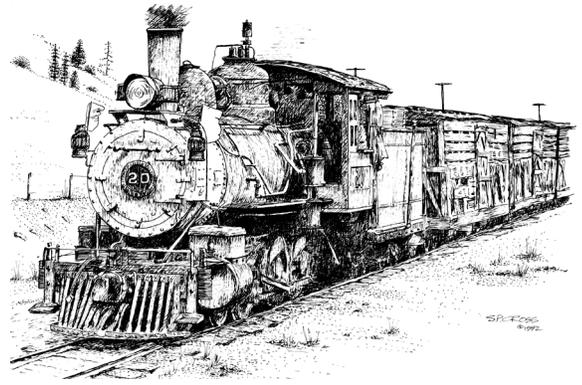


ROCKY MOUNTAIN RAIL REPORT



OCTOBER 2004

No. 541

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION



66th Annual Banquet Program A Glimpse of the Colorado & Southern

Presented by Hol Wagner

October 16, 2004

5:00 PM Social • 6:00 PM Dinner

We have a top program for the banquet as we have in years past. The program will feature the C & S in the 1960s and 1970s. Hol Wagner has long been recognized as an expert on the Burlington and its subsidiaries. His 1970 book on the C & S and the Fort Worth & Denver, *The Colorado Road*, is considered a standard work on the subject. Locally, in 1962 Hol was a founding member of the Intermountain Chapter and a past president. Later he was editor and publisher of the *Burlington Northern Annual* series from 1970 to 1980. Since 1982 he has edited the *Burlington Bulletin* of the Burlington Route Historical Society.

This year we will hold the Banquet at the Heritage Grill located on the Westmoor Golf course at 10555 Westmoor Drive in Westminster, Colorado. This is in the northwest suburbs just south of the Jeffco Airport. From the south, travel on Wadsworth and turn west on 108th. From US-36, exit at the Church Ranch exit which turns into 108th. Turn west on 108th. When you reach the traffic light at Westmoor Drive, turn north and drive until you see the Westmoor Golf Club house on the right, turn in and park. The banquet is in The Heritage Grill in the Club House. Your board felt that noise while trying to listen to programs was unacceptable. They looked at facilities with good food where we would be the only group there. We hope you will be pleased with the new place.

This year we moved up the social hour and cash bar to 5:00 PM. Dinner will start at 6:00 PM and we have four entree selections with salad and dessert. There will be brief awards after dinner. Following the awards, Hol will present his program. Be sure to get your tickets early as we will have a big turn out for this banquet. Buy your banquet tickets by mailing the order form in this *Rail Report* or call the Club at 303-979-2806. American Express, Visa, Master Card, Discover or your checks are welcome.

Video Potpourri

By Steve Mason

Our annual video potpourri, hosted by Rob Beyer, will soon be here. This interesting event will be November 9th. You can submit your VHS tapes or DVDs to me at

Continued on Page 3, Column 2

Time To Serve

By Herb Edwards

Yes, it is an election year and we are all tired of hearing about "the election." The RMRRRC must deal with the task of electing officers and directors for the

Continued on Page 3, Column 1

2004 RMRRRC Events Schedule

November 9 Meeting: Video Potpourri

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

The deadline for items to be included in the November *Rail Report* is 10/18/04.

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.

