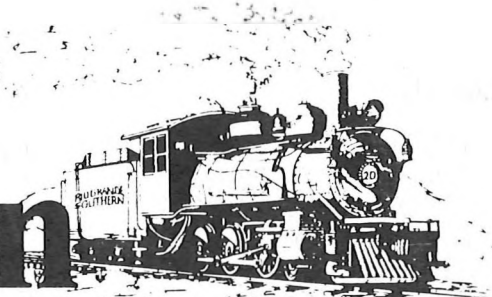


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 14, 1997 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Jim Blouch..... President
Walter Weart..... Vice President
Bill Gordon..... Secretary
David Goss..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the February, 1997 Rail Report is due no later than January 14, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

January, 1997..... No. 448
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

JANUARY 14 MEETING



We will be treated to a fine presentation entitled "The Denver & Rio Grande Western: Action in Mountains, Valleys and Deserts."

Tom Klinger will present a slide program showing the D&RGW Standard Gauge in operation from the late 1960's to the present-- that is-- The Action Road in action, and, out of action!

Be sure to join us for Tom's program and find out why Tom is considered a fine photpgrapher!

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report, (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.

DECEMBER PROGRAM AND MEETING—ELECTIONS

A nice, large group attended the Club's December meeting and Elections. Our hard-working nominating committee, composed of the three hold-over board members, Jim Blouch, John Hallinan and Don Zielesch, were able to present a slate of directors and officers, minus "president." This was in spite of contacting nearly forty members to serve with mostly negative response! The committee contacted fifteen individuals alone for "president!" We must extend our sincere "Thanks" to these men for their monumental effort.

The committee's slate was accepted and the following board members and officers were elected:

Walter Weart, Vice President
David Goss, Treasurer
Bill Gordon, Secretary

John Braselton, Board Member
Jim Ehernberger, Board Member
David Gross, Board Member

Following this, the floor was opened to nominations for President... whereupon, Jim Blouch was nominated and accepted, and was immediately elected...before he changed his mind! Since Jim had a year to serve as a Board member, further nominations were solicited and Dan Carroll was elected to serve a 1-year term to replace Jim Blouch.

[Editor's Note: Just prior to putting the newsletter to bed, it was learned that Bill Gordon had died Thursday night after the meeting on Tuesday. (Details next month) This may require further elections at the January meeting]

Following elections, required (brief!) business meeting and monthly book raffle,

we were treated to a truly well done tribute to Howard Fogg, recently deceased fellow Club member and renown railroad artist. Erwin Chaim, along with Bobbie's help, prepared a slide and music presentation showing Howard's work, as used on Christmas Cards, over many years. Some sixty-five or so paintings were represented, covering everything from the D&RGW and C&S narrow gauge through UP, C&S, Southern, and other well known standard gauge railroads. Our "Thanks" to Erwin for putting this together and sharing it with us as we fondly remember our fallen friend.

Neal Miller was also present to pass out his annual gift--details elsewhere.

To end the evening, many Club members and spouses helped to serve cake, coffee, etc. to the crowd who then enjoyed good conversation before calling it an evening. Out "Thanks" to all who made arrangements for the refreshments and helped to serve!

ANNUAL NEAL MILLER PHOTOGRAPH

As has been his custom since 1951, Neal handed out his annual "Christmas" photograph, making it 45 years straight! This year's photograph depicts Santa Fe #3903 north of Palmer Lake, December 8, 1953. A reproduction is provided elsewhere in this month's newsletter. As always, our appreciative "Thanks" to Neal!!!

