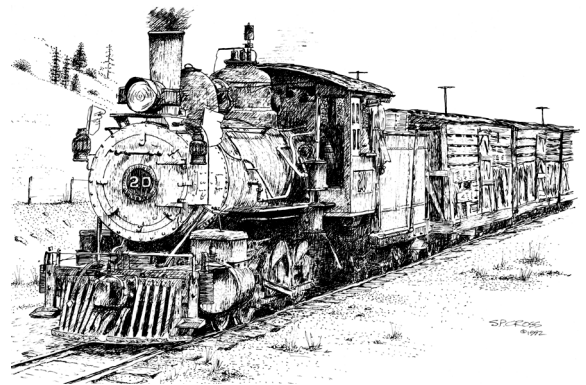


ROCKY MOUNTAIN RAIL REPORT



JUNE 2001

No. 501

ROCKY MOUNTAIN RAILROAD CLUB

Cheyenne, 1867 to Present

By Albert "Jack" Wolff

June 12, 2001 • 7:30 PM

The June meeting will feature color and black and white slides of the history of the Union Pacific facilities at Cheyenne from 1867 to present. See photographs of the locomotive service area, roundhouses, machine and car shops, and store department. Please join your fellow club members for what is sure to be a fine program.

Jack is a well-known photographer with hundreds of photos published in magazines and books. He grew up in Cheyenne, worked briefly for the UP after college, and is retired from the State of Wyoming.

We will meet in the southwest wing of Christ Episcopal Church in Barnes Hall, 2950 South University Boulevard at Bates Avenue. Off-street parking is available at the rear of the building, east of the meeting hall. Please use the building's south entrance.

Rocky Club Trips

By Joe Minnich

Tickets for club trips may be ordered at any time using the club web site or by mail using the Club P. O. Box. We accept Visa and MasterCard. You may call Joe Minnich at 303-693-0664 if you have any trip questions.

First Annual Rocky Club BBQ

The First Annual Rocky Club BBQ on June 9th is our next event and a fun one it will be. This event is a real chance to enjoy the fellowship of your fellow club members and guests. Steam operations will be missing from this event as Locomotive 346 has been taken out of service over FRA 49CFR Part 230 concerns. The hot BBQ will be steaming! Trains will be powered by a 44-ton GE

Diesel from the Georgetown Loop Railroad. The Galloping Geese will be running on the famed "Narrow Gauge Circle." All equipment will be open. Period costumes are encouraged. Our Club Store will be present so you can buy "stuff."

Since there is no limit as to the number of people, we are sure we can accommodate your family. The reservation deadline has been extended to June 9th. See the flyer sent with the April and May issues of the *Rail Report*.

Union Pacific 3985 Trip

The Union Pacific 3985 Trip from Denver to Cheyenne on July 22nd is selling fast.

2001 Events Schedule

June 9 Event:	Colorado RR Museum BBQ
July 10 Meeting:	Ridgway RR Museum and RGS #1
July 13, 14, 15	RR Museum Work Weekend
July 22 Event:	Union Pacific Steam Trip
August 14 Meeting:	RMRRC 1984 Chicago Tour
August 27 Event:	D&SNG Mixed Freight
September 11 Meeting:	Rio Grande Trains
September 15 Event:	No. 25 Operation
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	California Rails

The deadline for items to be included in the *July Rail Report* is 6/18/01.

The dome seats are sold out. Coach seats are still available but may be sold by early June.

Continued on Page 3, Column 1

From The President

By Dave Goss

As you may have noted in last month's newsletter, we have formed a small task team to evaluate combining the Club and the Foundation into a single, tax-deductible 501(c)3 organization. This was initially considered in 1986 when the Club sought 501(c)3 status for itself but due to some strict interpretations of the tax code at that time, we were denied. After a brainstorming session on April 21st, the team (chaired by Steve Mason and assisted by Joe Minnich, Ken Hampton, Jean Gross, Fran Minnich and Dave Goss) was formed to look at the options. They will be consulting with an attorney that specializes in accounting and tax issues related to non-profit charitable organizations. We believe this effort, if successful, would enable us to focus activities that are now administered by two separate (but related) Boards and Directors. We believe that combining the

organizations will be essentially transparent to members, except that a portion of your annual dues will be able to be deducted from income taxes.

