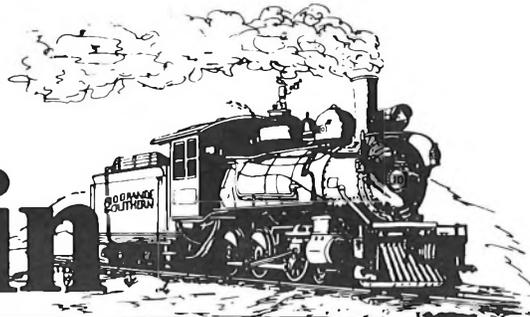


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 8, 1994 -- 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
Roger Callender..... President
Sherm Conners..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... Treasurer

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

COPY DEADLINE ALL copy for publication in the March, 1994 Rail Report is due no later than February 8, 1994!!

MEMBERSHIP INQUIRES

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

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

February, 1994..... No. 413
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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, Colorado 80201. 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 \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

FEBRUARY 8 PROGRAM

PRIVATE VARNISH and BUSINESS CAR SPECIALS

Chip Sherman provides us with a look at privately owned passenger cars and railroad owned business cars--both inside and out. Chip had developed a passion for there "mansions on wheels." Join us as we get a rare view of some of American railroading's unique inspection cars like BN's GLACIER VIEW and Santa Fe's WILLIAM BARSTOW STRONG.

We'll see the Association of American Passenger Railroad Car Owners (AAPRCO) special over Tennessee Pass in October, 1993. Grab your glass of wine for this fine slide presentation.

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, Colorado 80201 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, Colorado 80201.

JANUARY MEETING

Our sincere thanks to Erwin Chaim, and, his lovely wife, Bobbie, for revisiting the Rio Grande Zephyr through a fine slide and music program. Not only was it fun to see our favorite passenger train again, but many in the audience thoroughly enjoyed seeing themselves and their children back some eleven years. Boy, were we young then! And, we also enjoyed seeing friends that have passed on. All-in-all, the program brought back many wonderful memories. Once, again, THANKS Erwin and Bobbie.

NEW MEMBERS

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

Thomas Gill	Littleton, CO
Scott Lehrer	Aurora, IL
Alan Martin	Lafayette, CO
Peter Rigert	Switzerland
Vince Saunders	Costa Mesa, CA

ASSOCIATE MEMBERS:

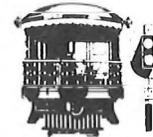
Lois Crouch	Colorado Springs, CO
Carolyn Damrath	Colorado Springs, CO
Millie Rohel	Sussex, NJ

MEMBERSHIP CARDS

Among the many items included with this month's newsletter, you will find your 1994 Membership Card. Be sure to check the envelope for your card!! If you have not renewed, you will find a notice of reminder. If you receive this notice, please renew ASAP!

125TH ANNIVERSARY OF THE GOLDEN SPIKE EXCURSION

You received a flyer along with the January issue of the Rail Report announcing the Club's 125th Anniversary GOLDEN SPIKE CIRCLE TOUR, featuring Union Pacific's #3985. We suggest that you refer back to this flyer for details, and, if interested in making this trip with the Club, place your reservations ASAP.

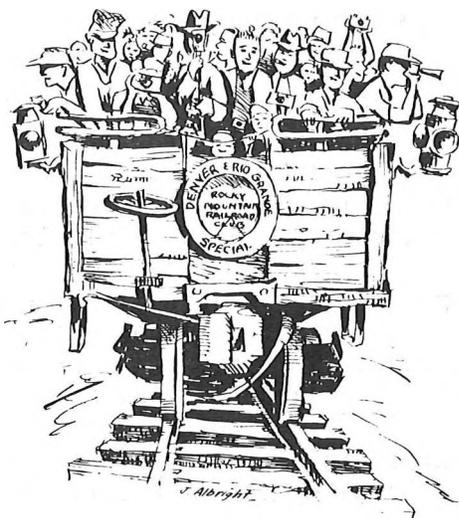


PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the January, 1994 meeting are as follows:

