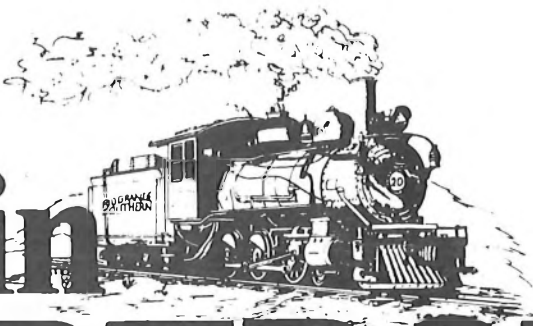


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 10, 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
Peter Weart..... Vice President
Carolyn Blouch..... 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 July, 1997 Rail Report is due no later than June 10, 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.

June, 1997..... No. 453
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

JUNE 10 PROGRAM AND MEETING

We will, once again, hear from long-time member, Bob Andrews, who will present a slide program giving us a pictorial review of Union Pacific steam power.

This program will include all steam locomotive classes from the early 1900's through the 1940's. This should not only be entertaining, but very informative as well!

We look forward to seeing you at the June meeting!

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.

MAY MEETING AND PROGRAM

We are never disappointed at Potpourri Night, and, 1997 was no exception! We were treated to 12 mini-programs. A review of each program follows:

HAROLD TOPPING: Harold was aboard Amtrak when the train derailed on January 13, 1997 in Granite Canyon, some 15 miles west of Cheyenne, Wyoming. The train hit an open switch (caused by ice). Locomotives and cars were everywhere and Harold was able to deboard and take pictures of the wreck. Fortunately, few people were hurt, and none very bad. We seldom see such events, especially just after the accident. Harold's photos were very interesting! He followed up with some Canadian Pacific shots taken during a holiday tour.

WALLY WEART: Wally took us to Connecticut to take a look at the Danbury Branch of the New Haven Railroad, showing the original turn-of-the-century catenary hardware still in use in our day. The "electric" theme was continued with views of the Erie Lackawana locomotives, Amtrak's original E-60 and second-hand GG1's, the Skokie Swift on the old North Shore, and, then onto Colorado to see some of the final days on the Great Western.

Dave Goss: Dave provided some railroading not seen at a Club meeting before (to your editor's knowledge). First, we visited Taiwan and viewed Japanese-type mainline locomotives (steam), along with some very interesting Shays still working during his 1971 visit. If it weren't for the locals running the operation, you would have thought we were in the U.S.! Dave then moved on to Thailand and some mainline steam, built to meter gauge. All-in-all, very interesting.

TOM KLINGER: As always, Tom presented some truly fine photography with an overall theme: "What railroad is It!?" While Dave covered mostly the Moffat Line, he presented motive power lashups that could only confuse one as to what railroad we were covering! Various road engines passing us by included BNSF, LMX, BN, UP and D&RGW. Additional photos included this year's Ski Train with D&RGW-lettered units, and, the UP Rotary Snowplow on the Walden Branch.

JOE PRISELAC: Our past president is quite an accomplished artist, especially when he paints train scenes. Joe presented a fine assortment of his paintings on slides that covered Trolley, Interurban, UP Steam, D&RGW narrow gauge steam, C&S Climax Branch steam (#638 Std. Ga.), Denver & Salt Lake, and, for the diesel crowd, the D&RGW Alco PA's pulling the California Zephyr, and, a freight being pulled by "German PA's" (which are actually diesel hydraulic).

BOB ANDREWS: Bob, like many of us, misses the traditional caboose at the end of the train. So, he chose the theme "Caboosees." Bob presented many fine shots of classic cabooses on the Rock Island, SOO, Kansas City Southern, SP, BN, ATSF, UP, Western Pacific, Maine Central, Algoma Central, D&RGW, and, the Leadville, Colorado & Southern.

STEVE MASON: Steve covered the Club's recent Ski Train excursion to Winter Park on March 23, 1997. From Union Station shots to Winter Park and enroute, we were treated to views of the beautiful D&RGW-colored consist behind GP-60's #3155 and #3156, lettered and painted in "Flying Rio Grande black & Gold." Next, it was on to Promontory, Utah, to celebrate the 125th anniversary of the meeting of the Union Pacific and Central Pacific at Promontory Point.

PETER GILBERT: Peter took us back to 1966 where we followed a mixed snow train extra and tank car freight extra out of Chama, NM up to Cumbres where the tanks were dropped and snow extra continued on into Alan, Colorado behind K-36's #480 (helper) and #483 (road engine). The mixed snow extra and freight extra was certainly unusual.

