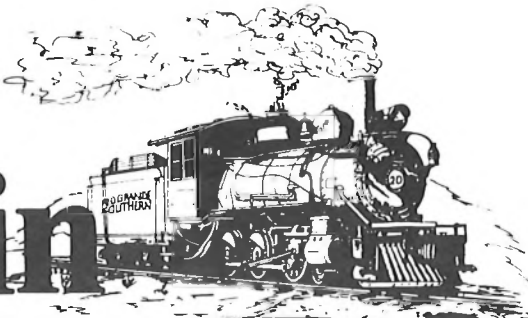


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 12, 1996 -- 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
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... 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 April, 1996 Rail Report is due no later than March 12, 1996!!

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

March, 1996..... No. 438
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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. 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 \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

MARCH 12 PROGRAM

Our March program is one that should not be missed! Frank Stapleton will take you on a video adventure showing 42"-gauge steam railroading in Equador. "The best of Equador" will be a combination of three trips with TRAINS UNLIMITED TOURS in 1990, 1992 and 1995. You will visit the Guayaquil & Quito Railroad, the Simbamke & Cuenca Railroad, the Devil's Nose, snow covered

volcanos, and, the first all-steam trip from Guayaquil to Quito!

Memo!

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Street, Denver, CO 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, Box 2391, Denver, CO 80201-2391.

FEBRUARY PROGRAM AND MEETING

John Dillavou presented an interesting potpourri of rail subjects depicting equipment, scenes, railroads and color schemes no longer on the rail scene. While John's slides took us back in time to fond memories, his point was well taken to capture everything you can on film while it is still here...it may not be tomorrow! Our "Thanks" to John for his presentation.

NEW MEMBERS

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

Larry W. Anderson	Golden, CO
Glen D. Doughty	Cheyenne, WY
Ray Fleisleber	Black Forest, CO
Dr. Mark Fraser	Highlands Ranch, CO
Gibson Gardner	Snowmass, CO
Pat Mauro	Bailey, CO
Daniel Pyzel	Albuquerque, NM
Claude A. Wiatrowski	Woodland Park, CO
Jeff Zabler	Littleton, CO

ASSOCIATE MEMBERS:

C. J. Blouch	Littleton, CO
Deborah Fraser	Highlands Ranch, CO
Jaclyn Pockrandt	Black Forest, CO

ANNUAL POTPOURRI NIGHT

The Annual Potpourri Night is coming to the April, 1996 regular Club meeting!!! It is time to think about selecting slides to share with fellow Club members.

You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Ye Olde Master of Potpourri Night, Erwin Chaim, can be sure that they are in proper order, should you not do so. However, we would appreciate your putting your slides in the proper order for use in a Kodak Carousel [first slide to the front and last slide to the rear]. If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!

Time got past us, leaving only one advance month notice to bring your slides to the March meeting and give them to either Erwin Chaim or Roger Callender. Out-of-state members may also submit slides, mailing their entry to Roger Callender at 2573 So. Williams, Denver, CO 80210. Be sure to get your slides together ASAP!

DUES RENEWAL

After April 1, 1996, anyone not renewing their membership will be dropped from the rolls with no further newsletters being sent. The member's number will also be lost and the member will start over in the numbering sequence should they reapply!

MEMBERSHIP CARDS AND SCHEDULE OF EVENTS CALENDAR ENCLOSED WITH MARCH NEWSLETTER— DO NOT THROW AWAY!

PLEASE NOTE that your 1996 Membership Card and your 1996 Schedule of Events Calendar Card have been enclosed with the March Rail Report! If you have not already removed these items from the envelope, please do so immediately!

**RADAR RAIL INC. FIELD TRIP/
PLANT VISIT**

Radar Rail Inc. is the only custom rail passenger car builder in the U.S. They have built several cars for Princess Cruise Lines and currently are building the cars for the Marlboro Train. On a recent visit to their shops, 18 cars were being built. Over 200 employees have been working on the design, engineering and construction of the cars. Most of the cars are ex-SP bilevel commuter cars that have been gutted to their trucks and underframe. All new side frames, roofs and interiors are being installed. In fact, the newly built cars are 8-inches taller than Amtrak's Superliners. Some cars will be nearing completion soon. Hence, the timing of the tour.