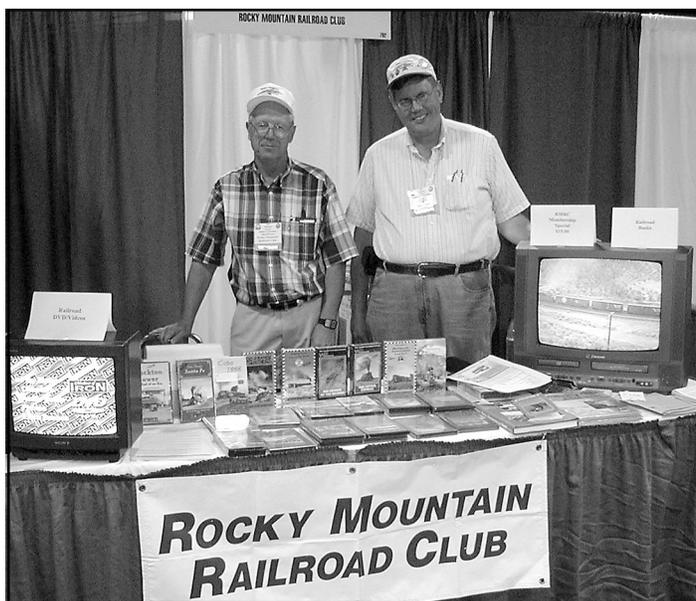
This issue is a week early to allow time for banquet ticket orders.
Please order your banquet tickets soon!

From The President

By Mike Gailus

The Club recently exhibited at the 20th Annual Garden Railway Convention held in Denver, Colorado, on August 12-15, 2004. Dave Gross, the Club's video chairman, and I set up our booth featuring all of the Club's DVDs and videos. Dave has produced many of the videos we offer for sale. I appreciate the help of Club members Steve Mason, Michael Tinetti, Donald Hulse and Jean Gross for their time helping in our booth. We met quite a few of our RMRRC members that came in for the show. We sold many, many DVDs, such as the one featuring The Unitah Railway.

The first Garden Railway convention was



Dave Gross (left) and Mike Gailus sell RMRRC memberships and Club videos to Garden Railway Convention attendees.
– Photo © Skip Weythman of Thornton

in Denver 20 years ago. Over 2,500 people attended this year's convention. There were wonderful clinics and great tours of our local garden railway layouts. They even had live steam engines running outside the hall. That was a highlight of the convention for me.

Out At The Museum – A Big Weekend for Little Trains

By Denny Haefele

The Garden Railway Society held its twentieth annual convention in Denver. Fans were bussed from downtown to many garden railroads located all over the front range. Part of the program was a pig roast held at the Colorado Railroad Museum in Golden. The Museum was open from 5:00 to 8:00 PM just for the convention participants. Busses brought people in, and the lines of people at the BBQ tents were sometimes one hundred deep. An expected crowd of eight hundred showed up through the evening.

The operating crew at the museum had a diesel-powered train running the whole time to give the crowd a chance to ride a few laps on the loop around the museum.

The National Railway Historical Society

opened CB&Q private car number 96 for display. By request, the RMRRC also opened the RICO, RGS 20 and caboose 0578 for anxious fans to tour. The tarp protecting the siding work on the RICO was lifted so people could see the restoration work in progress.

In preparation for the visitors, Bill and Denny Haefele spent a good deal of the afternoon on Friday, August 13th, cleaning the construction mess in the RICO. Lots of lumber was put up in the boxcar, and cleaning also included sweeping floors, setting out information on the Club as well as reassembling some of the displays on the centennial anniversary of the number 20.

Continued on Page 8, 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

Time To Serve

Continued from Page 1, Column 2

board on a yearly basis. The election is held in December at the general meeting. There must be candidates to have an election and it is the time of year to nominate your fellow Club members, both friend and foe.

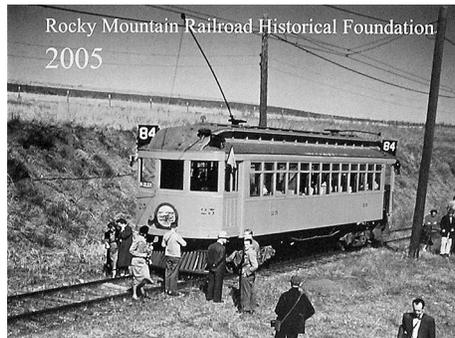
The Nomination Process

Any member can nominate a fellow member who is in good standing (paid their dues) for a position. The elected positions this year are for three members of the board, president, vice president, treasurer, and secretary. Please give one of the current officers or board members a piece of paper signed by the nominee with your name, the name of the person you are nominating, and the office for which they are running. In order to confirm that the nominee is willing to run and serve the paper needs to be signed by the nominee.

