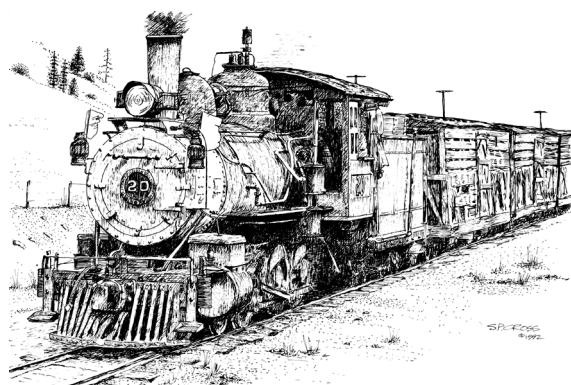


ROCKY MOUNTAIN RAIL REPORT

MAY 2001

No. 500



ROCKY MOUNTAIN RAILROAD CLUB

Slide Potpourri

By Erwin Chaim

May 8, 2001 • 7:30 PM

The May meeting is the annual slide potpourri night. This is the opportunity for members to share their slides with the club. Come see what other members have been doing.

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.

Special Task Team Formed

A special Task Team was formed at a combined meeting of the Club's Board of Directors and the Rocky Mountain Railroad Historical Foundation on April 21st. This team will evaluate the possibility of integrating the Rocky Mountain Railroad Club and the Foundation into a single tax exempt 501(c)3 organization. It is anticipated that there will be no change to activities currently performed by both but one structure will offer the opportunity to streamline resources and focus efforts to ensure the integrity of both the Club and Foundation in the future. The membership will be asked for input as this process proceeds.

Rocky Club Trips

By Joe Minnich

UP Cheyenne Shops Tour

The UP Cheyenne Shops Tour on Saturday May 5, 2001 is sold out.

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."

First Annual Rocky Club BBQ

The First Annual Rocky Club BBQ in June 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 will be up and the Galloping Geese will be running

Since there is no limit as to the number of people, we are sure we can accommodate your family. The reservation deadline is June 3rd. The flyer is included in this issue of the *Rail Report*. Once again, we accept Visa and MasterCard. You may order at any time using the Club web site or by mail using the Club P. O. Box.

2001 Events Schedule

June 9 Event:	Colorado RR Museum BBQ
June 12 Meeting:	Cheyenne - 1867 to Present
July 10 Meeting:	To be announced
July 13, 14, 15	RR Museum work weekend
July 22 Event:	Union Pacific Steam Trip
August 14 Meeting:	RMRRRC 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:	To be announced

The deadline for items to be included in the June *Rail Report* is 5/18/01.

Union Pacific 3985 Trip

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

Continued on Page 3, Column 1

The 500th Issue of the Rocky Mountain Railroad Club's Rail Report

ROCKY MOUNTAIN RAILROADER

DENVER, COLO.

Edited by
Carl Hewett

No. 1 June, 1939

Published by the Rocky Mountain Railroad Club for those who are interested in railroads, past and present, of the Rocky Mountains.

CLEAR BOARD! The brains and the hoghead have compared time; the cartoats have taken down the blue flags; the air has been tested, and the bell is ringing. ALL ABOARD, and we're off on our first run. As we steam out of the station for the first time, we may seem somewhat jerkwater in our dimensions, but we ask your indulgence, good passengers, and beg to remind you that we hope we'll be able to fill up a few more coaches next trip. Who knows? We might even need a helper engine.

In June 1939, the *Rocky Mountain Railroader*, the first newsletter published by the Rocky Mountain Railroad Club was sent to members. Carl Hewett edited the four issues of the *Rocky Mountain Railroader* that were published.

In March, 1949, The Rocky Mountain Railroad Club published Volume II, Number 1, of the club newsletter that would become the *Rail Report*.

Morris Cafky was the historian and Trainmaster and Jack Thode was the Dispatcher for the 1949 "re-inaugurated" club bulletin. Feature articles included a report of the February 6, 1949, Club trip on the last passenger train to run over the Midland Terminal and an abandonment report with a history of the line. A motive power roster of the Midland terminal and photographs from Dick Kindig, Otto Perry, Ed Haley and Jack Thode were also included.

ROCKY MOUNTAIN RAILROAD CLUB

DENVER, COLORADO

VOL. II March 31, 1949 No. 1

MIDLAND TERMINAL

Members of the Rocky Mountain Railroad Club and their guests — 169 strong — bid a fitting farewell to the Midland Terminal Railway February 6th when they rode the last passenger train to run over the historic bonanza railroad.