ERWIN CHAIM: Erwin surprised everyone with an unusual non-train selection of very fine "arty" shots of "Doors," and "Walls." While these photos were very aesthetically pleasing to everyone, we who are modelers in the audience were particularly pleased to see the "weathering" effects. It is NOT easy to one-up Erwin, but Darrell Arndt's reaction to Erwin's first slide showing a beautiful frost pattern on some door glass even caught Erwin speechless (though only for a moment) when Darrell yelled out: "If you gave Bobbie some money to run the furnace, you wouldn't have frost like that on your windows!" But, in the best tradition of give and take between friends, Erwin soon got even with suggestions that some of the walls and doors were taken at Darrell's home!

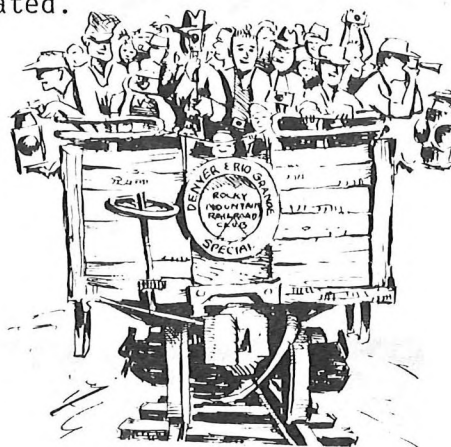
JIM TROWBRIDGE: Your editor presented a series of slides taken last September on his annual 2-day freight train excursion on the Cumbres & Toltec Scenic Railroad, showing K-27 #463, lettered, along with its freight consist, back to Rio Grande practices as it travelled from Chama, NM to Antonito, CO and back to Chama. Many unusual photo runby shots were included of areas where people rarely get to take photos of the C&TS and special trains, such as Hamilton Point, Coxo Curve, East Portal of Rock Tunnel, Whiplash Curve and Fergeson's Trestle.

RICH BERENS AND KEITH GOODRICH: The Equipment Committee (Keith Goodrich, Chairman) presented a preview of what needs to be done on the Club's June 14 & 15, 1997 Work Weekend at the Colorado Railroad Museum. Condition of the equipment was depicted and a plea for help was sent out! Your help is needed and greatly welcomed. Please contact Rich or Keith or any officer or board member at the June meeting, or, via the Club's telephone answering machine at (303) 431-4354. The Committee will get back to you ASAP.

DARRELL ARNDT: Darrell completed a truly fine evening of Potpourri slides with some of his outstanding photography of years past and current subjects that included the heavy weight D&RGW Ski Train consist at Winter Park being passed by a D&RGW freight, various Amtrak passenger trains

on the Moffat Line, the UP Rotary recently clearing the line to Walden, CO, and again in 1977 on the Rock Island in eastern Colorado. UP fan trips were covered including one to Sterling, CO,--now abandoned right-of-way, and, the best of the night shots of Night Scenes at Union Station, Denver, and out on the Moffat Line! No one does better night photography than Darrell!!