Each year it is more and more difficult to find individuals willing to serve. We need your support both at elected positions and as committee members. I know many of you have served before and feel you have done your duty. As fewer members serve and volunteer, the RMRRRC, as an organization, will be required to offer less activities to our membership. This self-fulfilling prophecy can only lead to a bitter future. If you have a few extra hours in the month to volunteer for a committee or serve at an elected office, please do so.

Your nomination committee this year is Herb Edwards, Barry Smith and Bob Wilson. Thank you ahead of time for your support in this urgent matter.

“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

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.

Video Potpourri

Continued from Page 1, Column 1

the annual banquet on October 16th. If you cannot submit your video earlier, bring it to the meeting on November 9th and we will do our best to accommodate

you. It is best to submit your video early. The video potpourri is one of the more interesting programs when many members show their best clips.

Personal Checks on SVS Tape/ DVD Offer

Several members have asked the Board of Directors why SVS Video does not accept personal checks for their Tape/DVD offer. After checking, we found that the main reason is the currency exchange rate between British pounds and US dollars. If SVS video accepted a personal check, any British or US bank would charge \$20 or the equivalent in British pounds to process the transaction. John McIvor, RMRRRC

member and head of SVS video, should not have to bear this expense, and because he has put into place a convenient method to convert the currencies, we would ask that RMRRRC members respect that.

SVS set up the on-line ordering facility through Paypal which is secure and is used worldwide for Internet transactions (such as Ebay dealings) so that US

customers could purchase easily and securely in US Dollars with their credit card. Many customers have used Paypal. The credit card processing automatically converts currencies. If you don’t have a credit card to use for the transaction, you might arrange to have a trusted friend use theirs for you. SVS informs us if you are willing to send US Dollars in currency he can accept that.

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.

DRGW 5398 Working For NREX On BNSF M KCKDEN1 30

The westbound BNSF Kansas City, KS, to Denver, CO, train had veteran Denver & Rio Grande Western RR SD40T-2 5398 as the third unit on September 1, 2004. The 5398 nowadays is owned by National Railway Equipment (NREX) as a leaser. The DRGW 5398 has a red line through the word Grande on the long hood.

The BNSF crew tied the M KCKDEN1 30 train down at Barr Siding, northeast of Commerce City, CO, about 10:00 AM on September 1st. Train crew was bussed into Denver 31st Street Yard.

Leading the train was 8-40BW 515 with SD40-2 7847 and NREX 5398. They went into Barr Siding about 9:00 AM to meet a late running eastbound Denver to Chicago, IL, Z DENCHI9 01. The Z-train is usually out of Denver before Amtrak's California Zephyr arrives around 8:00 AM. The late running Z-train had 5244 on the point. It passed Tonville Siding (Lochbuie, CO) at 10:18 AM.

Amtrak Exits Bulk Mail Business

Amtrak will discontinue shipping mail for the US Postal Service in order to concentrate on its core business of transporting passengers, reports the Association of American Railroads. For many Amtrak customers, this will mean an improvement in the schedule of their trains, while two Amtrak services that were primarily extended to accommodate mail and express business are being reduced or eliminated.

“Mail and express no longer makes business sense for Amtrak and has negatively impacted the quality of our passenger service, so the decision has been

made to exit the business,” said Amtrak President and CEO David L. Gunn in a message to employees. “It is my intention to have all mail and express activity concluded by early October.”

In addition to a notification given last week to the Postmaster General, Amtrak is advising officials in Florida, Ohio and Indiana that a limited number of stations will no longer be served by passenger trains as a result of the railroad's withdrawal from mail and express hauling.