The equipment was in fitting with the pike's historic past. At the head end, brave in new paint, was number 59, a sturdy 2-8-0 type built in 1898. Behind were two wooden Rio Grande combines, a combine which once rolled on the Cripple Creek Short Line and, last but not least, a fine old wooden observation car. This observation car was formerly coach 111 of the Colorado Midland — built by Pullman in 1887.

We couldn't have asked for a better day. A bright sun shone down out of an almost cloudless sky, making for perfect visibility and photographic conditions. We are indebted for the fine weather, at least in part, to fervent prayers uttered by Ed. Haley, club president.

It was a most successful trip. No one aboard the train will ever forget the breathtaking view from the main line near Elkton. The Sangre De Cristo range, the Continental Divide itself, even Harvard, Princeton and Yale peaks far to the west were visible.

Nor can we forget the people along the line who waved at us while taking a final look at 'their train.' Or the many motorists who paced us on the adjoining highway.

It was a fitting farewell to one of the most romantic of railroads.

ABANDONMENT

Dismantling of the Midland Terminal marks the end of 54 romance-packed years of railroading in the Cripple Creek District. The thrilling story of transportation to and from the "greatest Gold camp on earth" is long and complicated so we can only skin the surface here.

The birth of Cripple Creek railroading actually took place in 1892, when some citizens of Florence, Colorado, incorporated and soon constructed a toll road from that point up narrow, winding Phantom Canon to the newly-blossoming boom town. The rapid growth of Cripple Creek made it obvious, however, that a better means of transportation was needed. The Florence and Cripple Creek railroad was incorporated by many of the same individuals who had built the toll road, with the important addition of David Moffat. Indeed, some of the original F.&C.C. track utilized portions of the road.

In Remembrance John W. McCaslin

John W. McCaslin, a lifelong railfan hardware collector, passed away on April 2, 2001. Born February 17, 1945, John was only 56 years old. John was a long time member of the Rocky Mountain Railroad Club and a life member of the Colorado Railroad Museum. He was generally recognized as one of the finer men taking the name "railfan." A lifelong bachelor, he is survived by a sister. John had extensive collections of railroad hardware. A man's life may be judged by the friends he has. Many co-workers from King Soopers and many railfan friends filled the chapel. John McCaslin, we will miss you, and our sincere condolences to the family.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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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	Frend John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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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.

Rocky Club Trips

Continued from Page 1, Column 3

As of this writing, there are still coach seats available but all the dome seats are sold out. The trip will be offered to other organizations and individuals after May 14th.

The train will leave Denver Union Station at 1:00 PM. Photo run bys are planned north of Carr.

The trip is listed on five national web sites and in four magazines. We would suggest

that you order now to assure yourself a seat on this trip. Again, Visa and MasterCard are accepted. 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.

We have added a major enhancement to this trip. 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 Trip

Remember to mark your calendar for the Durango & Silverton Mixed Train Trip on Monday August 27th. You may order now via the club web site or by mail to the Club P. O. Box. We are also looking for train crew for this trip. The Club Store will be aboard the train offering our books and videos to all passengers.

Cumbres & Toltec Scenic Railroad 2001 Preview

By Terri Shaw and Warren Smalley

The outlook for the 2001 operating season is bright. While much remains to be done, progress is being made in returning equipment and track to high standards of maintenance, and ridership looks very encouraging.

Ridership

To date over 6,000 tickets have been reserved, at an average revenue per passenger approximately 20% higher than in 2000. Reservations come from 33 states and 3 foreign countries, and include 35 different tour operators. Reservations on the Parlour Cars are encouraging as well, at 12% of individual orders (not including reservations from groups). Orders for Season Passes are also beginning to arrive.

Passenger Cars

Marvin Casias, Sam Ruybal, and Ronnie Lopez have done great work on the passenger cars, while also faced with working on no. 487 and Diesel no. 19. Ten of nineteen cars (the cars needing the most work) are complete, and the remaining cars will be done (including painting seven cars) before the railroad opens on May 26th. This includes the new Parlour Cars, which are expected to be finished by May 1st.

Pile Driver OB Restoration

The group restoring D&RGW Pile Driver OB needs your help. They are looking for any photos, movies or video of OB in operation to help in their restoration efforts. They work on the 1st, 3rd and 5th Saturday of each month.