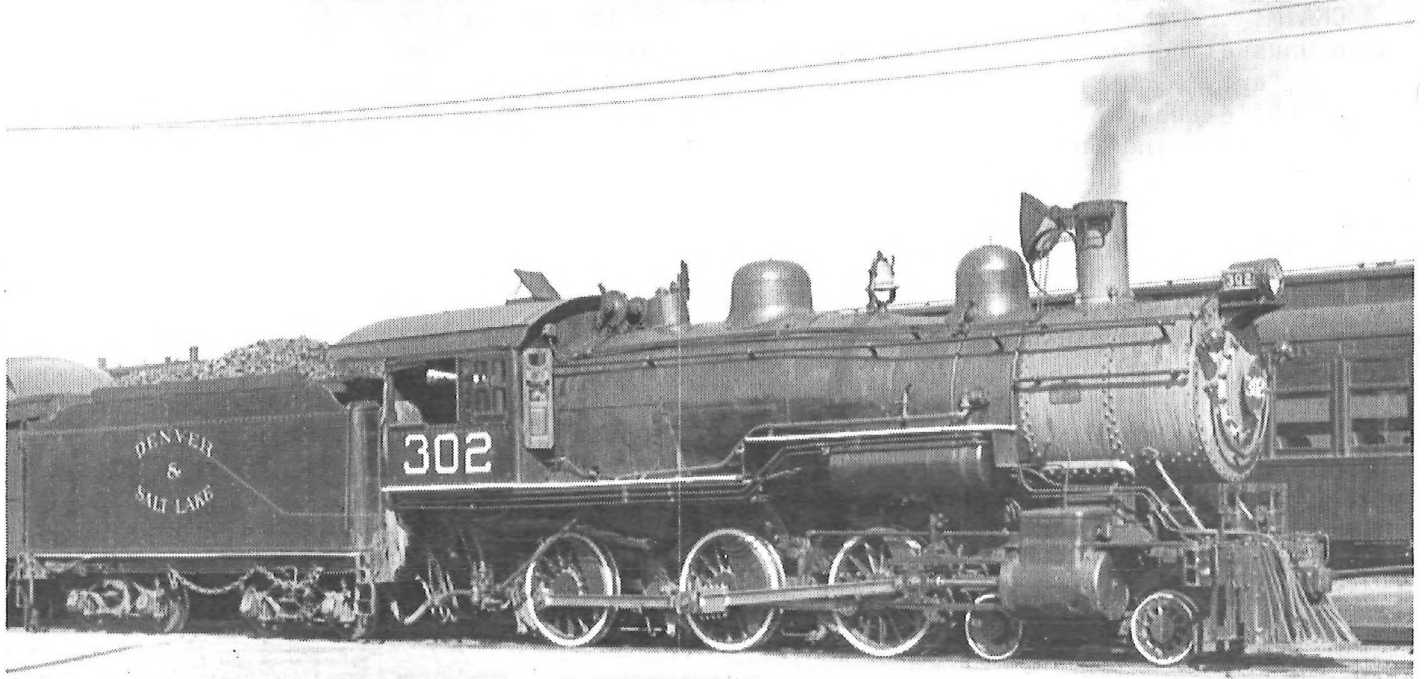
If you missed this program--you missed a great show! Our "Thanks" to everyone who participated. Your mini-programs were just wonderful. Also, our "Thanks" to Erwin Chaim for gathering this material together and presenting it via the Club's projector and slide trays, and, for the time and effort to make up Title Slides for all the participants! Your efforts are greatly appreciated.



1997 SCHEDULE OF EVENTS

June 10	Regular Monthly Meeting
June 14 & 15	Annual Workdays: Club's Equipment at the Colorado RR Museum
July 8	Regular Monthly Meeting
July 19	Denver Post/Cheyenne Frontier Days Special Train Excursion
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!



The finances of the Denver and Salt Lake Railroad were much improved in 1926 when Otto Perry took this photograph of D&SL #302, shown in Denver. This handsome 4-6-0 appears much better maintained than it had been in previous years. This, along with many, many other fine photographs can be found in the Club's newest publication, Denver & Salt Lake Railroad 1913-1926.
 (Denver Public Library Western History Collection)

REMINDER

CLUB PUBLICATIONS FOR SALE

The announcement of a reduced price (to Club Members Only) of \$33.95 for each of the current Club publications is to be a permanent offer for Member appreciation. To secure this special pricing, members **MUST** always include their membership number with their book orders so that the Club may verify that only Club members receive this discount.

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Work is well along to meet the deadline of May 1, 1997, for removal of the 100-foot riveted through-truss turntable from the Elitch's Amusement Park. Soon, it will be trucked to Chama, NM, to be eventually reconstructed on the Cumbres & Toltec Scenic Railroad. The timing of this event turned out to be almost perfect as the C&TS was actively discussing rebuilding the roundhouse in Chama and was wondering where a turntable could be secured.

(Wally Weart Photograph)

HISTORIC COLORADO & SOUTHERN TURNTABLE MOVED FROM ELITCH'S TO CUMBRES & TOLTEC SCENIC RAILROAD

by Wally Weart and
Hol Wagner

Starting in 1899, the newly formed Colorado & Southern Ry. (C&S) began construction of a new yard and shop on the east side of the Platte River just below the point where Cherry Creek empties into the South Platte River near 7th Avenue. The new facility included a 40-stall roundhouse and a 70-foot turntable.

As locomotives became larger, the old turntable was replaced in 1904 and again in 1919. The newest one was 100 feet in length and survived until its recent removal and relocation to Chama, New Mexico. The 1919 turntable was built to a standard C&S, Chicago, Burlington & Quincy (CB&Q) and Fort Worth & Denver (FW&D) design. This design was duplicated at about another 15 locations around the combined rail lines.

The locomotives of that era included a 2-10-2 type which exceeded the length of the old 80-foot turntable. The turntable originally was built to accommodate both standard and narrow gauge locomotives and there are pictures that show two C&S 2-8-0's on the table at the same time.