Amtrak has also been in communication with labor unions that represent Amtrak employees affected by the decision.

Amtrak's mail and express business was marginal and did not justify the toll it took on passenger operations, Amtrak said. The slower schedules necessitated by longer trains and the switching of express and mail cars at terminals and en route caused passenger dissatisfaction and increased costs. The cost to lease or maintain aging equipment was another factor in the decision to exit the business.

Amtrak is making arrangements to dispose of the specialized mail and express handling equipment and the passenger railroad will also reduce the number of locomotives it needs by shortening trains to and from Chicago. Also, maintenance forces can now concentrate on returning other elements of the railroad to a state of good repair without the additional equipment required by the mail and express business.

—*BNSF Today, September 2004*

New UP 5500's Enter Coal Service In The Colorado Rockies

Union Pacific placed new General Electric built C44ACCTE locomotives in the 5500-series in Colorado Rocky Mountain coal service in late August 2004. The new Union Pacific C44ACCTE deliveries in August were 24 units: 5554-5568 and 5570-5578.

They are the same as the other C44ACCTE units (5700-6081) already on Union Pacific's roster. They're not GEVO units. The 4,400-horsepower, 12-cylinder

GEVO Evolution Series diesel engine will reduce emissions 40 percent from current locomotives. GEVO units will be built starting in 2005.

UP 5572 led the West Elk load (C WELHG 03 of September 3rd) across Colorado. The train's power: UP 5572, SP AC4400CW 111, UP 8048, 5817, SP 161 and UP 5568 running distributed power mode, 2 x 2 x 2. The train had 105-loaded hopper cars.

General Motors Electro-Motive Division SD70M August 2004 deliveries to Union Pacific were 16 units. They were UP 3854-3866, 3868-3870 (16 from Bombardier Mexico).

Surfliner Coach 6407 On The Southwest Chief

A California Surfliner coach, 6407, moved west on Amtrak's Southwest Chief behind the power on 9/12/04. It was noted during train 3's La Junta, CO, stop. The Pacific Surfliner travels between Paso Robles/San Luis Obispo, CA, at the northern-most points on the line, and San Diego in the south. The train runs along the Pacific Ocean in southern California.

The Surfliner features new bi-level cars featuring large panoramic windows, comfortable, custom-designed interiors, automatic doors for faster boarding, and a modern, spacious Cafe car. Pacific Business Class passengers enjoy video monitors and outlets at every seat for laptop computers or other personal electronic devices. More legroom, complimentary snacks, beverages and newspapers make Pacific Business Class the most comfortable way to travel.

—*Rio Glow*

Railstar May Be The New Operator For The Georgetown Loop

The Colorado Historical Society (CHS) is working with New York based Railstar Corporation to be the operator for the Georgetown Loop Railroad's 2005 season. Railstar's proposal was the only one received that was considered legitimate by the CHS. Railstar runs tourist trains in New York and Maine.

Improve Tram Service

Use of Local and Express Cars Is Urged

Here are some thoughtful suggestions for improving tramway service, given by a Denver insurance man, Walker S. Edwards. Mr. Edwards, a graduate of Denver university, recently completed a year of graduate study in public administration at Stanford university. His background also includes work in the industrial relations division of the Kaiser companies in Oakland and Richmond, Calif.

By WALKER S. EDWARDS.

A Guest Editorial

I BELIEVE that POST readers will agree that Denver's future growth depends, in part, upon an adequate mass transportation system as well as upon a planned far-sighted method of handling traffic to and from the downtown area. It seems to me that traffic congestion occasioned by the recent snowstorm emphasized certain phases of this over-all problem, especially those pertaining to public transportation.