Anyone who can help with historic material or at work sessions should contact:

Tom Simco at 303-681-3974

or

Roger Briggs at 719-495-4973.



D&RGW Pile Driver OB at the Colorado Museum of Mining and Industry.
– Photo © Tom Simco.



D&RGW Pile Driver OB boom.
– Photo © Tom Simco.



D&RGW Pile Driver OB main gear and bearings. – Photo © Tom Simco.

Continued on Page 8, Column 1

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.

New Amtrak Acela Regional Units

Amtrak's California Zephyr, train #6, passed Arvada, CO, on 4/2/01 with newly painted #130/131 back to back in the Acela Regional scheme – first time I have seen all headend power this way. The numbers are HUGE! Watch for more Amboxes to be done this way too, as these have been spotted in the last several weeks. I don't know if Superliners will be redone, but I suppose so.

– Mike

Since late March 2001, Amtrak began using only two units on their California Zephyr's west of Denver. Three units had been the norm with the third unit cut off train 6 and added to train 5 the next day at Denver. The newer P42's (Amtrak 123 - 160 wear the blue and silver wave) have been showing up in pairs on the California Zephyr more frequently. Spring finds Amtrak's latest power plying the California Zephyr route!

Powder River Basin Maintenance

Union Pacific (UP) once again will close the Powder River Basin coal route this year for intensive track maintenance, June 12-20, between O'Fallons and Oshkosh.

The effort, as always, involves joint planning and implementation among the Marketing, Transportation, Mechanical, Northern Region and Engineering Departments.

Engineering and P-811 work forces will install about 42,000 concrete ties and lay about 17.5 miles of new rail. Construction gangs will build a new bridge at Nevens, according to Engineering's March Monthly Report.



Amtrak's California Zephyr still was using three P42's to cross the Colorado Rockies on March 17, 2001. New General Electric built Amtrak 143 leads 19 and 44 over the Union Pacific's ex-DRGW Moffat Tunnel Line at Crescent, CO. Amtrak belt tightening eliminated the third unit in March 2001. 143 wears the Acela Regional paint scheme, also known as Phase-V. – Photo © Chip.

In addition, project to increase capacity on the South Morrill and Powder River subdivisions are planned or under way. Track gangs began work in early March on about 10 miles of double track between Lusk and Manville on the Powder River Subdivision, with a completion target of early August, 2001. The project involves construction of 11 new bridges.

Double track between Horse Creek and Henry on the South Morrill Subdivision was completed in April. Additional staging tracks for coal trains are being added to the South Morrill Yard, a project begun in 2000 and scheduled for completion in December 2001.

Powder River Basin coal loadings continued strong in February, according to the Northern Region monthly report. Actual monthly loadings were 864 trains, a daily average of 30.86 loads, vs. BNSF loadings of 760 trains.

March 2001 started off at a record pace, with a daily average of 34.5 trains per day through March 14, compared to the January 2001 daily average record of 31.84 trains.

A new, 2-day loading record of 78 trains was set on March 8-9 (40 and 38) eclipsing the old record of 76 trains on July 12-13, 2000.

A new 3-day loading record of 114 trains on March 8-10 surpassed the old record of 107 trains set on Jan. 14-16, 2001.

– UP RR

Rio Grande GP-30 3002 Scrapped

D&RGW GP-30 3002 and GP-40 3098 moved east via the Norfolk Southern bound for Cycle Systems in Roanoke, VA, in March 2001. Rio Grande 3002 was the only GP-30 with the large billboard size Rio Grande written on its long hood. Farewell, old friends! – Steve R



A BNSF "peach" (faded orange and yellow Heritage II scheme) on 9-44CW 4490 as it transverses UP's Moffat Tunnel Subdivision at East Crescent, CO, on a snowy March 17, 2001. About 20 American Soda (ASHX reporting marks) covered hoppers from Parachute, CO, were behind the power - new business for BNSF! – Photo © Chip.

Boeing Trains

The train most likely seen the weekend of March 24 & 25, 2001, in Nebraska was BNSF's Memphis, TN, to South Seattle, WA, P-MEMSSE1-22A. Two 737 fuselages were on the front of this train along with what I believe was a 757 cockpit. The fuselages are hauled on the railroad with a two car set: one flat car with the actual load and an idler car. These cars are BNSF 800100-800123 and BNSF 800010-800023 respectively.