John Dolan / Amtrak Calendar--1994
Doug Gorton / UP RR Calendar--1994
Vance Caster / Complete set of TRAINS Magazines--1991
Jim Bratton / Set of Postcards
Frank Wilson / Set of Miscellaneous Timetables
Rich Dais / Set of Amtrak Timetables
Frank Gill / Southern Railroad Passenger Car Diagrams
Jim Hurt / Rail Canada, Volumn II--Diesel Paint Schemes
Dave Salter / The History of Western RR's
Bob Fryml / Memories of New York Central Diesels
Bruce Johnson / Rock Island Belt Buckle
Steve Mason / Historical Inventory of the Union Pacific RR--1946
Gary Ellison (NY) / Railway & Locomotive Historical Society Bulletin No. 105

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



Definite dates are still forthcoming for the Annual Workday at the Colorado RR Museum, the Denver Union Station Tour, and, the Annual Banquet. Please note: We do have a definite date for the MAC/RTD Rail Tour. This event is now scheduled for April 30th.

UNION PACIFIC STEAM EXCURSIONS

The excursion flyers included with this month's Rail Report mailing provides information on upcoming, 1994, Union Pacific excursions that are available to the public. Our Club has been selected to act as a ticketing agent for these excursions. If you would like to purchase tickets for any of the trips, please complete the order form in the flyer and return it along with your check or money order to: The Rocky Mountain Railroad Club. Our Club will benefit from these sales by receiving one free ticket for each one sold, providing an opportunity to resell these tickets and secure monies for Club projects. The Golden Spike excursion mentioned in the flyer is the same one our Club has booked for the Club's Golden Spike Circle Tour (Flyer included with the January newsletter mailing).
(Alan Greene)

1994 SCHEDULE OF EVENTS

February 8	Regular Monthly Meeting
March 8	Regular Monthly Meeting
April 12	Regular Monthly Meeting
April 30*	MAC/RTD Light Rail Tour
May 6-14	Golden Spike, 125th Anniversary Celebration
May 10	Regular Monthly Meeting
May 28	Lakeside Amusement Park RR
June*	Annual Workday at the Colorado RR Museum
June 14	Regular Monthly Meeting
July 12	Regular Monthly Meeting
July 24-31	Chicago & Vicinity Excursion: 10th Anniversary Return Trip
August 9	Regular Monthly Meeting
August 20	Sherman Hill Field Trip
September 13	Regular Monthly Meeting
Fall*	Denver Union Station Tour
October 8	Manitou & Pike's Peak Cog Railway Trip
October 15*	ANNUAL BANQUET
November 8	Regular Monthly Meeting
December 13	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!

DENVER PHOTO RAIL EXPO

The Intermountain Chapter of the National Railway Historical Society has arranged for the Denver Photo Rail Expo to be held on March 12, 1994 at the Auraria Campus Student Union, off I-25 via West Colfax or Auraria Parkway to 7th Street, north of Parking Lot G.

Included in the show will be Train Memorabilia, Model Train Buy/Swap/Sell, and, Slide and Film Presentations. The Expo will feature several photographers presenting railroading past and present. Ten programs will run, starting at 9:00 a.m. The Expo will be open from 9:00 a.m. to 5:00 p.m.; the Slide/Film show from 9:00 a.m. to 7:00 p.m.

Admission: \$5.00 Adult; \$3.00 Children; \$12.00 Maximum Families.

For information, please call 623-6747.

QUESTIONNAIRE UPDATE- -PART II

Question No. 2 of the July, 1992 Club Questionnaire requested a response regarding what the RMRR Club offers to members in order of importance. The 204 responses gave the following results: INFORMATION, [170]; RR PRESERVATION, [103]; TRIPS, [118]; PROGRAMS, [97]; DAYTRIPS, [85]; SOCIAL, [76]; and, OTHER, [2]. Since most responses did not rank their answers to this question numerically, the responses to each category were given equal value and added up. Along with Question No. 3, regarding meeting attendance along with frequency and reasons for low frequency, etc., we offer the following analysis:

INFORMATION does seem to be the major factor for belonging to the Club. This appears to be associated with the fact that so many of the Club's members live outside the Denver metro area and the Rail Report is their main contact with the Club. While a significant number of responses put RR PRESERVATION at the top of their interest in the Club, the fact remains that few members actually participate in such activities.

