line in 1974 and the line lay dormant until 1989.

In 1989, new owners Max and Thelma Biegert announced plans to redevelop the line to the South Rim. Their first Grand Canyon Railway train operated on September 17, 1989.

UP Centennial 6900 Moved to New Park Location

Centennials 6936 and 6900 were paired together one last time for the Kansas City, MO to Council Bluffs, IA, portion of the 6-car Chairman's Inspection Special. UP DDA-40X 6900 was destined for

display in Kenefick Park in Omaha, NE. The two Centennials handled the S JCCB 10 departing Kansas City about 11:40 AM on 3/10/05. The train rolled north through Verdon, Nebraska enroute to Council Bluffs, Iowa.

The 6900 is not operational – it was being towed. It was at Mid-America Car getting repainted prior to going on display in Omaha. Mid-America Car is a family owned corporation that has been in business since 1978. Mid-America located in Kansas City, KS, currently employs 40 mechanics. The company performs a variety of freight car, passenger car and locomotive repairs.

Mid-America's Quality Assurance Program is certified under AAR M1003 and Union Pacific Quality Department. Certification encompasses general repairs, AAR status code 9A, unit rebuild and heavy wreck repair. Other capabilities include full line fabrication and a paint shop.

Customer base includes class 1 railroads, i.e. Burlington Northern Santa Fe, Kansas City Southern, and Union Pacific, numerous short line railroads, GE Capital, private car owners such as Southwestern Electric Power, Kansas City Power & Light, ACF Shippers Car Line, etc.

UP 6900 will join Big Boy (Alco 4-8-8-4)

4023 at Kenefick Park overlooking I-80. Both locomotives had to be pulled up a hill at the park to reach their new display area. Scrib's Moving and Heavy Hauling, Inc., was hired to move the retired Union Pacific locomotives. UP 4023s move started 3/11/05. The whole thing never topped walking speed, two or three miles per hour max.

BNSF Business Train

BNSF operated an 8-car business car train on the Raton Pass line on 3/30/05. The train passed the Newton, KS, depot at precisely 1:00 AM, changed crews at Sand Creek, and held at Hutchinson, KS, about 45 minutes for Amtrak's Southwest Chief, train 4. The train continued on to Belen, NM. BNSF Symbol O-KCKBEL1-29A (Kansas City, KS to Belen, NM)

The consist was:

5167 9-44CW locomotive
Snoqualmie Pass BNSF 51 baggage/power
Cajon Pass
Topeka BNSF 6 business car
Stevens Pass (formerly Deschutes River)
BNSF 60 sleeper/lounge
Missouri River BNSF 4 business car
Santa Fe BNSF 7 business car
Red River BNSF 3 business car
Glacier View BNSF 30 full length dome
theatre lounge

No new "BNSF" logos were seen on any of the equipment. The BNSF executive passenger cars all still had BNSF spelled out and the round logo on the side. –JAA

UP 844 Coming Out Event

The Cheyenne Depot museum and the UP Steam Crew are co-sponsoring a weekend event Thursday, 6/9/05, through Sunday, 6/12/05, in honor of 844s restoration to service. The event will include special events at the depot – a display of 844 under steam, train rides with UP's miniature train and the Sherman Hill souvenir car will be open for souvenirs. If you are considering visiting Cheyenne, this would be a great time to see 844, chat with the Steam Crew and drop by the Sherman Hill car. –Jim Burrill

Communities of Yesteryear Along the New Santa Fe Regional Trail – Part Three

By Jack Anthony

Monument

The trail passes through historic Monument. Both Monument and Palmer Lake have fortunately taken wonderful effort to preserve their history and heritage. Whereas the communities we have journeyed through so far have disappeared, these two communities have thrived economically, as has the preservation of their rich history.

Lucille Lavelett's book, *Through the Year's At Monument, Colorado*, published in 1975, does a tremendous job of capturing the history and personalities of early Monument. In June 2004, Roger Davis updated Lucille's book and a second edition is out with many additional pictures and stories of Monument featured. Furthermore, Lucille's book, *Monument's Faded Neighbor Communities and its Folklore*, provides in depth information on many of the now gone communities located near Monument.

In the 1860s the area was first called Henry's Station. It was named for Henry Limbach. After the D&RG railroad was built in 1871, Henry's Station became Monument. The name Monument was chosen for the beautiful rock formations seen to the northwest. The first train came through the town on January 1, 1872. In 1887, the Santa Fe Railroad and station were built (the Santa Fe also went through Palmer Lake). Both railroads had stockyards in Monument, and the fall became a very busy time when farmers shipped their cattle to the market.

In 1889, Monument Creek, located west of town, was dammed. By 1892 Monument Lake was completed. In 1901, Doyle and Thomas Hanks built an icehouse on the lake and started harvesting ice. Harvesting ice was accomplished back then by man and horse. Ice harvests would start as early as mid December with blocks of ice up to 24 inches thick being cut from the lake.



The freight end and track side of the combination Santa Fe depot at Monument, Colorado, in May 1931. The 24 foot by 42 foot depot was built in 1888.