Other Boeing cars which often run on the special trains from Wichita to Lincoln, NE, and then on to the Pacific Northwest are:

TTMX 80300
TBCX 7471-7480
TBCX 76700-76710
BNSF 800500-800530

Over the past few years, there have been many variations in the operation of these Boeing trains. When Boeing was paying a premium for a Boeing only special train they could take a number of different routings including west out of Wichita to Colorado and then up the Joint Line and through Nebraska to Alliance and west to

Laurel, MT, or through Casper, WY, to Laurel, MT. Other moves would go north from Wichita to Lincoln while others would go to Lincoln via Kansas City. Currently that is the practice such as the J-WICLIN9-27 with BNSF 800510 which arrived in Kansas City, MO, at 9:50 PM on 3/27.

The Boeing cars will travel over the Montana Rail Link through Montana and then over Stevens Pass to the Seattle area. Unless BNSF improves the clearance of the Rimrock Tunnel north of Laurel, these moves will never travel via Great Falls and Marias Pass.

I would guess that since the 757's are not really larger, just longer, something similar could be done to haul the 757's as the 737's are hauled now.

Oh yeah, every once in a while Boeing absolutely has to have the fuselages in Seattle and a special move is run all the way from Wichita to Seattle. I caught a move like this at the beginning of the year. It had 3 or 4 fuselages and a couple other cars and a single BN SD40-2 for power. Neat train.

– Paul, Mountain West Rail

Boeing Trains Will Carry 757's

With the March 2001 announcement from Boeing that 757 fuselage assembly will be moved from Renton, WA to Wichita, KS, we will see 757 fuselages (with cockpits attached) transported by rail along with the 737 fuselages starting in 2002. BNSF currently handles the Boeing movements by rail via Lincoln, NE. – Trey

Sawmill Closed on old DRGW Creede Branch

I learned in early April 2001 that Stone Forest Products (the lumber mill) at South Fork, Colorado, is officially closed. Union Pacific trains will no longer traverse the remaining 40 miles of the Creede branch west of Monte Vista, CO, to South Fork.

Trains will continue to serve industries in Monte Vista and the San Luis Central shortline at Sugar Junction, but in terms of photo opportunities along the old Creede branch at Del Norte and South Fork, those days seem to be over.

– Steve

What's Left of the DRGW Tunnel Motors?

Some disputed info here, probably like 31 ex-Denver & Rio Grande Western RR tunnel motor units left as of April 2001. This will give you an idea of what's left. The Denver to Pueblo train is a likely candidate for a few still operating in Colorado. – UPRFI

Of the original 73 D&RGW SD40T-2s, only 28 remained as of late March 2001. Their numbers are:

D&RGW 5342, 5344, 5345, 5347, 5349, 5352, 5353, 5354, 5356, 5360, 5361, 5365, 5371, 5372, 5373, 5375, 5376, 5377, 5384, 5385, 5389, 5390, 5400, 5401, 5407, 5409, 5410, 5413.

The other 45 units have either been renumbered to Southern Pacific units, to Union Pacific units, or retired. None have been renumbered to UP as patched units,

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

using a yellow patch for a new UP number, but retaining their original D&RGW paint scheme.

D&RGW 5341-5373 (33 units) were equipped with the earlier 81-inch short hood and lever hand brake; D&RGW 5374-5413 (40 units) were equipped with the later 88-inch short hood and wheel hand brake.

D&RGW 5386-5397 (12 units) were equipped with Gyalite warning lights, in a built-up box mounted on the front of their low noses.