We have arranged a tour of the Radar Rail shops on Sunday, March 17, 1996, at 10:00 a.m. The cost of this tour will be \$4.00 per person. Due to the limited availability of hardhats and staff for the tour, our group will be limited to 40 participants. The tour should last at least a half hour. Tickets will be sold in the order reservations are received. If tickets are still available at the time of the March meeting date, then we will sell them at the meeting.

To order tickets, please send a check for \$4.00 per ticket, along with a SASE and order form to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh B. Alenander, 700 South Elizabeth Street, Denver, CO 80209.

RADAR RAIL INC. TOUR

NAME _____

ADDRESS _____

_____ Zip _____

PHONE () _____

_____ Tickets @ \$4.00 each = \$ _____

COORS RAILROAD FIELD TRIP

Saturday, April 20, 1996

There are those who seek rare trips and rare mileage. On April 20th, the RMRR Club will be privileged to participate in one of these rare events when we will tour the Coors' Railroad facilities and Brewery.

The Coors Railroad operates entirely within the Coors property at Golden, Colorado, which is the location of the largest single brewery in the United States. We will observe their freight operation, equipment and transfer table (which is one of the most unique operations in the country). At the completion of the railroad tour, there will be a tour available for those who would like to visit the brewery operation. We will have a chartered bus while on the Coors property (at the request of the Coors management). Our tour will begin at 10:00 a.m. The railroad tour will last about 1½ hours with the brewery tour immediately afterwards. Complete information will accompany tickets. The cost of this event is \$10.00 per person. The number of available tickets is limited to our bus capacity of 46 people. [If you wish to participate in the brewery tour, please check the box below. *The Brewery Tour is by RESERVATION Only!*]

Please send a SASE along with the order form provided, and, your check to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Hugh B. Alenander
700 South Elizabeth Street
Denver, Colorado 80209

COORS RAILROAD & BREWERY TOUR ORDER FORM

NAME _____

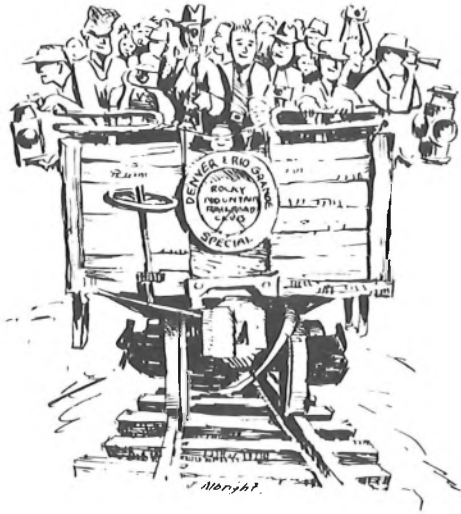
ADDRESS _____

_____ Zip _____

TELEPHONE () _____

Brewery Tour: YES [] NO []

_____ Tickets @ \$10.00 each = \$ _____



1996 SCHEDULE OF EVENTS

March 12	Regular Monthly Meeting
March 17*	Radar Rail Inc. Field Trip/ Plant Visit
March 31	Rio Grande Ski Train Trip
April 9	Regular Monthly Meeting
April 20	Coor's Railroad Trip
May 14	Regular Monthly Meeting
May 18	Denver Tramway Historical Sites Excursion/Field Trip
June 1 & 2	RMRRC Equipment Workdays/ Colorado RR Museum Steamup
June 11	Regular Monthly Meeting
June 15	Ft. Collins Trolley/Picnic/ Swetsville Zoo Excursion & Field Trip
July 9	Regular Monthly Meeting
July 20	Denver Post/Cheyenne Frontier Days Special Train Excursion
July ?	Private Car Excursion: Grand Junction-to-Denver/D&RGW-SP- Amtrak
August 10	Colorado Springs Field Trip: Western Mining Museum and Colorado Springs & Manitou Traction Company
August 13	Regular Monthly Meeting
September 10	Regular Monthly Meeting
September 29- October 12	Great Britain Rail Trip

October 12	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	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!

*Special note: The Radar Rail Inc. Field Trip date had been set for March 17th! See details in article elsewhere in the newsletter.