The great throngs which tried to crowd on streetcars and buses recently served to dramatize the vast potential market of customers on which the tramway could draw if it used more resourcefulness in providing the service that a city of this size should have. True, many temporary tramway riders resume their driving as soon as the weather improves, but I have heard many say that they would prefer to use public transportation to and from work each day if comfortable, swift, dependable service were provided. Obviously, if they did, traffic congestion would be lessened, since one passenger in an automobile takes up considerably more street space than does one passenger in a streetcar or bus.



Mr. Edwards.

Here are five specific suggestions for improving tramway service:

1—Many lines such as Colfax, Englewood and Park Hill operate local service for passengers living nearest to the downtown area, and thru express service for patrons living farther out. For example, during evening rush hour send out a Park Hill car which would not stop from Broadway to York, but would carry only passengers living east of York. Immediately following this car, send one making local stops to York. This system would reduce crowding and speed service. Reverse the process during morning rush hours so that persons living

west of York would have a chance to get on a car, which they seldom do now.

2—Turn the local cars around at such points as East Seventeenth avenue and Monroe, East Colfax avenue and Birch street and Broadway and Colorado avenue; send them back downtown for another load, thus increasing the number of available cars by not running them all to the end of the line.

3—Have more tramway ticket salesmen and fare collectors on downtown corners during rush hours. Where the fare has already been collected by these men, load passengers thru the center doors as well as front doors, thus speeding up loading.

4—As soon as possible the tramway should purchase some new streamlined, noiseless, fast-accelerating streetcars of the "P. C. C." (president's conference committee) type, now used with great success in more than twenty-five other American cities. These cars should be used on such heavy-duty lines as Berkeley-South Gaylord, University Park, Colfax, Englewood and Park Hill. These quiet, ultramodern streetcars, designed by a group of traction company officials, have all the advantages claimed for trolley buses, such as speed, comfort and silence, but can carry a much larger load than a trolley coach can, and with greater safety, since they don't skid and do not have to be steered thru traffic by a busy operator.

5—Revise the present street maintenance agreement between the city and the tramway. Now the tramway bears an unfairly high share of street repair costs on thoroughfares where its tracks are laid and pay relatively little for maintenance on streets where its buses help materially to wear out the surfacing. Result: The tramway is trying to get rid of all its rail lines, whereas on many routes streetcars with their higher carrying capacity, should not be displaced.

IF THE tramway would establish and maintain a swift, dependable transportation system, suitable for a city of 400,000, using P. C. C. cars on the main lines and buses only on the lighter lines, it would be of immeasurable benefit to the riding public and to the city. Also, it would, in the long run, be of benefit financially to the company itself and to its investors.

Sharing the Rights-of-Way

Historic Rail Corridors May Welcome Modern Descendants
By Bob Wilson

How true Mr. Edward's words are in 1946 and 2004! A large part of the historic editorial on this page could easily have been written today. One major difference is that the Denver metropolitan region now has about 2.6 million people, with 900,000 forecast to move here in the next twenty years. Another difference is trams are now light rail and commuter rail.

If a majority of voters in the seven-county Denver Rapid Transit District agree on November 2, new rail transit will be sharing five historic Colorado railroad rights-of-way. FasTracks is the proposal to add 119 new miles of light rail and commuter rail transit. In addition to the rail transit, FasTracks will add 31 new Park-n-Rides with 21,000 new spaces, expand bus service by 24%, and help add 18 miles of bus rapid transit. Using conservative economic assumptions, the project will take 10 to 12 years to complete. Detailed information is available at www.rtd-denver.com/fastracks.

The Denver metropolitan region has already moved ahead with transportation choices. In 2004 we have downtown Denver light rail, the line to Denver Union Station (DUS), and the Southwest light rail line. The Southeast light rail and highway project, called TREX, will be finished in about two years. Denver RTD opened the extension to the Southwest light rail line in 2000. Ridership is already at roughly 180% of projections. The southwest line parallels the historic "Joint Line," which started as tracks for the D&RGW and AT&SF. If passed, FasTracks will add 2.5 miles to this corridor.