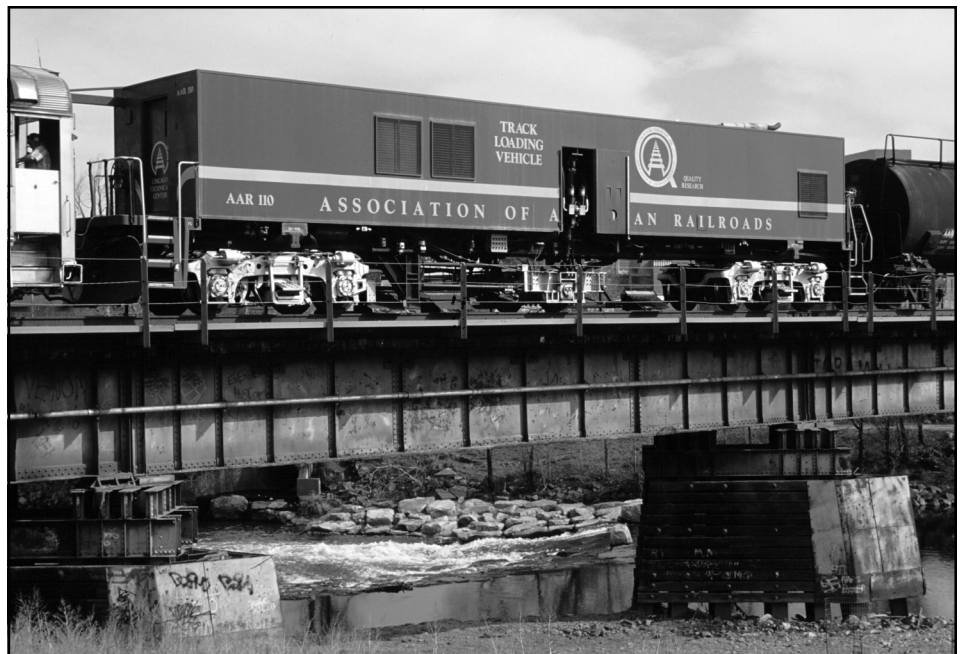
Of the original 73 units, 69 units went to UP at merger and four units (D&RGW 5348, 5370, 5402, 5408) were retired by SP prior to the UP merger. – *Don Strack*

BNSF Train News

The high-wide Boeing specials from Wichita, KS, enroute the Pacific Northwest changed their routing to run via Kansas City, and St. Joseph, MO ... are now symbolled the J WICLIN9, Wichita, KS, to Lincoln, NE.

The loaded steel train via the Central Corridor, U JOLPIT (unit, Joliet, IL to Pittsburg, CA) has not been running in a few months, but will reappear in April 2001. Westbounds with steel coil and ingots will set these cars out at Chillicothe, IL, and then light engines will be called at Chicago to assemble the set outs into a maximum 68 car train. Empties will run all the way east to Joliet for interchange to the EJ&E.

Finally, system track bulletin Form C was issued for all the former ATSF transcon east of Belen, NM, restricting all eastbound Z-Q-P-S-V trains to 60 m.p.h. unless authorized by the train dispatcher for 70 m.p.h. account late train, service connections, customer commitments and such. Once again, fuel conservation is the factor, with diesel fuel prices projected to skyrocket later this year account reductions in Mideast countries oil exports. – *Pat Flynn*



BNSF handled the Association of American Railroads (AAR) Track Loading Vehicle, AAR 110 on 4/5/01, up and back south over the Joint Line between Denver and Pueblo. The train was turned at Prospect Junction in Denver, CO. BNSF GP38-2 2342 was the power. AAR 110 was crossing the South Platte River. – Photo © Chip.

UP SD70M 4637 On the Move

Union Pacific flared radiator SD70M 4637 was in the BNSF yard in Pueblo, CO, on 4/1/01. BNSF's trace showed it going back to LaGrange, IL. This unit underwent EPA high altitude, static emission tests on the Moffat Tunnel Line at Plainview and East Portal, CO, in March 2001.

Been interesting in Pueblo in early April. A blue and yellow cowl-unit came through last week, a GP15-1 on 4/3/01 and several Burlington Northern GP30-bodied units. Best of all, of course, Tunnel Motors working the UP's Denver to Pueblo, Pueblo to Denver trains. – *J. B. Bowers*

Watco to Buy Central Kansas Railway

Watco of Pittsburg, KS, agreed to purchase the assets of the Central Kansas Railway from OmniTrax Inc. of Denver, CO. The deal will involve 900 miles of track in Kansas, including 240 miles currently up for abandonment.