During the 1920's, the C&S built a new locomotive repair facility on the north end of Denver at about 58th Avenue. With the opening of this shop, some of the functions performed at the 7th Avenue facility were transferred to the new shop. Car

repair work was relocated to other shops on the combined roads, including Aurora, Illinois and Childress, Texas. In the mid-1940's, the roundhouse was reduced to 35 stalls. Further reductions in size occurred until only five stalls were left.

With the merger of the C&S, CB&Q and FW&D into the Burlington Northern (BN) in 1970, the facility (now named Rice Yards) became redundant and plans were made to remove all tracks and buildings. By 1980, the yard and buildings were abandoned and the rails removed. The roundhouse was finally torn down around 1990 and the entire Rice Yards site was vacant except for the turntable.

As the BN abandoned Rice Yard, Denver Rail Heritage Society (DRHS) convinced the BN not to scrap the turntable. The property located between the South Platte River and downtown Denver was prime real estate for redevelopment.

About this same time, the Elitch family was searching for a new site to relocate their historic amusement park which was then situated on Denver's west side in a land-locked location. They announced that the old BN yards would be the site of the new Elitch Gardens Amusement Park and were very interested in incorporating the turntable into the park. There were plans to add a railroad motif to that area of the park. The turntable was sand blasted and painted and decorative lights added. There was some consideration to placing a caboose on the turntable, but this plan was never implemented.

The Elitch family sold the park to Premier Parks, Inc. of Oklahoma City, OK, in October, 1996. The new owners immediately made significant investments to improve on the solid foundation laid down by the Elitch family. As part of the redevelopment, the turntable no longer fit the plan. The space was to be given to a new ride.

Premier, recognizing the historical significance of the turntable, contacted DRHS about properly disposing of this artifact. Premier requested that the turntable be removed before the May 1, 1997, opening day. The officers of DRHS, whose charter is to preserve Denver's rail heritage, immediately set to work finding a new home for the turntable.

Robert Bousch, Director of Design, Construction & Maintenance for Elitch Gardens, persuaded the new owners to underwrite the dismantling and removal. This represents a considerable and significant cash outlay

to dismantle a nearly 80-year-old, 100-foot-long, riveted through-truss turntable.

Ridge Crane of Arvada, Colorado, was the successful bidder. Ridge is no stranger to moving railroad-related items as they had done other projects in the past, but nothing like the turntable.

While Ridge prepared to start the dismantling project, negotiations between the Cumbres & Toltec Scenic Railroad (C&TS) and DRHS were successful and the turntable would go to its new home in Chama, NM. The C&TS was able to arrange transportation through Roadrunner Trucking of Albuquerque, NM, who provided seven flatbed trailers for the movement.

Dismantling started on March 25, and was completed on April 4th. The job was far more difficult than first thought. Ridge was required to use more crews and the task took much longer than originally planned. To their credit, Ridge placed all necessary resources on the project to insure that the schedule would be met.

Loading the trailers was started on April 7th and completed by April 10th.

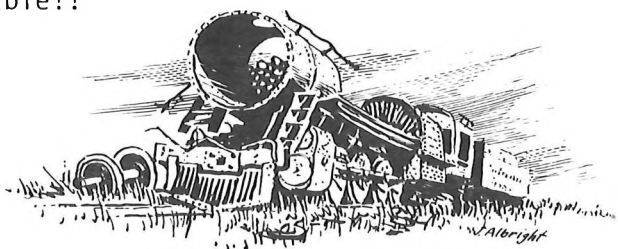
Premier and Elitch Gardens are to be commended for the way in which they underwrote the preservation of an irreplaceable and unique piece of Colorado railroad history. Ridge Crane deserves a big THANK YOU for the way they handled the dismantling and removal of this historic structure.

Editor's note: Eral Knoob, Superintendent of Operations on the C&TS told your editor that the availability of the turntable was almost perfect timing as the C&TS has been seriously planning the rebuilding of the 9-stall roundhouse in Chama to protect the railroad's locomotives during the winter months and allow for maintenance on other equipment.

The original turntable was a typical 65-foot structure similar to the one at Durango. The space still exists to replace the roundhouse (perhaps being reduced to only 8 stalls) and the 100-foot C&S turntable. Two tracks now occupying part of the roundhouse space (currently holding the Rotary "OY" and other equipment as

needed) were added after the Rio Grande era and would be removed to make room for the rebuilt roundhouse. A pie-shaped area between the back of the roundhouse and the "new" enginehouse, would probably be roofed in to provide even more cover during the winter months. The roundhouse was torn down because it would not accommodate the K-36's and K-37's. The new one would likely be built slightly longer to eliminate this problem. The 100-foot C&S turntable, while not being prototypical, would nevertheless, be very useful, and, most importantly, be capable of holding a steam engine and the C&S's diesel locomotive at one time; thus allowing steam locomotives to be pushed and pulled around the property and to and from roundhouse stalls and enginehouse tracks without steaming up engines!