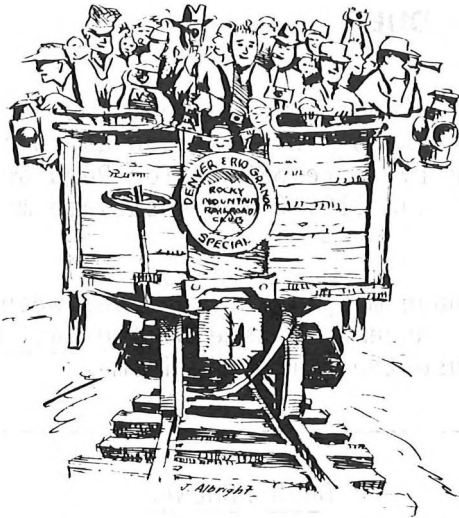
NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Peter Goss (Associate)	Aurora, CO
Walter Lopez	Denver, CO
Helen Hanna (Associate)	Boulder, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

A. Douglas Ramsey #313, member since 1973 August, 1996	Littleton, CO
Milt Fick November, 1996.	Denver, CO



1997 SCHEDULE OF EVENTS

February 18*	Regular Monthly Meeting
March 11	Regular Monthly Meeting
April 8	Regular Monthly Meeting
May 13	Regular Monthly Meeting
June 10	Regular Monthly Meeting
June 14 & 15*	Annual Workday: Club's Equipment at the Colorado RR Museum
July 8	Regular Monthly Meeting
August 12	Regular Monthly Meeting
September 9	Regular Monthly Meeting
October 18	ANNUAL BANQUET
November 11	Regular Monthly Meeting
December 9	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

MEETING CHANGE FOR FEBRUARY

Due to a scheduling conflict with the Church, the Club's regular monthly meeting in February will have to be moved to February 18, 1997. BE SURE TO NOTE THIS CHANGE!!

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits,

use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the December 10, 1996 meeting are as follows:

- F. M. Bain / Set of Small Postcards
- Hatch Wroten / British Steam Locomotives
- Phil Klinger / Amtrak 1978-79 Annual
- Dave Gross / Passenger Train Journal--1991
- Jude Buemi / Set of Employee Timetables
- Terl Robinson / Baltimore & Ohio Heritage-1945-1955
- Keith Goodrich / Canadian Pacific in the Rockies--Vol. 6
- Phil Scholl / The Boston & Maine--1969-1979
- Chris Larscheid / TRAINS, Vol 36, 11/75--10/76
- Don Hulse / Great Trains of North America
- Ray Fleisleber / Apple Country Interurban
- Richard Corey / History of the New York Central System
- Ardie Schoeninger / Railways Across the Andes
- Every Family / 1997 Union Pacific Calendar courtesy of Jim Ehernberger

Seventy-eight members participated in the December raffle, accounting for proceeds of \$112.50 to the Club's Preservation Fund. We believe this to be the largest "take" for any of the monthly raffles held over the years. Our "Thanks" to everyone who participated this past year!

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

ANNUAL BOOK DRAWING

The Annual Book Drawing, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Prizes to be awarded at the April 8, 1997 meeting are as follows: 1st Prize--*Denver and Salt Lake Railroad, 1913-1926* (Rocky Mtn. RR Club), P. R. Griswold; 2nd Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 3rd Prize--*Georgetown and the Loop* (Rocky Mtn. RR Club), Griswold, Kindig & Trombly. [All books are new]

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!*

PLEASE PRINT OR TYPE ALL INFORMATION!

ROCKY MOUNTAIN RAILROAD CLUB
1997 Book Drawing - April 8, 1997

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

ROCKY MOUNTAIN RAILROAD CLUB
1997 Book Drawing - April 8, 1997

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

ANNUAL DUES

We would like to encourage members to renew their membership as soon as possible. Dues for 1997 are \$20.00 for Regular memberships and \$10.00 for Associate memberships.

If you have misplaced your dues wrapper from the November issue of the Rail Report, please use the following form:

DUES RENEWAL

NAME _____

ADDRESS _____

Zip _____
(9-Digit)