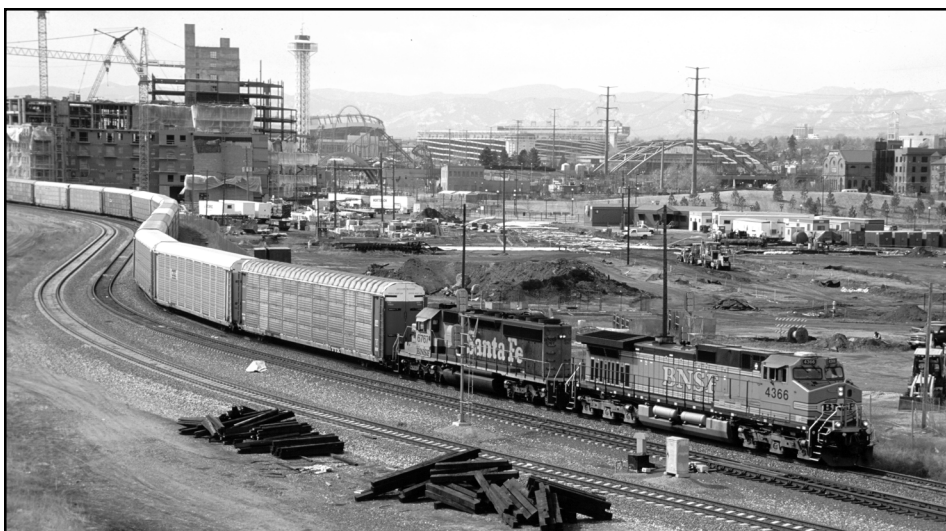
The deal, details of which were not released, is expected to be closed on May 31 after Surface Transportation Board (STB) approval, at which point CKR will

be renamed the Kansas & Oklahoma. Watco operates the South Kansas & Oklahoma in Southeast Kansas, as well as other shortlines in Southwestern Missouri and Northeast Oklahoma. – *Patrick Kidd*

Track Loading Vehicle on Joint Line

An interesting southbound "train" cleared Littleton on 4/5/01. BNSF GP-38 2342 in the Heritage one scheme had an Association of American Railroads three car train, BNSF symbol U-DENPUE1 05. The train had stainless steel "Research Car" AAR 100 with an AAR Chicago Technical Center logo, AAR 110 labeled "Track Loading Vehicle" (maroon with gold lettering) with an AAR Chicago Technical Center logo as well as a locomotive plow on one end, and a tank car AAR 120 labeled "Experimental Tank Car Do Not Load." This consist was followed by a BNSF hyrail pickup.

The Track Loading Vehicle (TLV) provides input to railroads and freight car designers about the limits of forces that new cars can impose on track structures. It was built from the ground up at the AAR's Chicago Technical Center on the underframe of a 4,000-horsepower Diesel-electric locomotive. Weighing 263,000



BNSF moved empty auto racks from the southwest to Portland, Oregon, via the Joint Line and Front Range Subdivision. The Albuquerque, NM, to Portland, OR, BNSF train symbol V ABQPTL4 15, rolls up to 20th Street, Denver, CO. Note all the new construction in the Platte River Valley. Power was BNSF 9-44CW 4366 & SD40-2 6767. Train is on main track one headed for Rennix Yard. – March 18, 2001 photo © Chip.

pounds, the TLV is designed to apply forces close to the strength limits of the rails and other track structure components such as ties, rail fasteners and ballast.

Coupled with state-of-the-art computer controls, the forces applied by the TLV can be abated just short of causing actual damage. The TLV is also capable of detecting flaws in the track, depositing a spot of yellow paint, thus providing a pinpoint location for preventive maintenance.

Loads are applied to track through a center “load” bogie using servo-controlled hydraulic actuators. The load bogie has its wheels positioned on a split axle so that they can apply lateral force to the rails independently. These forces are sufficient to measure the gage retention strength of the track, and test the tie fastener conditions.

One interesting joint line change in “normal” operating practices that resulted from the meetings between Joint Line neighbors, Littleton City officials, RTD and the railroads is that BNSF pushers, when needed out of Littleton, are, for the most part, no longer put on at Littleton, but generally put on at Englewood.
– Herb, AAR & The Colorado Zephyr

KP Doings

Union Pacific began routing the empty auto rack train east across the Kansas Pacific line (UP’s Limon Subdivision) on a regular basis in April 2001. The train carries symbol A RLKS XX (XX = date of departure). Train originates at the Rolla near Commerce City, CO, auto ramp and goes south to Denver’s 36th Street Yard. Then it turns east at Pullman for the run over the KP.

The train of April 11th, A RLKS 11, had SD70M 4024 & 4082 handling some 74 empty auto racks. It was by Mesa Siding, Aurora, CO, about 8:45 AM.

UP “winged” recently delivered General Electric model C44CWCTE 5732 was ahead of the auto rack train handling a loaded ballast train. Power was UP 5732, SD40-2 3053 and 3696. Trains came out of Cheyenne, WY, headed east to Salina, KS. – *The Colorado Zephyr*

BNSF Z-train Derailment

On April 11, 2001, just before noon, the BNSF’s Denver to Chicago (Corwith) intermodal train, Z DENCHI9 11, had four head cars derail. The first car was leaning over, and the next three cars were on their sides. BNSF called out the rerailing crews

from Cheyenne, WY, and Hastings, NE, to remove the derailment.