TREX is a project to add 19.1 miles of light rail and 17 miles of highway lanes to I-25 and I-225. Some of the Southeast (TREX) light rail follows the abandoned trackage of the Colorado and Southern, which Denver RTD purchased many years ago. FasTracks will add 2.3 miles to the southern end of this light rail line.

FasTracks will use two types of rail transit. Light rail is electrically powered from an overhead 825-volt DC wire. Commuter rail vehicles are self-powered units, typically diesel electric or diesel hydraulic. Roughly speaking, light rail works better when there are many stations along the line with short distances between stations. Commuter rail has advantages for longer lines with fewer stations. Colorado Railcar in Ft. Lupton, CO, builds the Diesel Multiple Unit (DMU), which we saw on a Club tour several years ago. They may win any future competitive bid for supplying commuter rail equipment to Denver RTD (and other transit systems).

From The December 3, 1946, Denver Post

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Sharing the Rights-of-Way

Continued from Page 5, Column 3

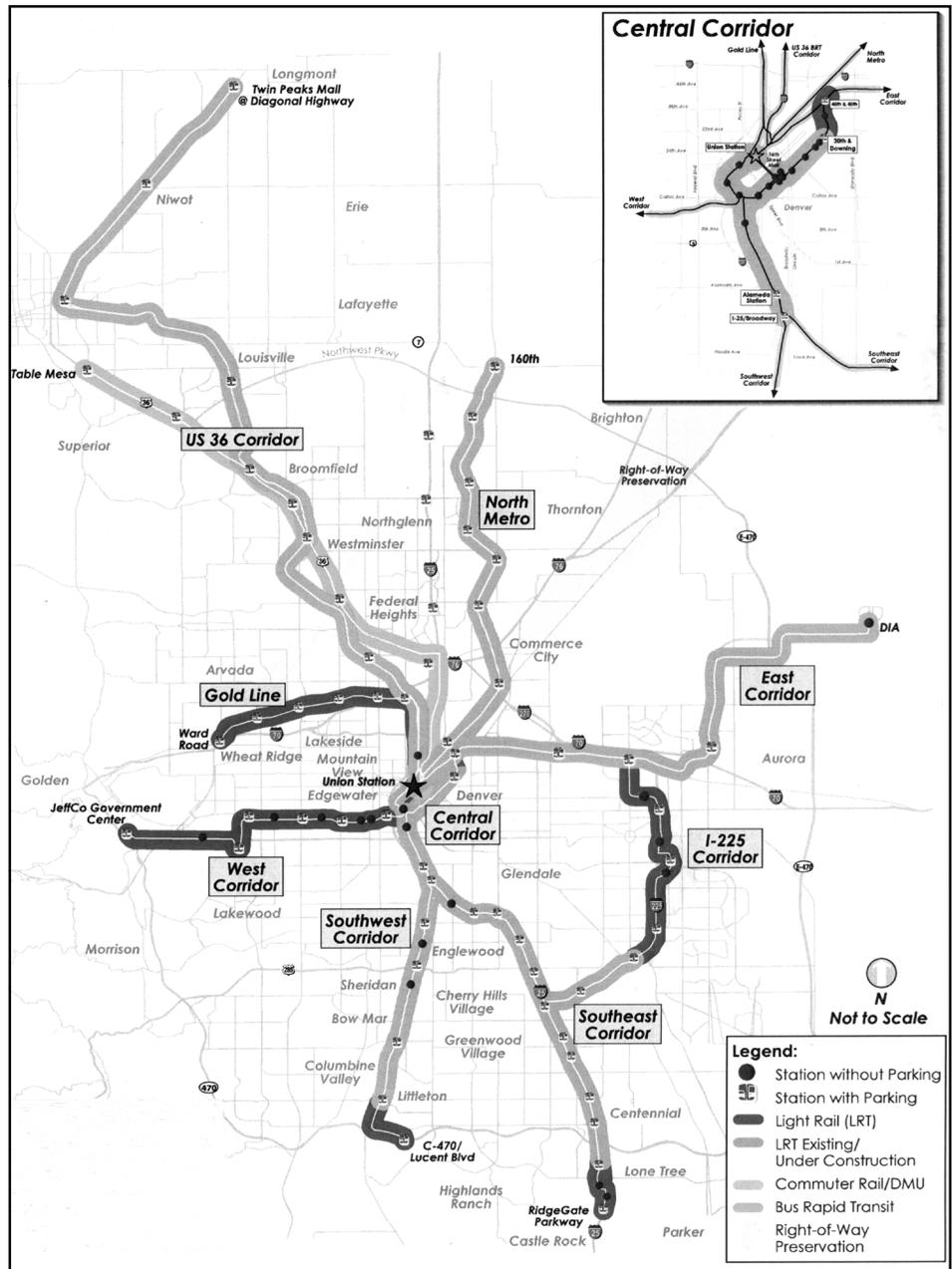
The crown jewel of the FasTracks proposal will be a restored and revitalized Denver Union Station (DUS). Just as decades ago, DUS will be a major transit hub, where passengers from Amtrak, the many rail transit lines, busses, taxis, pedestrians, and bicycle riders cross paths. In the future, Front Range Commuter Rail service may use DUS. Remember, your Club invested in the restoration of DUS by buying a memorial paver that is now at the front entrance to the station.