Thanks to Joe Minnich, his committee and especially to Jim Ehernberger and Ed Gerlits who arranged a great trip to the Cheyenne shops to visit the UP Steam crew and see the equipment. Despite the raining/snowy weather in Denver, Cheyenne was relatively dry and everyone seemed to enjoy the trip. The UP 3985 excursion has fewer than 100 seats left and if you are interested, don't delay.

If you are Soo Line fan, Board member Ron Kaminen had a twelve page article titled "The Laker - Experiences of a New Engineer" published in the Summer 2001 issue of the Soo Line Historical and Technical Society magazine.

Henderson Mine Video Is Here

By Dave Gross and the Video Committee

Many of you enjoyed the tours of the Henderson Mine Railroad. As a result of our visits, Club videographers were invited to film the 42-inch gauge electric railroad before it was replaced with a conveyor belt system.

In this video, you will go 3500-feet into the mine, ride the train through the ten mile long exit tunnel to the crusher. You will also ride the last run of the railroad in July 1999. The Henderson Mine operated a unique Colorado narrow gauge railroad so this video will be a must addition to your collection.

When you purchase this video from the Club, the profits will benefit the organization's film and video archives. The videographer's royalties will also be donated to the Rocky Mountain Railroad Historical Foundation.

This tape will be available for a limited time to Club members for \$18.00 plus \$4.00 for shipping and handling. Save the shipping and handling charge by picking up a video at a club meeting or event.

Look forward to *Otto Perry's Diesels* and *Rio Grande Gunnison Narrow Gauge*, from the films of Otto Perry and Irv August. Both videos will be available later this year

Books For Sale

Denver, South Park & Pacific (initial printing) \$300.00; Rails Around Gold Hill (signed) \$275.00; Colorado Midland (signed) \$250.00; other titles. Contact Jack Pfeifer, 11325 SW Timberline Dr., Beaverton, OR 97008, Phone 503-644-0048.

Gene Copeland is offering his extensive collection of Colorado and railroading books for sale. Gene would prefer to sell the collection as a whole. Call Gene at 303-333-5705 for information.

Railroads of Colorado by Bob Griswold has been reprinted. The book is available in book stores or you can contact P. R. "Bob" Griswold, 3470 South Poplar St., Denver, CO 80224, Phone 303-756-7814.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club.

First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Mike Gailus
Secretary	Freund John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

A New Museum in Lakewood

By Darrell Arndt



The Denver Federal Center's Motor Car on display at the Federal Center's new museum. – Photo by Thomas Peyton.

The railroad preservation efforts of our club were put to use in a somewhat different direction recently when volunteer employees of the Denver Federal Center requested our assistance with a display envisioned as part of a museum they are establishing about their complex. The Denver Federal Center was established in the early days of World War II as a munitions plant. After the war, when that operation was concluded, the facility became the home to numerous government agencies.

During the war there was an extensive railroad operation throughout the plant including a short "branch line" that went west over what is now Union Avenue to storage bunkers located on the flanks of

Green Mountain. Their railroad connected with the electric D&IM Railroad and later the Associated Railroads. The rail operations were eventually shut down in the 1980's and the only remnant is the track over which No. 25 has traveled.

To highlight the railroad history at the DFC, the museum requested our assistance in building a track display for a motor car and trailer from their collection. Club members from the No. 25 Project and from the Club's Equipment Committee at the Colorado Railroad Museum "joined forces" to move seventeen feet of track into the DFC museum room including several switch stands and a frame to hold the ballast in place.

Many thanks to our folks for their help! They are Bob Tully, Ken Gow, Duane Fields, Mat Anderson, Pat Mauro, Darrell Arndt, Roger Sherman, Dick Kremers, Russ and Sue Stuska, Phil Scholl, Tom Peyton, Mike Stines and a special thanks to Tom Gill who cut the rail and provided equipment to move it.

The museum will be open during our open house for No. 25 in September. They are very interested in the donation of artifacts, photos, clippings and other memorabilia relating to their history, including the railroad. For further information contact Darrell Arndt at 303 797-8444.

Cumbres & Toltec Scenic Railroad Opening Day Ceremonies

By Kim Smith Flowers

Rio Grande Railway Preservation Corporation (RGRPC) President Warren Smalley announced that the Cumbres & Toltec Scenic Railroad's annual Opening Day celebration will include a tribute to two men instrumental in saving the railroad from abandonment in 1970. "The efforts of Clarence Quinlan of Antonito, and Joe Vigil of Chama, were essential to saving the railroad in the late 1960s, and both continued to play a role in the life of the railroad for years afterward," said Smalley. "And they devoted time not only to the railroad, but to their communities as well." The railroad will name its new premium service Parlour Cars for the men.