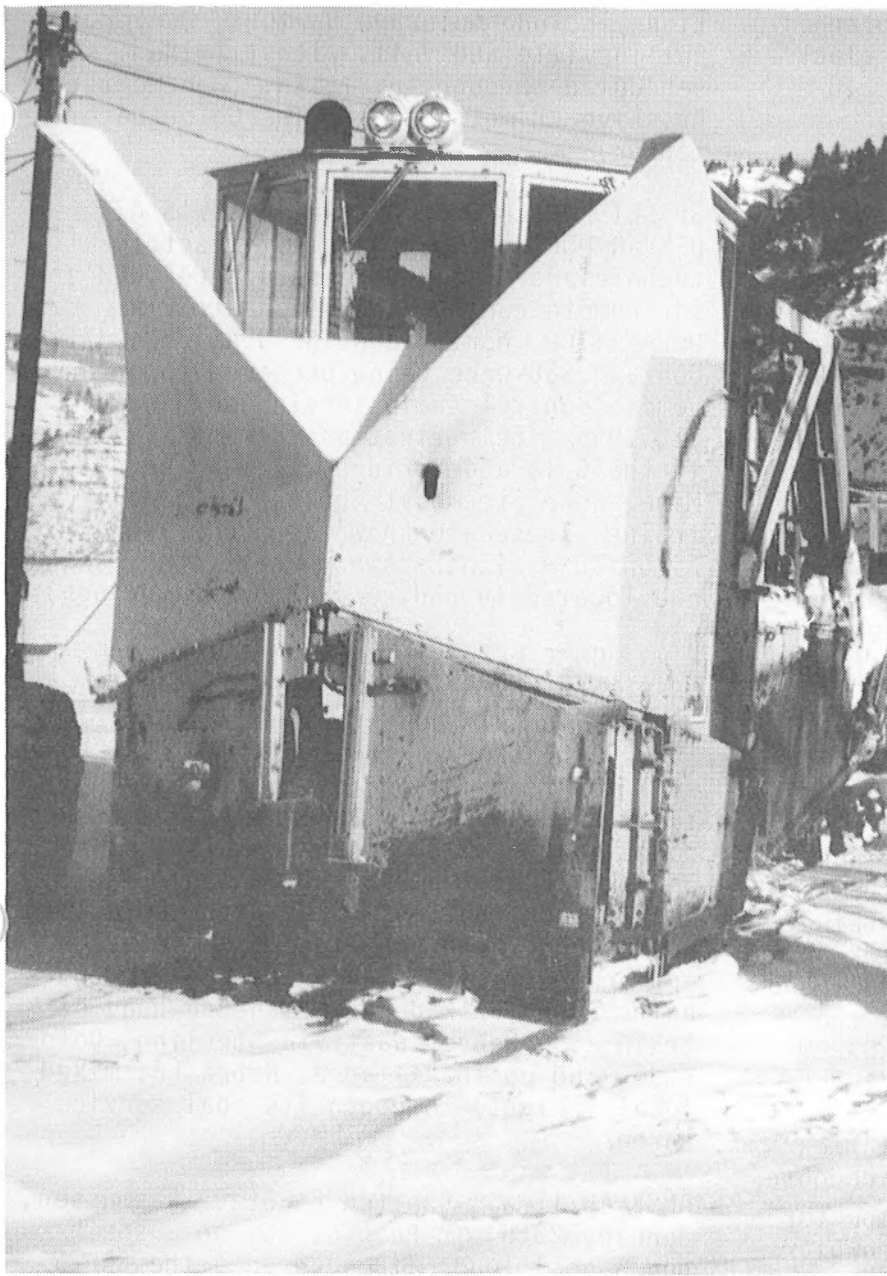


PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the February 13, 1996 meeting were as follows:

Mat Anderson	/ Complete set of 1974 <u>TRAINS</u> magazines
Loren Weed	/ Howard Fogg Print: Alco 400- series steam engine.
Keith Kirby	/ Set of small postcards
Ronnie Bill	/ Set of large postcards
John Holzman	/ Video: <u>Alpine Tunnel--The Inside Story.</u> (Historic Video Productions donation)
Phil Klinger	/ Miscellaneous Railroad Employees' Timetables
Frank Gill	/ <u>Delaware & Hudson</u>
Hatch Wroton	/ <u>Union Pacific 8444</u>
Truman Young	/ <u>Central Arizona Ghost Towns</u>
Dick Ross	/ <u>Pere Marquette Power</u>
Frank Gill	/ <u>Trains of Northern New England</u>
Patrick Yough	/ <u>Flags, Diamonds & Statues</u>
Bob Griswold	/ <u>The Story of Gilsonite</u>

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.