PHONE () _____

NAME _____ [] Spouse

NAME _____ [] Child

NAME _____ [] Child

1997 Membership Renewal \$ 20.00

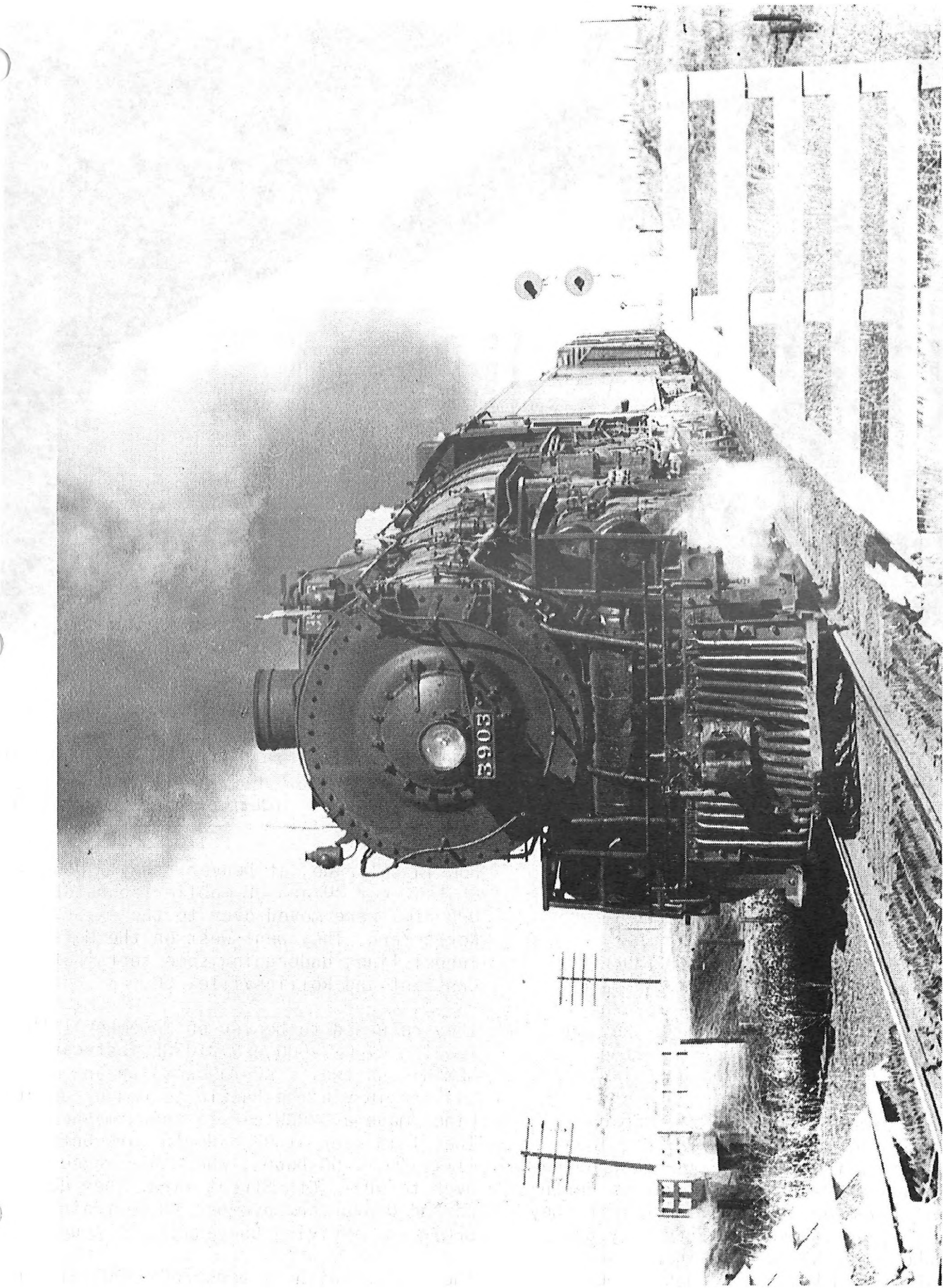
1997 Associate Membership

@ \$10.00 each [] _____
Number

Total payment enclosed... \$ _____

ONCE AGAIN, YOUR HELP REQUESTED

While most members are cooperating, we are still receiving checks for more than one item order and payment. PLEASE...Make a check out for each item: One for dues, one for books, one for raffle, etc., AND, please send these to each of the proper mailing addresses. Thank You, in advance, for your continuing cooperation. Our various volunteers will greatly appreciate your help, especially our membership chairperson and Treasurer.