On meeting attendance, out-of-town membership made quite an impact, members averaging only 2.6 meetings per year. This figure serves to remind us that even though the meeting hall may be full each month, only a fraction of the membership is in attendance during the year, along with many non-member guests. However, there is a small group of regulars who attend 10-12 meetings per year. Of those who attend less than 6 meetings per year, we see that they attend only when all or a combination of the following factors are considered: Program, Distance, Weather, Health, Work, etc. It does seem that there is nothing like an especially good program to bring members to meetings. This spect will be covered in the next update. (Mike Johnson)

PROGRAM SOLICITATION

Our new Vice President/Program Chairman, Sherm Conners, advises that he has a few openings available in 1994. Should you wish to share in this activity, please feel free to contact Sherm at 659-5513.

GE'S NEW "AC" LOCOMOTIVE

GE's new AC4400CW locomotive has a 33% increase in tractive effort over its DC cousin, the DASH 8-40CW. Not only does the new AC locomotive have a 10% increase in horsepower, due, in part, to electronic fuel injection, but AC induction motors offer improved performance over the equivalent size DC traction motor. To achieve the improved performance, microprocessor control is necessary to create the rotating AC fields. It has not been until recent years that solid-state inverters were available to carry the necessary power for AC.

AC induction motors also do not have brushes which greatly reduces maintenance. The GE unit will be able to run a million miles between maintenance intervals.

GE provides individual control over each axle within a truck, unlike EMD's SD70 MAC units where control is limited to the truck rather than the axle. This allows GE to micro-manage each axle and to provide full torque independent of wheel diameter variations. Should an inverter or motor fail, power can be routed around the failed unit and the locomotive can continue to function at 5/6th of its rated tractive effort.

How can you tell the new AC4400CW from a DASH-8? The dynamic braking grid on the AC locomotive is on top of the auxiliary compartment where there are three vents instead of the two vents on the DASH-8. In addition, the auxiliary compartment is longer and fills the walkway opposite the engineer. Other features are similar to the DASH-8.

Statistical Data

Continuous Tractive Effort: 145,000 pounds
Starting Tractive Effort: 180,000 pounds
Dynamic Braking Effort: 98,000 pounds
Top Speed: 80 mph
Delivery: Early 1994

GE has also announced that it will begin development on a 6,000 horsepower, AC locomotive with deliveries expected in 1997.
(Kenneth Jessen)



The mixed train is ready to depart from Silverton for Durango on July 31, 1948. K-27, #463 heads a consist of six freight cars, a caboose, combine, two coaches and the famous Silver Vista.
(Chuck Powell Photograph)