RAILROADING IN THE ROCKY MOUNTAIN REGION

Heavy snows in the Colorado Rockies, especially in the northern half of the state, have required much work to keep the right-of-way clear. Much of the white stuff arrives in large doses and even has the Ski areas wondering where they are going to push the mounds of snow cleared from parking lots and lodge areas. For example, the Vail Ski area received some 78 inches of snow in a four-day period while Steamboat was shoveling out from under 12 feet about the same time. The Moffat Road line and branches runs right through the middle of all this!

Chip Sherman was in Minturn, Colorado (Tennessee Pass) on January 11, 1996, and was able to photograph D&RGW Jordan Spreader #AX-41 which had been pressed into snow service.

If winter train shots are your forte, you should get your fill along the SP/D&RGW Moffat line.

(Chip Sherman Photo)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

UNION PACIFIC COAL TRAIN DERAILMENT LARGEST IN POWDER RIVER BASIN'S HISTORY. The largest derailment to occur to date in the Powder River Basin occurred January 31, 1996 around 1:45 a.m. Union Pacific train CNAIM004-30 (Coal, North Antelope Mine to Iron Mountain, Utah) of January 30th departed the mine with 114 loads and five units up front. Climbing the BNSF/UP triple track, Logan Hill grade, the train encountered air problems. Reports indicate the

train lost its air, broke in two, and 66 loaded coal cars derailed at milepost 62.5, near East Nacco, Wyoming. An investigation is underway. Frigid, arctic cold temperatures did exist at the time of the runaway. Damage is estimated at over \$3.5 million. No crew members were injured. (C.W. and Rocky Mtn. News)

GOIN' WEST MOVIE TRAIN SPORTS "RIO GRANDE" SD-39'S. Two ex-Southern Pacific SD-39's (series 5296-5314) have changed paint schemes and come out with Rio Grande speed lettering for Dennis Quaid's new movie, Goin' West. Preparation work was done at the former Rocky Mountain Rail Car facility

at Hudson, CO. Helm Leasing HLCX 5325 and HL 351 now sport a decent Rio Grande black and orange scheme, and, are numbered 218 and 243.

The BNSF's Roggen Turn, SD-9 6227, picked up the ten car train, January 31, 1996, from Hudson and moved it west to Denver, CO, and SP's North Yard. February 1st, the train had three cars added, and departed with SD-39's as sole power. Included in the consist were: TTWX 971311 with production control room/generator "containers" on flatcar, SSW double door 50' boxcar with floodlights mounted over the side doors and on the end of the car, Montana Rail Link (RML) 1005 caboose now painted boxcar red with a Rio Grande "Thru the Rockies" decal centered under the cupola (caboose is like D&RGW 01500 series cabooses), and D&RGW snowplow AX-44, painted dark green with yellow handrails with "Rio Grande, The Action Road" lettering. The AX-44 snowplow restricted the train to 25 MPH.

The train climbed the Colorado Front Range in good time, being overtaken by Amtrak's #5 at Rocky. Continuing onto Cliffe (Pinecliffe, CO), the train stopped to pick up the other movie train, D&RGW GP40 #3071 and five freight cars. Departing Cliffe, the train had "Rio Grande" 218 and 243, D&RGW #3071, two flatcars with containers/trucks loaded with movie equipment, five boxcars, two tank cars, two hoppers, three flat cars one with a cherry oicker boom), MRL caboose 1005, D&RGW diner 1116 (used in Prospector service), D&RGW combine 1231, and snowplow D&RGW AX-44 on the rear. The train that had been picked up at Cliffe had been running down to Tunnel #27 over the weekend. It had originally left Denver, January 25th, with D&RGW 3071, but the turbo blew, disabling it at Wadsworth Avenue. January 26th, the five-car train departed Denver with 3097 and went to Cliffe. With the 18-car train all together, they proceeded west into the snowy Colorado Rockies to Kremmling, CO.

The action drama film stars teenage heart throb, Dennis Quaid. He's the good guy tracking down a serial killer in Colorado. The movie will be shot around Colorado with the movie train moving to the Minturn and Leadville, Colorado (Tennessee Pass) area, February 15th. Other Colorado loca-

tions include Colorado Springs, Denver, Rollinsville and Vail, with filming scheduled through April 5th. (Joe McMillan, Dr. Five Chime, C.W. and The Colorado Zephyr)