Santa Fe No. 3903 North of Palmer Lake December 8, 1953

Neal R. Miller



Union Pacific AC6000CW's 7000 and 7003 are shown in a night shot in the UP's (ex-SP/D&RGW) North Yard on November 17, 1996. The engines had been on ex-D&RGW lines in Colorado going through performance tests. (Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

UNION PACIFIC PERFORMS HIGH ALTITUDE PERFORMANCE TESTS ON NEW AC6000CW 7000 and 7003. General Electric (GE) delivered their new model AC6000CW's to UP, November 5, 1996 at Chicago, IL. They departed Chicago, November 7th on train CSSZ-07 with GE test car 90. November 9th they moved east from Salt Lake City, UT, on train SSCGR-09. to Green River, WY. They continued east from Green River to Cheyenne, WY, on train GRNP-09 (Green River to North Platte of November 9th). November 10th they were at Cheyenne. November 11th they departed Cheyenne, WY, at 1745 hours on train CYDE-11 (Cheyenne to Denver, CO, intermodal).

Now in Colorado, at Denver, they (7000, 7003, GE test car 90 and UP mobile laboratory UPP 210) were moved over to the ex-SP/D&RGW North Yard. They went west on the Moffat Tunnel line, undergoing some tests between Crescent and Rollinsville, CO.

They returned to Denver on November 16th leading (7003/7000/UPP 210/GE Test car 90 GEMINI and two SP AC4400CW's) on an empty coal train via the Pueblo to Denver Joint Line (made a D&RGW circle tour, maybe?). They laid over at UP's North Yard until 11/17/96, 2200 hours, when they moved over to UP's 36th Street Yard. They departed Denver on November 18 on train DECYZ-18, arriving Cheyenne 1230 hours.

They, along with sisters 7000-7005 will now be found working in pairs (12,000 hp sets)

on the Green River, WY, to North Platte, NE, potash trains, symbols GRNP. On November 24th, the units at 0630 hours were on these trains:

- 7000 at North Platte, NE, off GRNP-22
- 7001 North Platte, NE
- 7002 Green River, WY, off train LUR023
- 7003 North Platte, NE
- 7004 North Platte, NE, off train NLNP-20
- 7005 Green River, WY, off train LUR023 (Don Z., CW, Lou D.)

UNION PACIFIC E-UNIT POWERED INSPECTION SPECIAL INSPECTS FORMER SOUTHERN PACIFIC LINES. Union Pacific (UP) operated a 12-car passenger special with CEO Dick Davidson and UP's new President, Jerry Davis, aboard, November 23-25, 1996. The UP E-9A's 951, 963B and 949 powered the train from Los Angeles, CA, on November 23rd, and went north to Roseville, CA. November 24th found the special turning east via the ex-Southern Pacific's Donner Pass line

through Reno and Elko, NV, and overnighting in Salt Lake City, UT, at Roper Yard.

Departing UP's Roper Yard, Monday, November 25th, it sped east on the former Denver & Rio Grande Western through Grand Junction, Dotsero, Bond, through Moffat Tunnel and into Denver, CO, that evening. A Rio Grande 3100-series unit was added to the point of the train for the trip through Colorado. Passengers disembarked at Denver and stayed at a Denver hotel that evening.

The train was in Denver until mid-morning, November 26th, when it departed as a dead-head move north via Brighton and Greeley, CO, for Cheyenne, WY, and then east back to Council Bluffs, NE, where the passenger fleet is stored. The E-units were taken off at Cheyenne, WY. The consist was:

- UP951 E-9A
- UP963B E-9B
- UP949 E-9A
- UPP 207 Power Car



Amtrak's new P42BII unit #6 (part of series 1-98) came into Denver Union Station on the head of Train #5 on November 18, 1996. It left on Train #25, The Pioneer, as the trailing unit. (Chip Sherman Photograph)



This train is the Union Pacific's contribution to the Space Shuttle Program, shown moving Morton Thikol-built solid rocket boosters through Colorado: Cheyenne, WY, south to Denver, then east on the UP's Kansas Pacific line via Limon and Cheyenne Wells, CO, on November 18, 1996. Power included SD60M #6149 and Dash 8-40C #9166 for a seven (7) car train.