This project is going to be activated some time down the road; but, the C&S no longer has to wonder where they will find a turntable!!



THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

BURLINGTON NORTHERN SANTA FE (BNSF) EMPLOYEE SPECIAL WITH FRISCO STEAM ENGINE #1522. BNSF's 14-car employee's special will operate through Nebraska, Colorado, Wyoming, Montana and Illinois in June, 1997. The train will have St. Louis Steam Train Association-owned ex-Frisco 4-8-2 steam engine #1522.

The special will make stops at Denver, CO, on June 7th; Guernsey, WY, on June 9th; Laurel/Billings, MT, area June 12; Lincoln, NE, for Haymarket Heydays celebration, June 20-22; and, attend the Galesburg, IL, Railroad Days annual event on June 28-29. Quite an ambitious undertaking for BNSF, and something that employees haven't seen on Burlington Northern territory in a long time.

The 1522 is owned by the St. Louis Steam Train Association and is normally kept on

the grounds of the Museum of Transportation, St. Louis, MO. Frisco 1522 is a Baldwin Locomotive Works-built (1926) mountain type (4-8-2). It has seen service in recent years at BN and BNSF excursions/events (Galesburg Railroad Days).

RESCAR PAINTS FIRST DENVER & RIO GRANDE WESTERN UNIT INTO UNION PACIFIC SCHEME. The Union Pacific (UP) Railroad continues its ambitious repainting project of its merged railroads into its yellow scheme. D&RGW GP40-2 #3102 was painted April 25, 1997, becoming UP 5256 at Rescar's Hudson, CO, shop. Rescar continues to repaint former SP switchers and road freight units into the summer of 1997. (Don Z. & Mark Bau)

SKI TRAIN OPERATES PRE-DENVER "SUMMIT OF EIGHT" TRIP TO WINTER PARK, CO. The Denver Summit of Eight (Nations) meeting will be held in June, and some VIP's attending it will get a taste of the Colorado Rockies by rail. The trip was given a dry run using some Ski Train equipment. Secret Service agents were among the 24 passengers aboard a four-car Denver-to-Winter Park special that operated April 22, 1997. The June 20-22, 1997, summit will bring together President Clinton with the leaders of Russia, Japan, Canada, Germany, France, Britain and Italy.

The annual summit of the Group of Seven major industrialized countries has grown from a simple meeting to an extravaganza, with entertainment galas and state dinners. A train trip through the Colorado Rockies on the Ski Train is a logical addition.

Rio Grande speed-lettered GP60's #3156 & 3155 had power car JOSEPH G. HARRIS, Ski Train coach LA PLATA PEAK, lounge car UTAH and business car KANSAS for the train consist. The special departed Denver's Union Station at 7:05 a.m. and headed west on UP's Moffat Tunnel Line via Rollinsville, CO. Passengers were let off at Winter Park Ski Area, and the train continued west, wying at Tabernash, CO. Around 11:30 a.m., passengers reboarded their four-car special and returned east to Denver. The train rolled over Blue Mountain Drive, west of Arvada, CO, at 12:35 p.m., and was at Union Station by 1:30 p.m. (Joe)

AMTRAK ROADRAILER TEST TERMINATED AT DODGE

CITY, KANSAS, APRIL 20, 1997. Amtrak interest in expanding its mail and express operations was tested in April, 1997, between Chicago, IL, and Albuquerque, NM. The special train was put together to test Roadrailer equipment. Amtrak's six car train was hauled by a General Electric model P40, #838. The train had three Superliner cars, a BNSF business car, and a Roadrailer car.

Testing was done on BNSF's trackage currently used by Amtrak's Southwest Chief. The train was put together to test the Roadrailer's riding characteristics on this particular route. This route includes mainline running as far as Kansas, and then jointed rail on BNSF's Raton Subdivision via La Junta, CO, and Raton, NM. The train was authorized to operate at passenger train speed and daylight running was requested for the test.

The train operated to Albuquerque, NM, and was operating eastbound when testing was terminated at Dodge City, KS. "Truck hunting" by the car's trucks was noted during high speed running on the Raton Subdivision.

Amtrak is working to expand its mail and express business to improve its financial performance in a way that will benefit private enterprises, including both shippers and other railroads. Congress continues to mandate that Amtrak reduce its reliance on federal operating support.