A major transportation feature of FasTracks will be 23.6-mile East Corridor line from DUS to Denver International Airport (DIA). This "Air Train" will first follow the historic Kansas Pacific, now Union Pacific, right-of-way along Smith Road. At Pena Boulevard, the line will use the right-of-way set aside in this expressway to DIA. This rail transit line will use commuter rail or light rail technology.

The North Corridor will use commuter rail technology and share the right-of-way with the little-used UP line. The line will be 18 miles long, running from DUS to roughly 160th and Washington, serving the Denver suburbs of Commerce City, Northglenn and Thornton.

FasTracks will give residents of Boulder and Longmont two types of efficient transit-commuter rail along the existing BNSF rail corridor and bus rapid transit down the center of US-36. The rail corridor has been home to the Denver and Interurban; Colorado Central; Chicago, Burlington and Quincy; Burlington Northern; and now Burlington Northern-Santa Fe. The commuter rail line from DUS to Westminster, Broomfield, Louisville, Boulder, Niwot, and Longmont will be 38.1 miles long. FasTracks will help to add 18 miles of dedicated highway lanes only for busses and possibly other high-occupancy vehicles.

The Gold Line will run from DUS to Arvada and Wheat Ridge along the BNSF freight line that serves Coors Brewery. The Gold Line will use light rail



This map shows an overview of the proposed FasTracks expansions. 119 additional miles of rail rapid transit are currently proposed. Denver Union Station acts as a hub and transfer point for many of the routes.

technology and run from DUS to Ward road, 11.2 miles. The line started life as the famed Colorado Central, once running through Clear Creek Canyon to Black Hawk, Central City, Georgetown and Silver Plume.

The West Corridor runs from downtown Denver along 13th Avenue to the Denver Federal Center along the Associated Railroads right-of-way. A majority of the 12.1-mile West Corridor started life as the Denver and Intermountain Railroad, where

Car 25 once ran. In the mid-1980s, Denver RTD purchased the to-be-abandoned Associated Railroads, preserving the valuable right-of-way. From the Denver Federal Center, the line will run along US 6 to the Jefferson County Complex in Golden.

Denver RTD will also be studying preserving for right-of-way along US 85 to Brighton. As we all know, freight rail traffic on this corridor is very busy, but the Denver region will grow in that direction.