(Chip Sherman Photograph)

UPP 202 Staff car CARBARTON
 UPP 200 Crew sleeper OMAHA
 SP 140 SP Business car STANFORD
 SP 150 SP Business car SUNSET
 UPP 114 Business car FEATHER RIVER
 UPP 101 Business car POCATELLO
 UPP 1610 sleeper POWDER RIVER
 UPP 1605 sleeper
 UPP 9005 dome lounge WALTER DEAN
 UPP 302 diner OVERLAND
 UPP 203 Track inspection with theatre
 type, rear facing seating car
 IDAHO

Thanks to Bill Farmer, Joe M., Darrell Arndt and Matt A. for their help.

UNION PACIFIC USING 7000'S IN TENNESSEE PASS HELPER SERVICE. Union Pacific has moved several of their new AC4400CW's into helper service over Tennessee Pass, basing them at Minturn, CO. Seen the weekend of

November 9/10, were 7014 and 7041. These are now mixing with Southern Pacific GE model AC4400CW's, series 100-377. (Steve R.)

UNION PACIFIC TO OPERATE DENVER TO WINTER PARK SKI TRAIN WITH RIO GRANDE LETTERED GP-60's. Rio Grande speed lettered GP-60's, last units added to the D&RGW roster lettered Rio Grande, will be the power on this season's Ski Train. The units are 3154, 3155 and 3156.

The train's consist will be 2-3 locomotives, power car 253, 11 ski train coaches, and one to three Anschutz business cars (lounge UTAH, dome/sleeper CALIFORNIA and business car KANSAS). The three business cars are used to entertain clients/shippers, or can be rented by individuals or businesses.

The trains' schedule: depart Denver 7:15 a.m., arrive at Winter Park Ski Area at 1:15 a.m.. The train is then moved and wye'd further west at Tabernash, and lays over at Fraser, CO, most of the day. It leaves Fraser around 3:10 p.m. to start loading passengers at Winter Park at 3:30 p.m. It departs Winter Park at 4:15 p.m., arriving back at Denver's Union Station at 6:15 p.m. Service starts December 21/22, 1996, operating weekends until March 29, 1997. Extra/holiday trips will operate on Thursday, December 26; Friday, December 27th for media day; Friday, March 7, 1997, is a Norwest trip; March 14 for M/I Drilling; and Fridays, March 21 and 28. (Call 303-296-4754 for information and reservations)

OTTAWA VALLEY RAILROAD GP-9 #4200 SHIPPED FROM OMNITRAX, LOVELAND, CO. Omnitrax has rebuilt and shipped freshly painted black and yellow Ottawa Valley RR (OVRR only stenciled on cab) GP-9E #4200, ex-Southern Pacific 3778. It was at BNSF's 23rd Street Diesel Shop, Denver, on November 21st. The only lettering on the unit is OVRR. The OVRR rolled east to Chicago where it joined JVRR 4201-4205, all ex-SP units. (Bruce B.)

EMD SD90MAC UP 8201 MOVED BY BNSF TO PUEBLO TEST TRACK CENTER (TTC). EMD's first 6000 horsepower unit, UP 8201, rolled through Denver, November 8, 1996, via BNSF's McCook line and south over the Joint Line to Pueblo, CO. The unit will undergo tests there for the next several months.

UP has renumbered UP 8160 and 8161 to 8200 and 8201. This will shift the future SD90MAC UP roster numbers accordingly.

Union Pacific has ordered 25 EMD SD90MAC's with delivery expected to start in September, 1997. Watch for UP to receive 150 GE-built model AC4400CW's in 1997, too. (Don Z.)

UP OPERATES FIRST SNOWPLOW IN COLORADO ROCKIES, DECEMBER 5, 1996. Union Pacific called out their first 1996-97 snowplow due to heavy snowfall on the Craig Branch serving Steamboat Springs, CO. Using clean Rio Grande-lettered black with gold GP-60's 3154 and 3155, they moved snow dozer Denver & Rio Grande Western AX-45 west.

Called as DRGW Extra 3155, the train left UP's (ex-SP/D&RGW) North Yard, Denver, CO, the afternoon of December 5th, westbound on the Moffat Tunnel route via Arvada, Rollinsville and Winter Park.