There were no injuries to the BNSF crew nor haz mat involved. The Z CHIKCM9 11 detoured via La Junta, CO, to avoid the mess. – *The Internet*

90 M.P.H. On The Santa Fe To End?

The new Amtrak schedules that take effect 4/29/01 indicate a little more time added to trains 3 and 4 taking into account a change of consist (increase in maximum cars from 30 to 45?) and a decrease in maximum speed to 80 M.P.H. If this is true, the only high speed running left on the former ATSF (or any other line west of Michigan) would be the Surf Line.

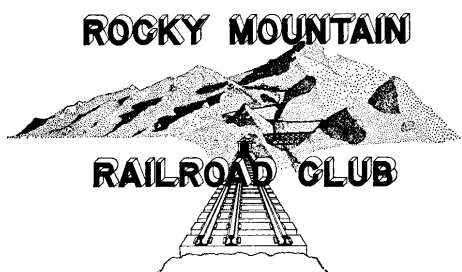
The real reasons may be a concession to the BNSF to handle more mail and express on this train in exchange for lowering the track standard to Class IV. This has already occurred over the route in places since 1971. The latest casualty is Gallup, NM, to Winslow, AZ, which was a good fast district but lately has seen Amtrak trains limited to 80 M.P.H. Other recent reductions were on BNSF’s La Junta Subdivision where there was still jointed rail, Lamy to Albuquerque and the entire Topeka Subdivision. In these territories the ATS has remained in service.

Other considerations would include fuel consumption and the beating that the freight-type trucks on the RoadRailers and 70000-71000 series boxcars endure which leads to frequent delays repairing and replacing bolts on the shock absorbers enroute. – JAA

Wings on Kansas Pacific to Kansas City

Three recently delivered General Electric built model C44CWCTE, UP 5700 / 5769 / 5768, with wings were on an eastbound grain train spotted in Kansas.

The empty auto rack train that left Denver on the 4/11/01 (A RLKS 11) in the morning had added power UP 6644/ SP 152 / UP 4024 / 4082 and moved 74 empties across the KP. Five UP winged units in less than two hours!
– upkpfan



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Cumbres & Toltec Scenic Railroad 2001 Preview

Continued from Page 3, Column 1

Locomotives

Extensive shop work continues on all six steam locomotives thanks to appropriations from both states, a USDA Rural Economic Development grant, and a grant from the Narrow Gauge Foundation Trust. As a consequence we expect to have four locomotives (463, 487, 489, and 497) under steam by opening day. Either 484 or 488 might also be out-shopped by then, but June is probably a more realistic date for those locos to be placed in service. Then, in July FRA mandated boiler work needs to commence so that the Railroad will have sufficient locomotives in compliance with FRA CFR 49 Part 230 to begin the 2002 season.

Track

Track work has continued throughout the winter as weather has allowed, primarily replacing rail on curves between Big Horn and Antonito. Improvements on Maintenance of Way equipment have been carried out as well.

Work on retaining walls will begin in early April. Tie replacement, ballast and surfacing will resume as weather permits.

Colorado Railroad Museum News

The Colorado Railroad Museum has received a substantial grant of \$100,000 from an anonymous donor. This will enable the museum to use this as a challenge grant to raise additional funding for the construction of the turntable and ash pit plus auxiliary trackage. Then the installation of the turntable into the pit will proceed. Everyone at CRRM is looking forward to this event to conclude the long range plan by the board of trustees. Currently, there are a number of restoration projects under way in the new Cornelius W. Hauck Restoration Center (commonly known as the roundhouse). The roundhouse visitors gallery has been open since December so visitors may safely view activities inside the building.

The museum has just completed a redesign of their web site. Included is a Rail Fan Calendar web page that gives dates of events for the museum, Intermountain Chapter-NRHS, Rocky Mountain Railroad Club, and the Rocky Mountain Railroad Historical Foundation. After consultation with all the listed groups it was felt that the museum should be a neutral clearing house for event and date information to lessen scheduling conflicts and better help railfans plan their activities. The museum is honored to host such a web page to better serve the rail fan community. Please visit the web site at www.crrm.org and check it out.