SP SETS UP LOCOCONTROL AC-4400CW'S AT DENVER NORTH YARD). General Electric technicians continue to setup AC4400CW's for remote control operation at SP's Denver, CO, North Yard. SP 354, 357, 371, 365 and 356 were being prepared to enter remote control train service on January 31, 1996. Their first assignments are usually the Colorado Springs, CO, to Energy Mine, near Steamboat Springs, CO, coal trains. These are known as the Drake or Nixon Turns (both power generating plants are located in and near Colorado Springs)

FIRST BNSF LETTERED UNITS HIT THE ROAD. BNSF-lettered SD70MAC's #9711 and 9712 were spotted in Colorado starting January 23, 1996. BNSF cream & green SD70MAC #9712 came straight from Chicago, Illinois, Cicero Yard photo session with BNSF (Santa Fe warbonnet-painted) SD75M #8256 which occurred January 22nd. The BNSF SD70MAC had BNSF initials on the long hood, with the unit's number under the cab window. BN logos now appear on the front and rear ends of the units. BNSF 9712 departed on the head of train 265 (Denver east via Sterling, Colorado, and up to Alliance, Nebraska, mixed local freight) to begin its coal service career.

BNSF #9711 was spotted by Steve Rasmussen, January 29th, in Pueblo, CO, on a south-bound coal load. It moved onto the Santa Fe system at Pueblo.

BNSF used the warbonnet-painted, newly delivered BNSF SD75M 8256 and 8257 on their 19-car Super Bowl special. The special left Los Angeles, CA, on Friday, January 26th for Tempe, AZ, where the Dallas Cowboys beat the Pittsburgh Steelers on Sunday, January 28th. These SD75M's are part of the 25 SD75M's ordered by the ATSF, now BNSF number series 8251-8275. (Jon B., The Colorado Zephyr, Skip and C.W.)

GREAT WESTERN NEEDS TWO SD-9'S TO HANDLE INCREASING COORS JOHNSTOWN, CO, BUSINESS. The Great Western Railway, Loveland, Colorado, is getting a second ex-SP SD-9 to



The Great Western Railway's SD9 #912 (ex-SP #4375) is photographed at Johnstown, Colorado, on January 8, 1996. Increased business at the Johnstown Coor's operation has required the Great Western to secure a second SD-9 from Southern Pacific (SP #4305) (Jon Bockelman Photo)

join its recently outshopped #912, ex-SP 4375. The second unit was SP 4305. The increased business at the Coors' Johnstown operation will entail receiving 50-100 car unit trains of corn. Union Pacific has upgraded its track at Milliken, changing the Great Western interchange tracks there to accommodate the traffic increase. (Mark Bau, and Jon B.)

REFLECTIONS ON ANNUAL NEAL MILLER PHOTOGRAPH

At the December meeting of the Rocky Mountain Railroad Club, Neal Miller passed out his annual Christmad gift to each person present. As he mentioned that evening, this is a tradition he had maintained since 1952. Each year we receive a photograph from his collection of pictures he took during the "hey day" of his train chasing.

This year's subject is UP locomotive 9000, taken at Cheyenne, Wyoming, on March 11, 1956. What this outstanding photo fails to show is how cold it was that day! This was a Rocky Mountain Railroad Club excursion that left Denver's Union Station and traveled north on the Dent Branch to LaSalle, and then the main line to Cheyenne. A photo runby was established near the highway overpass south of LaSalle. The photo line was set, the train backed up, and a far below zero wind chill factor breeze plummeted us from the northwest. The freshly painted 9000 raced forward, smoke billowing and steam escaping everywhere. The photo line braced themselves against the wind and those who still had shutters unfrozen snapped away at a charging cloud of steam with a locomotive hidden somewhere inside! "Thank You," Neal, for refreshing the memory. (Jack L. Morison)

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 9, 1996 meeting are as follows: 1st Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 2nd Prize--*Georgetown and the Loop* (Rky. Mtn. RR Club), Griswold, Kindig & Trombly; 3rd Prize--*Never on Wednesday--The First Decade of the Rio Grande Zephyr*. [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!*



ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

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 1996 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