A Pacific storm had dropped over a foot of snow on the Colorado Rockies' western slopes on December 5-6th. Steamboat Springs reported 22 inches, Winter Park 18 inches and Ski Cooper reported 16 inches. Great for the ski resorts, but trouble for railroaders and drivers. (The Colorado Zephyr and Joe M.)

UP REBUILDING SP SW-1500'S AND PAINTING THEM AT RESCAR INDUSTRIES, INC., RADER SUBSIDIARY. Union Pacific is hungry for switcher power. Work is underway, starting in November, 1996, to rebuild Southern Pacific SW-1500's at the Burnham Shops, Denver, CO, and then put them into UP yellow.

UP has contracted with Rescar Industries, Inc., a subsidiary of Radar Railcar, to paint 12 switchers at its Hudson, CO, shop, the ex-Rocky Mountain Railcar facility.

UP's first SP switcher repaint was done at North Little Rock, AR, on November 22, 1996. SP SW-1500 #2662 became UP 1183. (Mark Bau, CW)

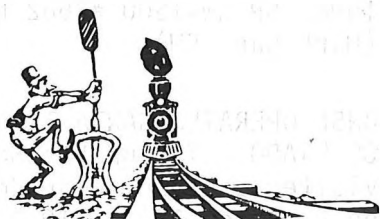
BNSF OPERATES SANTA TRAIN THROUGH EASTERN COLORADO. The BNSF's Santa Clause train visited eastern Colorado towns and cities on December 12-14, 1996. BN GP38-2 #2358 was the power for the two-car train: flat-car and caboose. The train stopped at Stratton, Benkelman, Wray, Yuma, Otis, Akron and Brush, CO, on December 12th. The train was at Sterling, CO, on December 13th. It departed Sterling on December 14th, and made a stop at Peetz, CO, before rolling north into Nebraska and to its home base, Alliance, NE.

"This is an opportunity for BNSF and its employees to give something back to many of the communities that have supported the railroad," said Jim Cunningham, electrician at the Alliance, NE, locomotive shop and a Santa Clause Express organizer. This train also visits BNSF lines in Wyoming and Nebraska.

WYOMING-COLORADO F-UNITS MOVE FROM LARAMIE, WY, TO ARIZONA CENTRAL. The Wyoming-Colorado F-7A's 1510 and 1512 headed for their new home in Arizona in mid-December, 1996. David spotted the two units on the UP in Cheyenne, WY, on December 7th. They were moved over to BNSF's 38th Street Yard on December 8th, staying at 23rd Street Diesel Shop, December 8-10. The units' red has faded in the sun to a pink hue.

December 10, 1996, they departed Denver on the Denver to Barstow, CA, train HDVBA-10, as the sixth and seventh units behind "bluebird" (blue and yellow paint scheme) Santa Fe power. The F-units are headed for Clarkdale, AZ, and the Arizona Central which operates the Verde River Canyon excursions.

Club members may fondly remember the Club's Wyoming-Colorado excursion with these units back on June 28, 1992. The WYCO 1510 and 1512, built for the Alaska Railroad in 1953, were our power that memorable day. Red F-units with our train's ex-Santa Fe stainless steel passenger cars made an impressive sight. With the line's rails being abandoned in 1996 into 1997, this excursion will never roll again. (David P., JP, and The Littleton Tower Operator)



RECENT DEATHS

The historic preservation community lost an important participant on December 1st with the passing of Augie Mastrogiuseppe. Augie was most known for his position as Photo Archivist at the Denver Public Library's Western History & Genealogy Department. Many authors and researchers from around the country came to know and depend on Augie for his help in searching the library's extensive photograph collection of both rail and non-rail subjects. Acknowledgement of his valued help can be found in many publications. Augie was also on the Advisory Board of the Colorado Railroad Museum. Augie will be missed, not only for his knowledge of the library's wonderful collection, but also because he was a genuine nice guy. (Darrell Arndt)

**VERY GOOD NEWS—
CLUB PUBLICATIONS**

After the December newsletter was prepared, the Board of Directors voted to give Club members a special price on the three books that we have for sale. FOR CLUB MEMBERS ONLY, the price has been reduced from the \$39.95 fare to \$33.95 on GEORGETOWN AND THE LOOP, DAVID MOFFAT'S DENVER, NORTH-WESTERN AND PACIFIC, and DENVER AND SALT LAKE RAILROAD 1913-1926. To receive the special price, the member must include his or her Rocky Mountain Railroad Club membership number. The price to the general public remains the same.