Among freight railroads with Amtrak service, Union Pacific (UP) has taken the position that Amtrak has no business carrying freight. Amtrak has proposed a Chicago-to-California route which would utilize UP's busy main line through Wyoming and Nebraska. The mixed passenger/freight operation is targeted at the trucking industry.

Amtrak spokesman, Cliff Black, states that Amtrak freight would be "Specialty commodities--computer chips, for example; something that needs relatively fast handling with a high degree of reliability."

Amtrak has a material handling car painted dark green which will be tested on some Amtrak routes. The car was at Amtrak's 12th Street Coach Yard, Chicago, IL, in early May, 1997. One Amtrak plan is to revive the

old Railway Express Agency diamond logo, but with the words "Railway Express by Amtrak." Amtrak lawyers are looking into the legalities of using the old REA logo. (Mike Blaszk via Internet)

COLORADO LOSES HUNDREDS OF RAILROAD JOBS. BNSF and Union Pacific are moving their personnel to Kansas, Texas, Nebraska and Missouri as they implement cost savings from their recent mergers. Colorado will lose the Southern Pacific/D&RGW headquarters as UP moves marketing, dispatchers, crew calling and managers to Omaha, NE, and St. Louis, MO. UP has targeted 1997 as the year to par down Denver operations, and that process is well underway.

As recently as July, 1995, Southern Pacific boasted it employed about 2,500 people at its Denver headquarters and Denver Locomotive Repair Shop (Burnham Shops). With the UP/SP merger approved in September, 1996, UP began its personnel realignment. One of the first SP moves was the marketing office in early 1997. UP's Jim Shattuck estimated UP's marketing department in Omaha, NE, gained around 60 positions through the merger. He said most of the approximately 275 SP marketing positions in Denver were transferred or eliminated. Effective May 1, 1997, the Rio Grande dispatching district was moved to UP's Omaha-based dispatching center--the Harriman Center. This starts the ball rolling to transfer all SP dispatching to Omaha.

UP's merger application, filed in 1996, with the Surface Transportation Board, stated that it intended to eliminate about 3,400 jobs. The UP/SP, which employ about 53,000 people, are deciding whom from the SP to hire and where they will work.

UP had announced earlier this year that 110 of about 270 railroad jobs in Grand Jct., CO, would be transferred elsewhere when trains are diverted off the Tennessee Pass line due to close by September 30, 1997. In May, UP spokesman John Bromley revised that number to about 50.

"We had estimated more than that, but we looked at our operations carefully and decided we would need to keep some crews in Grand Junction to handle traffic between there and Denver through the Moffat Tunnel,"

Bromley said. "I don't have a timetable when they all will go. We'll be shifting throughout the summer," he said.

Starting June 1, 1997, six trains that now use Tennessee Pass daily will be sent through Wyoming--eliminating the need for 32 workers in Grand Junction, United Transportation Union Local 500's A. C. "Woody" Woodward said. The higher priority trains--which carry United Parcel Service (UPS) trailers, Ford automobiles from a plant in Kansas City and other merchandise--regularly swap crews in Grand Junction. (The Daily Sentinel, Grand Junction, CO, 5/3/97)

BNSF is reducing its presence in Denver, once a Burlington Northern regional office which boasted an engineering office, crew calling, customer service center and maintenance-of-way planners. All these functions have been moved to either Topeka, KS, or Fort Worth, TX. The payroll function, still

at the BNSF's Englewood, CO, office, will move in late 1997 to Minneapolis/St. Paul area. Over 200 jobs have been transferred to other BNSF locations.

Another BNSF reduction was the closing of the 23rd Street Diesel Shop locomotive repair operation in July, 1996. Some 100 maintenance personnel were affected by the shop closing.

Personnel affected by these closings have been offered several options including transfers, buyouts and reduced paychecks to take on reserve board status for six years. One former SP/D&RGW clerk with 19 years chose a buyout of \$65,000. He had mixed emotions about leaving his railroad career, but was not inclined to move with UP to Omaha. When put in context with other business downsizing efforts, these options are quite generous, though heart wrenching nonetheless.



The end of another era in American railroading comes to Amtrak's Desert Wind as it and The Pioneer are retired, due to budget cuts. Here we see The Desert Wind (Train #36) in Cajon Pass on track #2 at Alray, CA, May 4, 1997. (Steve Mason Photograph)

Colorado's railroading employment will change considerably in 1997--and no longer will boast a company headquarters the size of Southern Pacific's or Denver & Rio Grande Western Railroad. Thus, is the way of railroad mega-mergers of the 1990's.