The stock yard at Monument photographed on May 7, 1931. The 65 foot square yard was built in 1888.

– Two Santa Fe Railway photos, Russell Crump collection, <http://www.atsfry.com>

20,000 to 30,000 tons of ice were harvested annually. 4,000 tons were stored in icehouses with the remainder being shipped south to Pueblo and north to Denver. To keep the ice from melting, ice cakes were packed in 12 inches of sawdust. Many homes and businesses had their own icehouses, and the stored ice would last through the summer when packed in sawdust.

On New Year's Eve 1909, a 100-mile per hour wind completely destroyed the Monument icehouses the day before an ice harvest was to begin! The icehouses had to be diligently rebuilt.

Pass the Potatoes

In the late 1800s and early 1900s, the

Monument area was famous for its potato harvests. Potato growing was Monument's chief industry back in those days. Potato "Bake Day" in early October was a day full of fun activities, great eating, and enjoyment. Special trains were run to bring people to the bake. On October 11, 1890, the Colorado Springs Herald reported: "Yesterday was a big day for Monument for the annual potato bake. Fully 1500 people came from all parts near and far to enjoy the hospitality." The annual potato bake was free to all who came, and was held west of the D&RG station and east of Monument Lake. Can you imagine the crowd and great food? A blight caused by the wild rose bushes put an end to the big potato crops of that era.

Next month – northwest to Palmer Lake.

Out At The Museum

By Bob Tully

Throughout this year the Club's equipment committee will concentrate on business Car 21, the Rico. As of April 15th about half of the north side has been completed. New window frames were made and installed in all but two window locations. New siding was primed and nailed in place. After one more day of siding, we will need to prime the remaining boards as well as cut each to appropriate lower and upper lengths. After completing the north side it will be given one coat of paint.

The next priority is to work on the south side clerestory windows and trim. There are several locations, particularly in the east kitchen area where water is slowly coming in during heavy rains. A general inspection of the windows showed considerable rot of both frames and sash around most of the upper windows. Most of this will be slow tedious rebuilding board by board. The siding on the south is in good condition but there is some horizontal trim that needs work. Trim is also missing around some of the windows.

The next step will be the touch up of window and door trim on both ends. Then preparation of the entire car for a new paint coat will take place, hopefully before the first snow fall. Once the car is painted and re-lettered, the entire brake system will be replaced. Nearly all of the air pipes, tank, cylinders and other parts were removed several years ago for repair and to make it easier to enclose the under side of the car. Future work, planned to start in 2006, will be the renovation of the interior with a new floor covering throughout the car.



Denny Haefele is installing new hardwood window framing and a sash. The photo shows the new letter board and the new siding to the right as well as the extensive side framing. The spots on the lower portion indicate old nail holes that have been filled.



Shay #14 has been lettered "Argentine Central" in recognition of this historic Colorado Railroad and this year's release of the Colorado Railroad Museum's Colorado Rail Annual No. 26 by Dan Abbott. —Two photos © Bob Tully.

Volunteer Opportunities

By Barry Smith

Have you always wanted to be a railroad engineer? How about a fireman? Here is your opportunity! Tiny Town, is looking for volunteers.

Their first request is for someone who could be a trainmaster during the week. Their season with weekday operations is Memorial Day to Labor Day. They will

teach the volunteers the details necessary to be a qualified operator. The benefits include a free lunch and they will pay mileage.

Tiny Town is overhauling both their steam locomotives. One is undergoing work at Uhrich Locomotive Works.

Tiny Town is located just off Highway 285 west of Morrison, Colorado, at 6249 South Turkey Creek Road. If you are interested, call Mel Gramm, director of volunteers, or Elvira at 303-697-4631.

The Tiny Town website is <http://www.tinytownrailroad.com>



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

For information call 303-279-4591

May 21 & 22:	Steam Up
June 18 & 19:	Father's Day
July 30 & 31:	Steam Up
September 17-18 & 23-25:	A Day Out With Thomas
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, May 20, 2005: Dinner Meeting at Rossi's Catering. Our program will be by Ron Vander Kooi. He will present "What Good Were the Hobos and Boomers?"

Menu: Chicken fried steak, mashed potatoes, gravy, vegetables, and Chef's Surprise, plus decaffeinated coffee and iced tea. Dinner reservations required. No drop-ins. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by Noon, Thursday, April 14. After that, call Rossi's directly (303-296-1144). 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/

May 7-8	Carrizo Gorge Adventure	September 26-27	Rio Grande Photo Freight
July 2-4	Pacific Northwest Adventure	September 29-30	Durango Photo Freight
July 10-11	Cascade Rail Adventure	October 1-17	Rocky Mountain Fall Colors
August 20-28	Steam in the Andes	October 2-16	Great Canadian Rail Adventure
August 26-28	Domes to Feather River	October 15-19	Fall Colors Express
	Railroad Days Festival		(One Way and Round Trip)
August 29	Cumbres Photo Special	November 5-21	Patagonian Rail Adventure
September 10-25	Andes Rail Adventure	November 10-16	Mexican Copper Canyon