BOOK ORDER FORM

(Please Print or Type!)

NAME _____

ADDRESS _____

Zip _____

RMRRC Membership No. _____ (Required)

_____ DENVER & SALT LAKE RAILROAD 1913-1926 \$33.95 each \$ _____

_____ DAVID MOFFAT'S DENVER NORTHWESTERN & PACIFIC \$33.95 each \$ _____

_____ GEORGETOWN AND THE LOOP \$33.95 each \$ _____

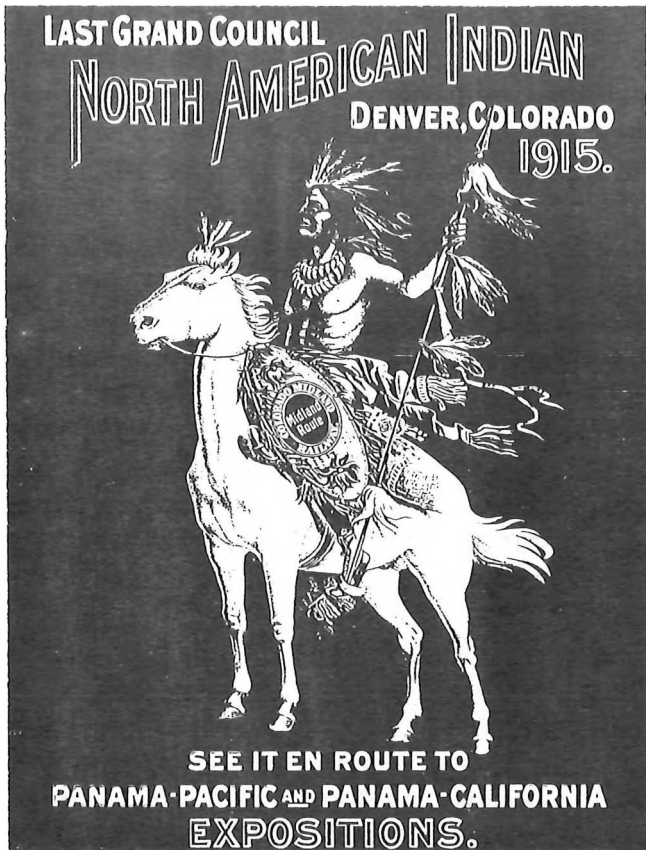
_____ Shipping Cost: \$3.50 first book; \$1.00 each additional copy \$ _____

_____ Denver Residents:* Sales Tax @ \$2.48 ea. \$ _____

_____ Colorado Residents:** Sales Tax @ \$1.02 ea. \$ _____ *7.3%; **3%

Total Remittance \$ _____

Send Orders To:
ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201-2391



FOR OUR COLORADO MIDLAND FANS

During the next several months, our Club will be emphasizing the history of the Colorado Midland and the Midland Terminal in advance of the 50th anniversary of the Club's final trip on the Midland Terminal

GREAT BRITAIN AND MORE!—PART 1

[Editor's Note: I knew that I was in big trouble when Keith Kirby handed me ten pages of review on the Club's September 29-October 12, 1996 trip to Great Britain! I knew that the January issue of the Rail Report was already overflowing; however, it became apparent that Keith had done a fine job of putting this "larger-than-life" trip down on paper, and, while Keith made it clear that I could edit it as I saw fit, I realized that I was unable to cut it up without killing the flow of information. So, it is my decision to use all ten pages and spread it out over two or three months. You will be reading a short "Part 1" this month, with the balance to follow in larger parts.]

in 1949. We plan to work closely with the NRHS Midland Chapter in Colorado Springs. To begin this "Midland" emphasis, we are offering a full color (10¼"x13½") copy of the famous 1915 Colorado Midland Indian poster for only \$6.00. The shipping charge is \$1.50; Colorado residents should add 18¢ sales tax, and Denver residents should add 42¢ sales tax.