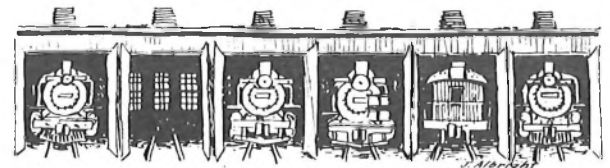
NAME _____ [] Child

1996 Membership Renewal \$ 20.00

1996 Associate Membership

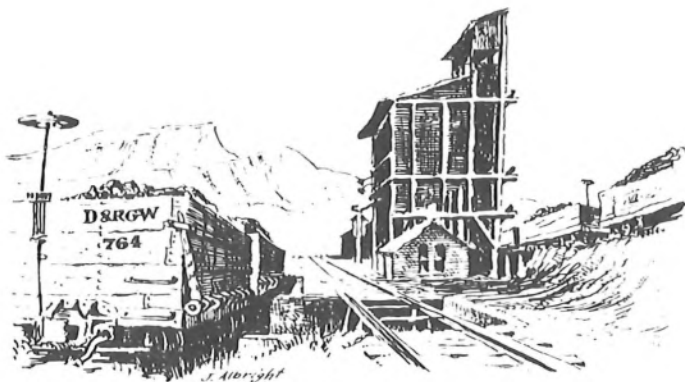
@ \$10.00 each [] _____
Number

Total payment enclosed... \$ _____



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.



NEWS FROM THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD

Earl Knoob, Superintendent of Operations on the C&TS, and, fellow Club member, has supplied our annual look at the Winter Shop Work on the Cumbres & Toltec Scenic Railroad. Our "Thanks" to Earl for the following information:

ENGINE 484. The 484 is due for its 5-year external boiler inspection, and so, all of the plumbing, jacket and lagging have been removed from the boiler. While this was being done, the flexible staybolt caps were removed for inspection of the staybolts. At the end of January, the staybolt caps had been replaced, but the boiler still needs to be lagged, jacketed and re-plumbed. The 484 is scheduled for a spring rigging overhaul including the equalizers, fulcrums, hangers, etc. The pilot and trailing trucks are also scheduled for overhaul. Because the 484 is not yet under flue time extension, it may be equipped with a snow plow from one of the other locomotives, if time allows.

ENGINE 487. The 487 is up for flue extension. The smokebox front has been opened and all the draft appliances removed. The two bottom boiler tubes were removed for inspection. The boiler was inspected by the FRA in late November and granted a one year extension of the boiler tubes. The 487 suffered from steaming troubles at the end of the season. A post season inspection showed several boiler tube leaks in the smoke box. Several superheater elements were leaking up front also. These leaks ruin the vacuum in the smoke box which creates the draft for the fire. These leaks have been fixed. The 487 is also scheduled for valve gear work. Because the

487 is on flue extension and the front end has to be opened up every winter, its snow plow may be replaced with a standard pilot if time allows.

ENGINE 488. The 488 is the big project for this winter. The 488 was dismantled last winter for a running gear overhaul that was never finished. The drive wheels have been turned and quartered. Two new driving wheel axles were installed. New crankpins were installed in the main (#3) drivers and the other crankpins were turned round again. New shoe and wedges are being machined and fitted. The shoes and wedges are brass fittings that go between the driving wheel journal boxes and the locomotive frame. As the locomotive runs, the journal box, moving up and down in the frame, rubs on these renewable brass parts instead of the box and the frame rubbing together and wearing. The shoe is flat on both sides and rides on the front of the driving wheel box. By machining the shoe, you set the "tram" or alignment of the wheel in the frame of the locomotive. The wedge is (as it is named) a tapered piece that rides on the back of the driving wheel box. The locomotive frame is machined to match the angle on the wedge. As the shoe and wedge wear, the wedge is drawn up tighter in the frame to keep the driving wheel box from moving forward and backward in the frame.

The 488 will also have its spring rigging overhauled with rebuilt equalizers, pins and hangers. Once this is done, the valve gear will get some attention. In addition, the 488 is suffering cab neglect and will receive some new sheet metal on the sides and back as well as new interior wood. Friends of the C&TS member, Roger Briggs, has spearheaded a program to rebuild the doghouses on the tenders. The first rebuild now graces the 488's tender. The 488 is also on flue extension, but, as the 488 did not run in 1995, it was granted another extension. The 488 should be out this spring, and, it ought to be a great engine!

ENGINE 489. Engine 489, like 484, is due for its five year external boiler inspection. All of the plumbing, jacket and lagging was removed from the boiler along with the flexible staybolt caps. With the inspection completed, the boiler was re-

lagged, and re-installation of the jacket and plumbing is progressing. All of the staybolt caps have been re-installed. The 489 is also under flue extension. All of the smoke box appliances have been removed along with two boiler tubes. In late November, the FRA inspector granted the 489 a one year flue extension. Because the 489 is under flue extension, its snowplow has been replaced with a conventional pilot. Engine 489 is also due for spring rigging work along with overhaul of the pilot and trailing trucks.