The railroad opened for business this year on May 26. In addition to adding premium-service Parlour Cars to regular trains in 2001, the railroad will also be offering Moonlight Trains featuring dinner and entertainment on select evenings, and several special events during the season. Season passes are available.

More information is available at the following Internet addresses:
Cumbres & Toltec Scenic RR web site: <http://www.cumbrestoltec.com>
RGRPC Information: <http://www.cumbrestoltec.com/rgrpcindex.html>
Friends of the C&TS web site: <http://www.cumbrestoltec.org>

Rocky Club Trips

Continued from Page 1, Column 3

The train will leave Denver Union Station at 1:00 PM after the Ski Train equipment is switched out. Photo run by north of Carr are planned.

The trip is advertised nationally. We would suggest that you order now to assure yourself a seat on this trip. Tickets and instructions will be mailed on June 15th except for overseas orders, which will be mailed earlier. We have people coming from Japan, Mexico, France and Germany.

A hot BBQ supper will be served trackside

upon arrival in Cheyenne before we return you to Denver Union Station. The Club Store will also be on the train.

Durango & Silverton Mixed Train

Remember to mark your calendar for the Durango & Silverton Mixed Train Trip on Monday, August 27th, to Cascade and return. This trip has been scheduled at the end of Railfest 2001. Lunch at Cascade will be included. Only 220 seats will be available and tickets are \$77.50. The Club store will be aboard the train offering our

books and videos to all passengers. See the flyer included in this *Rail Report*.

UP Cheyenne Shops Tour Report

The UP Cheyenne Shops Tour on May 5th was a big success. 94 people enjoyed a railroad video enhanced trip up and back, toured the Cheyenne Depot Museum, visited and photographed the Big Boy and a nifty little ten wheeler in the park and toured the Union Pacific Steam shops and roundhouse. It was a great trip in spite of rather soggy weather.

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

UP 3101 North via Joint Line

UP 3101 North was sitting on the Joint Line’s northbound main at Mineral and Santa Fe, south of Littleton, CO, with one of the military trains at 1:00 PM on 4/18/01. UP train S KEYR 17 Fort Carson, via Kelker, CO, to Yermo, CA, had units 3101, 3210 & 9906, all SD-40 types and about 56 cars. Train was mostly desert painted Army equipment, i.e., M1A1 tanks, Humvees, Humvees with rocket launchers and various other equipment, all flatcars, no racks. Vehicles also noted were M577’s and those heavy haul M1070 PLS trucks built by Oshkosh.

The train made its way north to Union Pacific’s North Yard arriving there 3:00 PM. It later left for Wyoming via the Belt Line to Commerce City, and northward via Brighton, CO. – *Trey*

ATSF 835 on Bare Table Train

Santa Fe 8-40CW 835 was the sole power on a bare table train running south via BNSF’s Front Range Subdivision (Cheyenne, WY, to Denver, CO) on 4/19/01. Train had articulated 5-pack intermodal flat cars. It rolled across Utah Junction about 12:55 PM. Train continued south on the Joint Line, and then rolled southeast towards La Junta, CO. The train symbol was the B TACNAJ5 15, Tacoma, WA, to NA Jct., CO. They store them anywhere there’s a working switch and rails. – *Pat Flynn & The Colorado Zephyr*

UP SD70M 4024 on Train 5

Amtrak called on Union Pacific RR to help get its westbound California Zephyr across Colorado and on to California on 4/25/01. Amtrak Acela Regional (Phase V) P42’s 143 & 151 were the power on train 5 into Denver that day. Crankcase



The Union Pacific moved an Army unit train with M1A1 tanks via the Kansas Pacific on May 2, 2001. UP SD40-2 3905 lead 5660 and winged SD70M 4135 east of Byers, CO. Train was headed east to Arkansas. – Photo © Daren Genau.

over pressure trouble with Amtrak 151 prompted Amtrak to cut it off the train at Denver Union Terminal (DUT). They then called on UP for another unit.