NEW EMD SD90MAC DEMONSTRATOR MOVES FROM EMD PLANT TO PUEBLO TEST TRACK CENTER, COLORADO Electro-Motive Division's new 6,000 horsepower AC-powered demonstrator model SD90MAC, #8204, moved via BNSF to Pueblo in early May, 1997. The unit was shipped west at Keensburg, CO, on May 8th. The lashup was lessor EMD /89, Norfolk Southern 8039, BN 4041 and EMD 8204. The train arrived at BNSF's 31st Yard, Denver, CO, May 8th. The unit sports a new EMD demonstrator scheme: white nose with wave pattern stripes starting at the cab. Three bands of color--blue on the top, black in the middle, and turquoise on the bottom--then sweep back on the long hood. Electro-Motive is written out on the long hood.

The EMD 8204 departed Denver on the Denver-to-Fort Worth, TX, (old BN train #262) on May 9th. It was the trailing unit with ATSF SD40-2 #5086 and ATSF GP60B #337 on the point. The unit will undergo testing at the Test Track Center, Pueblo, CO. (Patty, C.W.)

SPRING RUNOFF CAUSING ROCK SLIDES ON UNION PACIFIC'S MOFFAT ROAD LINE. Another rock slide hit the Moffat Road line between Denver and Dotsero, CO, on May 5, 1997. The rock slide occurred near Granby, CO, in Fraser Canyon around 9:30 p.m. The slide delayed six trains, but was cleared by maintenance-of-way forces later that evening. (The Internet)

AMTRAK DISCONTINUES THE PIONEER, TRAINS 25/26, AND THE DESERT WIND, TRAINS 35/36. Amtrak budget constrains has forced the national passenger corporation to discontinue several trains, including two trains that rolled across Colorado.

Effective May 10, 1997, Amtrak budget cuts prompted The Pioneer (Chicago-Denver-Cheyenne, WY-Portland/Seattle, WA) trains 25/26 and the Desert Wind (Chicago-Denver-Salt Lake City, UT-Las Vegas, NV-Los Angeles, CA) trains 35/36 to be cut.

The last westbound Pioneer departed Denver May 9th with F40PH #353 and six cars (one

baggage and five Superliner cars). The train departed late from Denver's Union Station, Denver, CO, due to the late arrival of The California Zephyr, and the need to couple on a private car (dome with rear platform car) Sierra Hotel. With the Pioneer's demise, this leaves Wyoming without Amtrak service. (Dr. Five Chime)

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the May 13, 1997 meeting are as follows:

Hugh H. Wilson / Cab-in-Front

Steve Mason / Nevada Northern--Sagebrush Short Line

Mike MacLennan / Southern Pacific's First Centurt

Phil Klinger / Pennsy RR Passenger and Freight Diagrams

John Dolan / Trains Around the World

Tom Peyton / India--'No Problem Sahib'

Phil Scholl / Colorado RR Map

Chris Wolf / Pentrix Video: The Joint Line

Jim Ehernberger / Pentrix Video: Cuba Steam

Frank Wilson / Diagram of RR Lines in Denver's Platte River Valley

Phil Scholl / Poster: Night Run to Reno--1919

Ruth Koons / TRAINS Magazines--1983 Complete

Ardie Schoeninger / Railroad Model Craftsman, Various

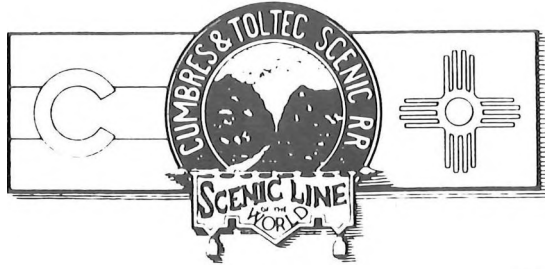
If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

NEW MEMBERS

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

Richard Bamerick Evergreen, CO

George E. Williams Lakewood, CO



NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD Shop Work and other Items of Interest

PART 2

by Earl G. Knoob, Supt.

No. 487

487 is under flue extension. After the 1996 season, the snowplow was removed, the smokebox opened, draft appliances and the bottom two flues removed from the boiler. During inspection, it was discovered that when a new rear tubesheet was applied in 1988 (by a private contractor) a rivet was left out where the new sheet met the old original sheet. This had not been noted in the past. The rivet holes had been welded up and there was no sign of leakage. We are, at this point, waiting a ruling from the FRA concerning this. Other work on 487 includes some spring rigging work, pilot and trailing truck work, replacing a tender wheelset and some valve gear repairs. If time allows, the cab sheet metal will get some attention. Like 484, it will receive new turret valves.