ENGINE 497. The 497 entered service at the end of September, 1995, with new boiler tubes, new front and rear tube sheets, bored pistons and valve cages and new piston and valve rings. The 497 is spending the winter in the Antonito enginehouse in order to make more room in Chama, and, because the 497 does not need much attention this winter. When 497 returns to Chama, the valve gear is scheduled for a minor tune up.

ENGINE 463. The 463 made it through the season with a few problems. It has developed an undiagnosed steaming problem which will be addressed this winter. One particular problem that has come up is wear on its piston rings. After only two seasons, there is excessive wear. The 463 has an old style, bolt-together piston made out of cast iron. There are several pieces that sandwich together and are held together with large bolts. One of these bolts broke last summer and fell into the cylinder. The piston mashed it into the front cylinder head, bending the piston rod. Investigation is proceeding to replace the fabricated piston with a cast steel, one-piece piston like the 480's have. The D&RGW also recognized the same problem and developed a drawing for a one-piece replacement piston. It is not known if the change was ever implemented as both 463 and the other remaining K-27, #464, both have the old style piston. For the record, the 464 has developed the same problem. The good folks at the Huckleberry Railroad are interested in sharing the cost with the C&TS in developing the new light-weight piston. One thing is for sure, 463's pistons weigh a "bunch" more than a 480's piston!

ROTARY OY. Rotary OY, as you may know,

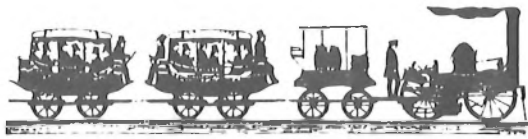
suffered a major mechanical failure while plowing the line in the spring of 1995. The shaft which connects the crank flywheel disk to the pinion gear on the left side of the plow sheared off (this would be somewhat the same effect as if you broke an axle on a locomotive). With nothing to hold the piston back, the piston hit the front cylinder head, breaking it and bending the main rod and the valve gear eccentric rod. When the crosshead went forward with the piston, the crosshead struck the rear cylinder head, breaking the back cylinder head. Along with all this, the left rear valve head and guide yoke broke.

The rear cylinder head and valve head can be repaired, but, the front head will have to be replaced. A new casting will be made. Interestingly, the head can also be used for replacements for the 463 if the engine ever breaks a head. The remainder of the power shafts have been magnafluxed for cracks and the same shaft on the right side has been diagnosed with internal cracks, so, it too will be replaced. It is interesting to note that when the left side shaft finally let go, the amount of steel holding it together was about the size of a quarter! [Editor's note: Earl sent the following additional information after he had written the above about OY] The OY is coming along nicely. We have two cylinder heads back from the casting repair shop in Farmington. The new cast head should be here Friday, January 26th. The new shafts have been machined and were delivered to the Farmington machine shop on the 22nd. Plans are underway to put new siding on OY as well as doing repairs to the roof. Maybe, the thing won't shake itself to pieces now! (Earl Knoob)

TIDBITS FROM MEMBERS AND FRIENDS

AMTRAK HISTORICAL SOCIETY. Club member, Bob Fryml, of Cheyenne, Wyoming, sends the following information:

AMTRAK: The Observation Car is the quarterly publication of the Amtrak Historical Society, whose goal is to preserve the history of Amtrak. For more information about the AHS or their publications, write to Amtrak Historical Society, Inc., P. O. Box 804667, Chicago, IL 60680-4108.



GREAT BRITAIN TRIP UPDATE

by Keith Kirby

Plans are being finalized for the Club's trip to Great Britain. The trip will leave Denver on Saturday, September 28, 1996, and return on Sunday, October 13, 1996. The cost will be in the \$2,500 to \$3,000 range. We are beginning to build up our trip list. If you are considering taking this trip, you need to contact Keith Kirby or Tom Lawry as soon as possible. We will be having an organizational meeting sometime in late March or early April. At that time, we will be requesting a \$100 refundable deposit from those who are planning to go.

Highlights of our trip include train trips to Edinburgh, the National Railway Museum at York, the Festiniog railway, the Severn Valley Railway, and a trip on the Eurostar through the Chunnel to Paris for an overnight stay in the French capital. There will be many opportunities to meet with local people connected with the various railroads and museums that we will be visiting.