A RAILFAN'S NOSTALGIA

Los Angeles to Denver Via the "Direct" Route

by

Chuck Powell

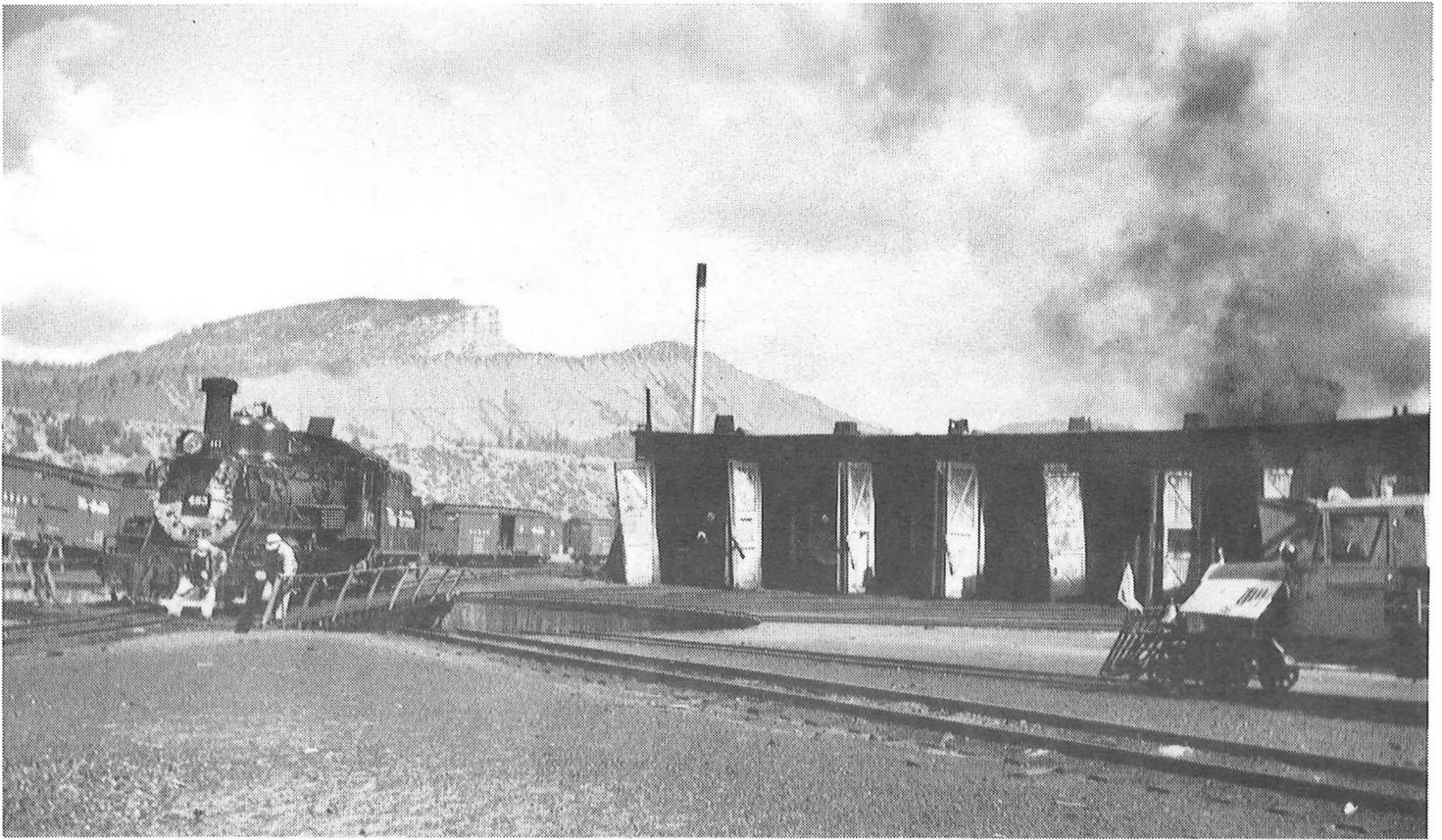
In 1948, armed with information gleaned from TRAINS Magazine articles, I went to the D&RGW office in downtown LA to purchase tickets for my upcoming trip to Denver. Even then, not too many travelers came to the second floor office to plan their Rocky Mountain trip. The agent enjoyed helping me plan my trip as much as I enjoyed making the actual purchase.

The came the big day. I left the Los Angeles Union Station on the Union Pacific's night train for Salt Lake City. Our train, steam

of course, consisted of front-end cars, coaches, a diner, and heavy green Pullmans. As we wound up Soledad Canyon, I headed to the diner and had one of those superb, relaxing meals that you can only have in a diner, as you listen to the sounds of the train and watch the scenery go by.

The next day, I was up early and out on the platform at Caliente where the train was being serviced. The train required my inspection also. The rest of the day was very pleasant as we went through southwestern Utah, arriving in Salt Lake City in the afternoon. As my D&RGW train didn't leave until after dinner, I had time to make a brief tour of Salt Lake City--after transferring my baggage from the UP depot to the D&RGW depot.