The Club excursion train crosses the "Devil's Gate High Bridge" on the Georgetown Loop. 2-8-0 locomotive number 40 is followed by LAKE TAHOE coach 4, gondola 163, stock car 5713 and caboose 0574. – Two photos © Bruce Nall.



GEORGETOWN LOOP SPECIAL TRAIN RIDE

Georgetown Loop Excursion

By Don Hulse

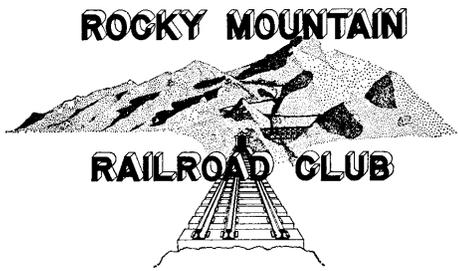
On August 21st, over 100 people rode a special train behind outside frame 2-8-0 engine #40 from Silver Plume to under the Devil's Gate High Bridge and back. Conductor Ron Ruhoff provided a history and descriptions of the sights during our trip. Passengers got off the train at the Hall Tunnel passing track on our eastward journey to meet westbound Shay #14. We took photos of the meet as well as of a run-by by our train after it backed out of the passing track and followed the Shay past our group of photographers. We enjoyed some time at the Devil's Gate Boarding area before reboarding and backing under the Devil's Gate High Bridge.

Before the trip, many of us enjoyed going through a mostly preserved baggage/mail car, coach and the to-be-preserved private car from the C&S narrow gauge era in the Historical Society Building. Several also saw the engine house with Shay engine #14 and our engine #40 steaming up.

Thank you to all for making this an enjoyable and memorable trip.



Georgetown Loop Shay 12 passes the Club excursion train before our photo run-by.



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A Big Weekend for Little Trains

Continued from Page 2, Column 2

The evening of the 13th, Denny Haeefe and non-member volunteer Barbara Sago hosted several hundred visitors in the RICO. It was a great pleasure to meet and greet rail enthusiasts from all over the United States. Visitors from Germany, Australia and Ireland were also present.

On Saturday the 14th, Denny Haeefe continued to work on new window frames as well as sanding the letter board in preparation for its addition to the car. Many convention visitors who could not get tickets to the special BBQ still made their way out to the Colorado Railroad Museum on Saturday to take in the sights.

The Denver Garden Railway Society sends its thanks to the Rocky Mountain Railroad Club for opening their locomotive, caboose and the RICO, and for helping to make their hosting of the National Garden Railway Society Convention a truly memorable time for all their guests.

Colorado Railroad Museum – 2004 Special Operation Days

For information call 303-279-4591

October 8-10 & 16-17: A Day Out With Thomas the Tank Engine and Friends	December 4 & 5: Santa Claus Special
-------------------------------------------------------------------------	-------------------------------------

Intermountain Chapter, NRHS 2004 Event Schedule

For information call 303-298-0377

October 15: Dinner meeting at Rossi's Catering. Richard Luckin will give us a different perspective on railroad documentaries. His topic is a 22-minute program, "Saving Railroad History Through Television." Following the presentation, Rich will re-run his award-winning documentary, <i>Rio Grande Ski Train: A Denver Tradition for Generations</i> .	Dinner reservations required, no drop-ins – call 303-298-0377. All reservations and cancellations must be made by 5:00 PM, October 13. After that, call Rossi's directly at 303-296-1144. No-shows are billed by the Chapter. Cost for the dinner meetings is \$12 per person. Cash bar at 6:30 PM, dinner at 7:00, 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.
Menu: Oven-fried Chicken Dinner, Potato Salad, Garden Salad and Cake.	

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	Mar. 20-April 3 China Steam Spectacular II
Oct. 28-Nov. 12 The Old Patagonian Express	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.
November 11-17 Mexican Copper Canyon	
Early 2005 Tours	April San Diego & Arizona Eastern, The Carriso Gorge
March 6-20 China Steam Spectacular I	