No. 488

No. 488 is also on flue extension. Just like the 487, the smokebox was opened up and draft appliances were removed along with two boiler flues. The boiler was inspected by the FRA in November and the boiler was granted a one-year flue extension. Work is progressing on re-assembly. 488 had a major running gear overhaul last winter and ran well all last summer. Other work on 488 includes pilot and trailer truck work, some valve gear timing, and installation of a snowplow. Like 484 and 487, 488 will receive new turret valves.

No. 489

489, like 487 and 488, is on flue extension.

It was inspected in November and granted a one-year extension. 489 will get its valve gear overhauled and new side and main rod bushings. 489 is having its boiler work completed and has already had its boiler hydrostatically pressure tested.

No. 497

No. 497 suffered from leaking superheater elements last summer. The superheater elements are the pipes in which the steam from the boiler goes through and is heated by the fire gasses to over 650 degrees. This dries the steam and makes the locomotive more efficient. Because the superheater elements are in direct contact with the fire (and cylinders), they tend to develop leaks over time. These leaks reduce the draft on the fire, and if bad enough, will reduce the pulling power of the locomotive. 497's leaks got so bad that when the throttle was opened, the leaking steam would blow the smoke out the firebox door. Once underway, the exhaust up the stack would make the smoke go the correct direction. The 497 continued to steam fairly well, mostly because 497's steam extremely well as a rule. But, it definitely didn't do as well as in the past. After the 1996 season, the smokebox was opened up, the draft appliances removed, and the superheater elements were removed for inspection. Several were found to be defective. These will be repaired and the front end of the locomotive re-assembled. Other work to 497 will include new rod bushings, and the ever present (on K-37's) replacement of a few broken staybolts.

Other Stuff

Diesel locomotive No. 15, which had been on lease from the Georgetown Loop for the past few years, was returned to them in November. The two diesels (15 and our own 19) spent their youth together in Hawaii, then took two separate courses to the C&TS, only to be separated again. No. 19, as usual, is the switcher in Chama this winter.

Over in Antonito, two new passenger cars are being built. One will be a coach and the other a coach/restroom car. They are to be completed by April. Other good news from the Antonito car shop is that caboose 0503 has been repaired and returned to ser-

vice. The repairs were nowhere near as extensive as originally feared. Some steel plates were fastened to the center, side and intermediate sills for re-enforcement.

In the Chama Shop, Jack Campbell has been playing "interior decorator" and has remodeled the machine shop by moving all the machinery into a much more efficient design. Also installed is the new horizontal boring mill. All of this required major reworking of the electrical service (you don't run this stuff on extension cords!). Recently purchased is an overhead gantry crane of 20-ton capacity. This will eventually be installed in the machine shop in the northwest corner where the track comes through the door. It is Jack's intention to eventually set up a wheel lathe and press in this area. With the ability to do our own wheel work, we will be very close to being completely self-sufficient in the machine shop and not have to send things out for machine work.

Other things Jack has in mind include a modification of our stack screens to allow the tops to be opened up while the locomotives are parked. The screen does a superb job of cutting down on fires, but tends to plug up when the locomotive is parked for a while. When the locomotive begins to move, the exhaust steam shooting up the stack quickly clears the soot. But when parked, the plugged screen makes the smoke go straight down and covers the locomotive with soot. By opening the top, the locomotive will draft a bit better while

parked and keep the engines a bit cleaner-- a very noble cause!

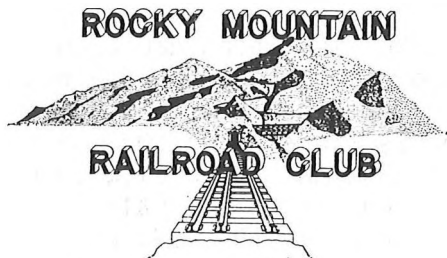
STATE HISTORICAL SOCIETY SELLS HISTORIC COLORADO & SOUTHERN NG ENGINE #71 TO GAMBLING CASINO IN CENTRAL CITY, COLORADO

In a very quiet move, the Colorado Historical society sold C&S #71 to Harvey's Wagon Wheel Casino in Central City rather than moving the engine to The Georgetown Loop where it did run, and, could have run again. In addition, Combine #20 was also sold to Harvey's to be displayed with #71 outside the entrance to their new \$10 million parking garage. The coal car is to be placed in a park in the area. The engine and tender were placed at their new site on Wednesday, April 23rd.



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, 502 South Cody St., Lakewood, Colorado 80226-3048.



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