UP’s dispatched winged SD70M 4024 out of North Yard about 11:20 AM to DUT. It became the lead unit on the California Zephyr with Amtrak 143 followed by CalTrain cab car 4009 which was deadheading back to California. Train five left Denver almost three hours late, departing Denver 12:10 PM. – *The Colorado Zephyr*

BNSF Z-trains Denver to Chicago Rerouted Due to Midwest Floods

In order to free up room on the old BN between Galesburg and points west and south, here were some changes in effect late April and early May:

Between Denver and Chicago, the Z CHIDEN and Z DENCHI trains were routed via the old ATSF all the way between Chicago and Pueblo, then the Joint Line between there and Denver. This applied ONLY to the Z CHIDEN’s departing Chicago Friday through Sunday, and the Z DENCHI’s departing Denver Sunday through Friday.

The Z trains between Kansas City, MO

and Denver routed the same way (old ATSF), with Z KCKDEN’s departing Kansas City Friday and Saturday, and Z DENKCK’s leaving Denver Saturday and Monday.

This added up to four more trains on the old ATSF Northern route across Kansas on some days. And, of course, day to day operations changed somewhat depending on traffic levels.

A unit coal train enroute Bethlehem Steel in Burns Harbor, IN ran 4/26/01 as the U MINMCI1 25, with BNSF’s 9882-8283-9634 running conventional with 109 loads, 14270 tons and 6000 total feet. It was approaching Ft Madison, Iowa at 9:00 PM after getting on the old ATSF at Kansas City, operated to the Indiana Harbor Belt (IHB) at McCook, IL.

Another reroute, a solid potash train, U SUPSTL1 27 between Superior, MN and St Louis, making a circular route down the old BN from the Twin Cities to Galesburg, then old ATSF to KC, and old BN to St Louis via the Ft Scott Subdivision and the Cuba Subdivision. It had BNSF 8895-8920 with 72 loads, 9407 tons and 4320 feet.

Hannibal Subdivision was closed down tight. So some trains that could reroute via



Union Pacific empty rail train passes the Pepsi Center where the new Regional Transportation District line is under construction. UP SD40-2 3586 was moving south on April 19, 2001. Construction to the right will be an RTD station for the Pepsi Center and Six Flags Elitch Gardens. – Photo © Chip.

the Beardstown Subdivision made a big circle through Missouri instead.
– Pat Flynn

DRGW 5410 Takes Amtrak's Train 6 to Chicago

I was on Amtrak's California Zephyr, train #6, that departed Emeryville, CA, on-time Wednesday, 4/25/01. Our train stopped at 5:46 PM, Thursday 4/26/01 at milepost 69.7 to investigate sticking brakes. Arrived Fraser, CO, at 7:10 PM. Crew couldn't get engine brakes on Amtrak 152 to release. After exchanges with mechanical department, the brake computer was turned off (so the unit's pneumatic equipment could work as it was designed years PC (pre-computer) ago. The unit then wouldn't LOAD. Union Pacific Z-train (Roper, UT, to Denver, CO) following us lent DRGW 5410 to get us to Denver. Departed Fraser at 7:39 PM. Arrived Denver 9:46 PM. We departed Denver 10:04 PM with DRGW 5410.

Around the same time on 4/27, 5:40 PM, the same symptoms reappeared. We stopped at Princeton, Illinois, to mess with it again. With top speed of 70 m.p.h., we

arrived Chicago, IL, about 10:00 PM on 4/27. Amtrak train 6 had private varnish Scottish Thistle on this train. Amtrak can thank an old EMD for getting their train to Chicago. – *kk5ol*

BNSF Detours via La Junta, CO.

La Junta, Colorado, was moving trains due to Midwest flood reroutes in late April 2001. Noted increased traffic in about half day spurts. Amtrak's Southwest Chief, train #4 had four Acela Regional painted units on 4/26/01, Thursday evening. All the other Amtrak trains, both train 3 and 4, had variety of Amtrak P42 paint schemes.

I did catch several BNSF detours thru La Junta. Several looked like a modern version of mixed train with manifest on the front and intermodal on the rear, i.e., the Kansas City to Denver train. Noted three trains the evening of 4/29/01 at La Junta:

Z CHIDEN1 28 (Z-train from Chicago, IL, to Denver, CO, arrived La Junta about 5:50 PM. Train had 52 loads. Power was BNSF 987, BNSF 7136, BNSF (warbonnet scheme) 749 and BN 7919.