If you wish to join us, please fill out the coupon below and send it to:

Keith Kirby
5442 East Center Avenue
Denver, CO 80222-1437

YES, I am interested in participating in the Rocky Mountain Railroad Club's Great Britain trip.

NAME(s) _____

ADDRESS _____

Zip _____

HOME TELEPHONE() _____

WORK TELEPHONE() _____

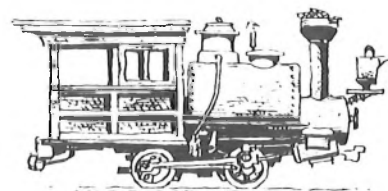
ASPEN LIGHT RAIL

The proposal for light rail transit in Aspen is known as Alternative H, and it consists of a line into downtown Aspen from the Aspen Airport. Aspen Mayor, John Bennett, describes Alternative H as "Our last best chance in this century to solve the Entrance to Aspen transportation dilemma."

Actually, Alternative H is an alternative to a planned four-lane highway from Basalt, as proposed by the Colorado Department of Transportation. If traffic in the area increases in the next twenty years as projected, even a four-lane highway would not handle the traffic. If the four-laner were built into the heart of Aspen, the town would have to spend \$50 million for parking structures. The planned light rail line would cost between \$51 and \$56 million. Parking areas would be built northwest of town in the airport area so that visitors could have a pleasant ride into town along Main Street to Rubey Park. Now, just getting into Aspen in the peak summer season is such a pain that the visitor wants to find the quickest way out of town, which means Independence Pass which isn't the easiest route for the driver!

Aspen has done its homework well as it already knows how it will finance the light rail line. The Alternative H proposal will be presented to Ralph Trapani, Manager of the Mount Sopris Transportation Project, Colorado Department of Transportation.

Not part of Alternative H is the possibility of utilizing the old Denver & Rio Grande Aspen Branch from Glenwood Springs to further reduce the pollution in the Roaring Fork Valley. The ideal solution would be to improve the highway from Basalt to the planned parking areas, and then use the balance of the \$200 million planned highway expenditure to widen the Independence Pass road. (Bob Griswold)



THE MARYVALE PROJECT

The real estate development at Fraser, known as the Maryvale Project, has a plan to connect the area with Winter Park with a light rail line. The plan would be to utilize part of the Southern Pacific right-of-way as there is room for an additional track. The Town of Fraser is not 100% behind the project, not because of the light rail plan, but because of the size of the development. Air pollution is becoming a problem in the Fraser River Valley, and so light rail is the transportation solution. This transit project is not nearly as developed as those in Aspen and Colorado Springs. (Bob Griswold)

JOURNEY TO DESTINY

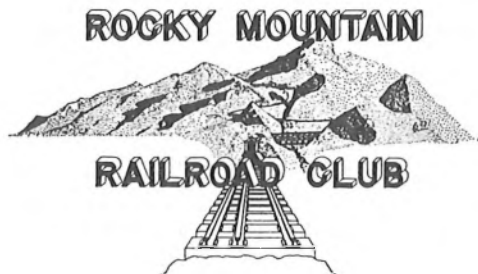
If you happened to miss Club member Watson C. Warriner's story in the August, 1995, issue of TRAINS, you should get out this issue and read his great story, "Journey to Destiny." Watson has one of two things that many of us are missing, a terrific memory or an extremely complete diary. The account of his travels half a century ago is amazing. Of course, Watson is not a young man, but he manages to take train excursions and trips just like a man half his age. You will thoroughly enjoy his story. (Bob Griswold)



FORT MORGAN

RAILROAD DAYS

The Fort Morgan Museum would like to announce their annual Railroad Days. "Smoke Across the Plains" will be held on Saturday, March 23, 1996. The day starts at 10:00 a.m with a session on model railroading for children (a \$5.00 charge for this session only as each child will receive a HO scale car kit to build and keep). The day continues with the regular program beginning at 1:00 p.m. with a presentation on the last train to Fort Morgan on the UP in October, 1994. The featured speaker this year is the RMRR Club's own Jim Ehernburger, who will present a multimedia show on railroading at 1:30 p.m. Also on exhibit will be Jim's photos on the Sterling to Cheyenne Branch of the CB&Q. Between presentations, historic rail videos will be shown, including "Dawn to Dusk," a 1930's film of the first CTC controlled trackage from Akron to Denver. The museum's railroad exhibit will also be available. The Museum is located at 414 Main Street, Ft. Morgan. Questions? Call, 970-867-6331.



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