COLORADO MIDLAND POSTER ORDER FORM

(Please Print or Type)

NAME _____

ADDRESS _____

Zip _____

_____ CM Posters @ \$6.00 ea. \$ _____

_____ Postage @ \$1.50 ea. _____

_____ Sales Tax (18¢ or 42¢) _____

Total Remittance \$ _____

Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201-2391

GREAT BRITAIN AND MORE!

by Keith Kirby

At the end of September and the beginning of October 28 members and friends of the Rocky Mountain Railroad Club took a never to be forgotten trip to Great Britain. The following is a description of some of the highlights of this trip.

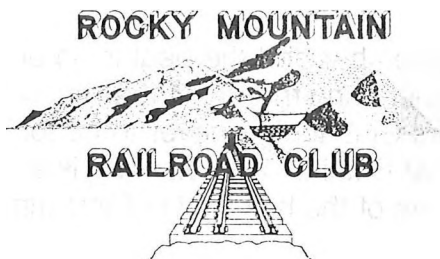
We were escorted around Great Britain by Peter (Fuzz) Jordan who was assisted by John Flower and Ian Rudd. We could not have been in better hands. In fourteen days we were able to see and do things natives often can't do. While everything as exciting, one of the high points were the people Fuzz, Ian, and John were able to introduce us to.

Few flew to London via St. Louis. Fuzz, his daughter Jane and Ian greeted us with signs welcoming The Rocky Mountain Railroad Club. They took us to lunch at a pub and then to our hotel, a charming inn in the the midlands. Fuzz asked if anyone would like to go to Doncaster for a bit of trains spotting, figuring that most would still be suffering from jet lag and wouldn't take him up on his offer. To his surprise almost everyone went. In the span of about an hour, we saw 5 or 6 High Speed Inner City electric express trains and tow diesel counterparts. In addition we saw a "Sprinter," two car RDC type, another 2 car RDC type good for 90+ mph, and some rather primitive 4 wheeled trains sets used in commuter work. At the siding southern edge of the platform was a maroon and yellow engine belonging to the British subsidiary of Wisconsin Central. Fuzz said it was built in the late '60's and is still considered a fine locomotive. They are currently being rebuilt.

The next day we went to Sheffield. First we visited the British Rail locomotive depot (shops) at Sheffield Tinsley. John Towler gave us a guided tour. This facility is currently on the block. The next day, October 1, representatives from the Wisconsin Central were coming to see if they wanted to purchase the facility. As a result, the workers were painting safety chains white and generally sprucing the facility up. The locomotives based here are of the 47 Class built

between 1963 and 1967. They are currently rebuilding these locos, cannibalizing others of the same class for parts. We noticed that many, if not most, were named as well as numbered. They acquire their names in a variety of ways. One was named for a grammar school. It seems that a boy from the school lobbied the company to name a loco for his school which was celebrating its 500th anniversary. Another, that we got to go in the cab of, was named Pedigree, after the pet food which was a major on line shipper. My favorite was named after the Festiniog Railway. It was John Towler's personal favorite. He is an important person on the Festiniog Society. He persuaded the railway to paint it a non-standard blue rather than the two toned gray, blue roof with red and yellow accents. A highlight of the tour was a freshly shopped 47 Class loco, named Rover, in honor of the largest supplier that it will serve. The paint was so fresh, you could smell it. It was to be dedicated tomorrow. The 47 class have V-12 turbo charged engines by Sulzer of Switzerland and built in England. We saw all phases of their operations, from rebuilding turbochargers, to rebuilding bogies, to repainting. They had a beautiful blue/green shunter dedicated to the Children's Hospital in Sheffield. We also saw the Buzzard, which was being stripped to be scrapped.

END PART 1.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

RONALD O. GABEL
5535 S. QUAIL ST.
LITTLETON, CO. 80127-1803