Z KCMDEN1 28 (Z-train from Kansas City, Missouri, to Denver) arrived about 6:25 PM. Train had 104-cars with manifest on the front and intermodal cars on the rear. Power was BNSF 4769, BNSF 4833 and ATSF 927.

M ABQPUE1 28 (Albuquerque, NM, to Pueblo, CO.). Trains' power was BNSF 4382 and BNSF 6783.

The Colorado & Kansas made a pickup at NA Junction on 4/26/01. You'll never guess what they were picking up; the intermodal cars that rolled south via the Joint Line! Their main business nowadays is car storage. I didn't see any elevator activity, but every siding from NA Junction to Haswell, CO, was full of intermodal cars with a few exceptions. A block of fairly new NRLX covered hoppers were at Ordway. A train of coal gons was at Haswell. I caught up to the power at Haswell two days after the pickup at NA Junction – it was shut down and cold.

Moving west early Saturday, 4/28/01, was BNSF train S CHCTAC1 27 (Chicago to Tacoma, WA). It had two Kansas City Southern SD40-2's. Power was BN SD40-2 7042, KCS 6623 & KCS 6616. It rolled thru Rocky Ford around 9:00 AM. – C.W.

BNSF Coal Load East on UP Moffat Tunnel Route

BNSF moved more Utah coal across Utah and Colorado via Union Pacific (ex-Denver & Rio Grande Western's RR) on 5/3/01. A 2x3x1 distributed power train came through Arvada, CO, at 7:50 PM. The eastbound train had all SD70MAC power: BN 9786, 9482, mid-train 9775, 9808 & 9597 and on the rear in the BNSF Heritage II scheme, 8918.

The aluminum cars with red ends carried EDEX reporting marks. Noted the following cars: EDEX 99383, 99391 and 99398. This was the second train to run to the Savage Mine in Utah for coal destined east to Missouri.

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

The trains' BNSF symbol is C GJCKCA 002, Grand Junction, CO, to the Kansas City area. This train goes to Asbury, MO, on the Kansas City Southern. Probably test burn coal for now, future coal contact a possibility. Coal is apparently in demand now and the Powder River Basin is reportedly near capacity (train wise). Train had 105 loads-0 empties-13,755 tons- 6018 feet. It's an Empire District Electric train which is along the Kansas City Southern.

— Pat Flynn & *The Colorado Zephyr*

Utah Railway Gets MK5000C Units, 5001-5006

The Utah Railway is receiving unique power for its Soldier Summit operations — MotivePower, Inc., MK5000C's! The only six 5,000 horsepower units built in the mid-1990's have found a new home.

Back on 9/12/94, MK Rail Chairman and Chief Executive Officer William Agee stood with Denver Mayor Wellington Webb at Denver Union Station and publicly introduced the MK5000C. Southern Pacific leased three (SP 501 - 503) of these unique locomotives for about a year.

MK Rail, a subsidiary of Boise, Idaho, based Morrison Knudsen Corporation, and Caterpillar Inc. of Peoria, IL, were trying to grab a portion of the new locomotive market. MK Rail's 5,000-horsepower project never produced any MK5000C sales until 2000 when Utah Railway purchased all six units. MK Rail evolved into MotivePower, Inc., a Wabtec company by year 2000.

Utah Railway operated loaded coal trains of some 86-cars over Soldier Summit, west of Helper, Utah, when it was operated by the Denver & Rio Grande Western RR. When Union Pacific merged D&RGW and SP into its system, UP upped the train length over Soldier Summit to 100-cars. Utah Railway needed higher horsepower and tractive effort locomotives to meet this opportunity.



Utah Railway MK5000C 5003 with Intermountain Power empties head east at Billies Mountain, Utah, near the old Thistle, Utah, townsite. — Photo © Chip.

They updated their fleet in 1991. Morrison Knudsen (MK) was contracted for an operating and maintenance locomotive contract. MK sent 16 SD40M-2's to Utah Railway, MPI 9001 - 9016. Later in 1991, Utah Railway received SD40's 9001 - 9011. These were painted into Utah Railways gray, red and yellow paint scheme.

Additional power needs prompted Utah Railway to add ex-Santa Fe Caterpillar powered SD45M-2 5855 that became Utah 9012 in 1993. This unit had its prime mover replaced with an EMD 20-cylinder engine in February 1996. May 1995 ex-MKCX F45 5531 joined Utah Railway as 9013. These continue work with them in 2001.