As the train sped southward from Salt Lake City, I worked my way to the rear of the train and out onto the open observation



August 1, 1948, Durango, Colorado. Rio Grande Southern Goose No. 6 rests on a turntable lead as K-27, No. 463 is turned in preparation for its run to Silverton. Things do not resemble this scene today; even the original roundhouse is gone, having succumbed to fire a few years ago. (Chuck Powell Photograph)

platform. I was alone and sat for sometime, absorbing all the sounds which were so evident since I was outside on the platform. The cadence of the wheels running through switch frogs will never be forgotten. The first thing I realized, as the sweet smell of coal smoke along with a few cinders wafted its way back to the rear of the train, was that, now, our train was being pulled by a real coal-burning locomotive! Being from California, this was something new to me.

I turned in early so that I could be up early the next morning to detrain at Grand Junction. There, the Mountaineer, having arrived from Denver, was waiting for me. I climbed aboard the coach with my first class ticket and settled down for a nice visit with the trainmen. They told me that they would spend the day in Montrose at the Elks Club playing pool until time to leave that evening for the return trip to Denver. Today, as one drives between Grand Junction and Montrose, one has no idea of the scenic

route the train takes along the Gunnison River with all its spectacular geologic formations.

At Montrose, I made the one mistake of my trip. I took the bus to Silverton. The bus was running a bit late as we pulled into Silverton. According to my calculations, the train was due to leave within five minutes. I had a quick debate with myself. The bus was going to Durango. If I left the bus and missed the train, how would I get to Durango to continue the rest of my trip as planned? I gambled and jumped off the bus, which was parked near the Grand Imperial Hotel, and rushed for the station. In those days, the train didn't come into town as it now does. Being from Los Angeles, the altitude of Silverton didn't help me one bit as I raced toward the depot. As I approached the station, no train was in sight! Quickly, I found the agent and asked how long the train had been gone. He replied, in a most casual way, "The train isn't here yet. It will be at least another hour before it



With K-28, No. 473 on the head-end, the eastbound San Juan is about to depart from Durango for the day-long trip to Alamosa via Gato, Dulce, Chama, Cumbres, Osier, Sublette, Big Horn and Antonito. The typical consist of mail car, baggage, two coaches and parlor car is a beautiful sight on this bright August day (8/1/48). (Chuck Powell Photograph)

arrives and then it will spend another hour or so switching. So, bud, you might as well go back up town and get something to eat." That was my first introduction to how trains ran on the branch barrow gauge lines. Eventually, the 463, with its mixed train--two coaches and the Silver Vista--pulled in. Of course, I was there to witness it and observe all the switching activities. At about two hours off the advertised, we left Silverton for a trip that would be forever burned into my memories.

That evening, I had a little trouble recovering my luggage. I had checked my Gladstone bag at Montrose. At Durango, there was no sign of my bag at the depot. At the agent's suggestion, I prowled around town until I found a Rio Grande Motorways truck,

and, sure enough, there on the back end of the truck was my bag. I just helped myself and headed for the Strater. I had a nice room in the new addition facing the railroad yards. The windowsill of my room was covered with cinders--a new experience for a lad that had grown up in the land of oil-burning locomotives. Tomorrow would be August first, Colorado Day, as I was soon to learn. All up and down the street were Indians with their colorful sarapes, mostly sitting and watching the world go by. Some of them had trinkets for sale.

I was up early, even though the San Juan Express didn't leave until eleven. There was to be a parade for Colorado Day and I was able to share in all the excitement before heading for the depot. Now, I was on



This particular photograph offers some pleasant relief to narrow gauge enthusiasts as Chama looks exactly the same as it did on this August 1, 1948 day. At least two of the four K-36 locomotives in this line are still plying the rails between Chama, NM and Antonito, CO. No. 489 works on the C&TS; No. 482 has returned to Durango and the D&SNG RR; No. 487 is still in Chama; and the fourth engine (unidentified) may still be one of the working engines on either railroad (Nos. 480 and 481 in Durango and Nos. 483, 484, and 489 in Chama. No. 485 was lost in a turntable accident in Salida and scrapped and No. 486 is on display, for the present, at the Royal Gorge, outside of Canyon City). (Chuck Powell Photograph)

the "mainline," and the San Juan Express left promptly at eleven. Having a first class ticket, I had a reservation in the parlor car. I later found out that I was a rare bird. The parlor car was filled, but all the other passengers were traveling on passes. I was the only revenue passenger in the parlor car.