Utah Railway began considering additional power in 2000. They requested MotivePower to conduct tests with three of the stored MK5000C's. MotivePower sent SP 503 (renumbered to MPEX 503), MPEX 9901 and 9902 in October 2000. These test runs lead Utah Railway to purchase all six 5,000-horsepower

MotivePower units.

MotivePower performed some modifications on the MK5000C's in early 2001 at their Boise, Idaho plant. They were painted Utah Railway's scheme. Units were SP lettered (only leased, never owned) 501 - 503 and MPEX 9901-9903 renumbered to Utah 5001-5006. Delivery began with Utah Rly 5004 in April 2001, followed by Utah 5003 in late April. Utah 5005 went south in early May.

May 8-9, 2001, found Utah Railway MK5000C 5005 (fresh looking on its first road trips) with three SD40's and the 5003 working the point on the Provo, UT, to Wildcat Mine run with Intermountain Power trains. Utah 5004 was blue flagged (out of service) at Provo Yard.

Two empty Intermountain Power coal trains were scheduled to depart Provo on May 9th. Union Pacific power was used on the first train called about 5:00 AM, and out of Provo before 6:00 AM. The second empty was called about 10:00 AM, and out of Provo before 11:00 AM. This train had Utah 5003-9010-9003-9005-

5005. They hustled the train directly to the Wildcat Mine leaving the UP's Soldier Summit Line at Utah Junction near Martin, UT (where Utah Railway has their offices, shop and dispatcher).

The train loaded at the Wildcat Mine in less than two hours. They ran around their train and moved back to Martin where six mid-train helpers were added. Utah F45 9013 was one of the helpers. About 5:00 PM, the train began the climb up Soldier Summit.

Union Pacific ran their Denver to Roper Yard Z-train west about the same time. UP SD70M winged 4040 lead the Z-train with boxcars and intermodal cars. Using the other track, Utah Railway 5005 began its climb from Utah Junction. Unfortunately, loading problems with the 5005 slowed the progress of the train. The train did make it to the summit where the helpers were cut out.

The Utah Railway offers these unique 5,000-horsepower to railfans willing to check out the opportunity. Grab a flight from DIA to Salt Lake City, UT, and rent a car. The hour drive to Provo will start you on an unforgettable railfan adventure. The Utah Railway Alcos are long gone, but these Caterpillars are worth hearing and capturing. Mainline action and variety doesn't get any better than Solider Summit!

– *The Colorado Zephyr*

Utah Railway 5004



Utah Railway MK5000C 5004, the first of the 5000 series delivered, at Utah Railway Junction.

– Photo © Jim Harrawood, Utah Rails

Utah Railway 5003



Soldier Summit has a new sound – MK5000C's are working for Utah Railway between the Wildcat Mine and Provo, UT. The unit's prime mover is a Caterpillar engine. Utah Railway 5003 was approaching the top of Soldier Summit on 5/9/01. Power lineup, 5003-9010-9003-9005-5005. The 9000's are SD40-2's. Photo © Chip.

Utah 5005 Freshly Delivered



Utah Railway received freshly painted 5005, model MK5000C from Boise Locomotive about 5/5/01. It was on its first westbound trip over Soldier Summit 5/8/01. The UP train was an eastbound empty hustling towards the mines near Wellington, UT. Utah Railway 5005 was pumping up air atop Soldier Summit on May 8, 2001. Power lineup, 5005-9005-9003-9010-5003. Photo © Chip.

Williamette & Pacific Switcher

A Williamette & Pacific SW-1200M switcher #1201 was at BNSF's Denver Diesel Shop from May 12-14, 2001. The unit came north from Trinidad, CO, via the Joint Line. It left Denver moving north on the Front Range Subdivision on the Denver to Laurel, MT, train, symbol M-DENLAU1-14A, leaving Denver at 6:55 PM. Power was:

BNSF SD60M 9277 (Heritage I scheme)

BNSF 3029

BNSF 8-40BW 537 (Freshly painted Heritage I)

BN SD40-2 7133

BNSF 6740

W&P 1201 was first load in train. On-line destination was Willamette Lumber, in Linnton, Ore.

The recently (April 2001) painted BNSF 537 had been a Santa Fe painted warbonnet.

– C.W.

Golden BNSF Switcher

ATSF 1637, in old-style blue/yellow, was the resident Golden switcher as of Monday, 5/14/01. It looks to be a GP9, low hood, and paint was near perfect.

– *Rich Farewell*

UP C30-7 499 & 7928 (xUP 510) Head for St. Louis, MO, Scrapping

The Union Pacific's Denver to North Platte, NE, train out of North Yard, Denver, CO, on 5/15/01 had two 1980-built General Electric's heading for the scrap dealer. The units were;

UP 499, ex-UP 2504, C30-7

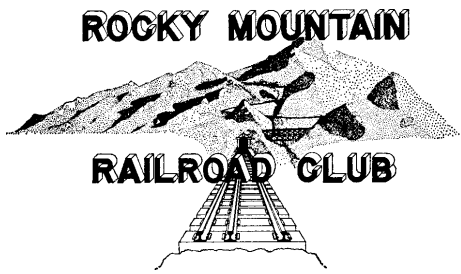
UP 7928, ex-UP 510 (renumbered June 1997), exx-UP 2516 model RC30-7 (that was written on the cab)

These units were headed for St. Louis, MO, (East Metro?) after being sold in April 2001. They came out of the UP's Denver Diesel Shop (ex-Denver & Rio Grande Western RR Burnham Shop) where they've been stored in recent months.

Crews won't miss their low, narrow doors and the tight fit walking past the radiators on the rear of the long hood. Thank heaven the newer General Electric (GE) units (AC4400CW) have adequately wide walkways. What a difference a decade or two has made in GE's products.

UP is retiring C30-7's, C36-7's and old EMD SD45/SD45T's.

– *The Colorado Zephyr*



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

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



Out At The Museum

By Bob Tully

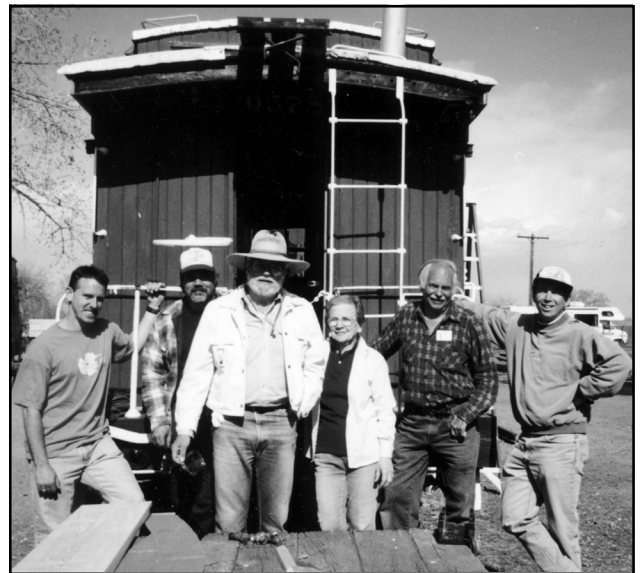
Your Equipment Committee is still looking for help during the July 13-14-15 long work weekend at the Colorado Railroad Museum. I sure would like to have additional participation from members so we can make progress on many needed projects. Call me at 303-428-2322 or see me at the June meeting.

We finally had two great work days during April. A change in weather compared to the previous five months, allowed us to move forward on the final woodwork planned for caboose 0578. On April 14, Dwane Fields, Ken Gow, Denney Haeefele, Roger Sherman, John Bartiromo and I removed the dry and split curved fascia on each end of the caboose. While several people developed a cardboard pattern, two of us headed for the lumber yard to purchase new wood sufficient to replace the fascia in one piece rather than the jointed pieces removed. One end was cut, and after several adjustments through trial

fittings, was given a routed bevel on the lower edge and then nailed in place.

While this was going on in the lower yard, Sue and Russ Stuska continued to protect the Rico which is located near the water tower. They primed and painted various pieces of trim for several. Russ also replaced missing brass screws in a number of places around the windows.

On April 28th Dwane Fields, Ken Gow and I cut and fit the upper fascia on the east end of 0578. This was easier than the west end as we had some experience, yet making it fit and beveled correctly took the full day.



Replacing the Fascia on each end of 0578 was the last woodwork before painting. From Left: John Bartiromo (new club member), Dwane Fields, Russ Stuska, Sue Stuska, Bob Tully and Ken Gow.

We still have to drill a few holes for bolts and refasten the end ladders, then on to more scraping, sanding and preparing for primer and paint.