I settled back in one of the soft, swivel chairs and enjoyed the passing scenery and eyed the elaborate gas lamps that hung from the ceiling. Irv August's picture on page 6 of the April, 1993, issue of the Rocky Mountain Rail Report gives a good view of the business end of the parlor car--that is, the eating end of the car. Note the people on the left, sitting at the table

and being served by the steward. Soon after leaving Durango, the steward circulated among the passengers to make reservations for dinner as, at most, only four could be seated at a time. It may have been narrow gauge ambience, but it was one of the tastiest steak dinners I have ever had. I was told that there were two stewards, one working the eastbound and the other the westbound. They worked 365 days a year, unless they made special arrangements for personal matters. We met the westbound at Gato. After the crew exchanged operating greetings, we proceeded eastward.

The stop at the helper terminal of Chama was exciting. There was a coal tipple, huge

water tank, and a string of sturdy engines along side the engine terminal, waiting their turn to help a train up to Cumbres. I was told that the real scenery started east of here, so I was anxiously waiting the climb up the 4% grade to Cumbres. The sun was already low on the horizon, so I wanted to see as much as I could while the daylight lasted. I parked myself on the rear platform steps with my arm firmly locked around the rear guard rails and my hands firmly holding my little old Brownie 2A box camera. I have since been up the 4% to Cumbres a number of times; but never does the trip compare with that first time I made it. It was dark when we reached Cumbres, so I didn't see much on the way down to Antonio to Alamosa. We made a brief stop at La Jara where many of the coach passengers detrained for the carnival in town.

At Alamosa, I had a berth on the night train to Denver. The Pullman had just recently been reconditioned and everything was clean and sparkling. I climbed into my berth, pulled the heavy, green curtains closed, put my valuables and camera in the net hammock, puffed up my firm, white pillow and pulled the tan blankets marked "Pullman" up, and was soon sound asleep. The next morning I was up as we passed through Colorado Springs. I, an experienced train traveler, had no problem standing and doing my toilet while the heavy steel car gently swayed and lurched. As I was having a good breakfast in the diner (our Pullman had been added to another train at Pueblo in the night), we passed Palmer Lake. We arrived at Denver on time and I detrained. At that time, Denver Union Station was a thriving, bustling depot. I worked my way through the crowds to the taxi stand where a long line of cabs were waiting to pick up passengers from the many trains that had arrived at about the same time, so that one could get to their office at the start of the business day. Thus, I hailed a cab for uptown, after making the only "direct" route from Los Angeles to Denver!

[Editor's Note: Chuck submitted this article last May (1993). It has taken this long to find enough room in the newsletter to give full coverage of Chuck's article and some of the outstanding photographs he also submitted. I believe the membership will appreciate his efforts and enjoy the

article and photos. It's not often that we can see the authors of articles in the Rail Report, but we recently had a picture of Chuck in the July, 1993 issue of the Rail Report, page 5. Chuck is on the far right. Chuck is one of the few who were aboard the 1953 & 1993 #3967 Trips!]

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.



COLORADO & SOUTHERN NO. 71 VICTIM OF THEFT

The August issue of the Rail Report reported the removal of the ex-C&S No. 71 from Central City proper to the site of the old Coeur d'Alene mine. At that time, we were concerned about its safety from vandals or thieves. Well, the problem has begun!

The No. 71 had its antique headlamp and housing stolen some time between Saturday, October 23rd and Tuesday, November 16th, 1993. If need be, a replacement replica headlamp would cost an estimated \$3,000 to create. The Central City police assume that it was either a railfan or antique dealer that made off with the headlamp. Crime Stoppers is offering a \$1,000 reward for tips that lead to an arrest or indictment in the case. If Club members have any information, please call 1-800-624-8477 or call Detective Allan Halingstad of the Central City Police Department at 303-582-5411. You can remain anonymous.

ANNUAL DUES RENEWAL

Everyone received a dues notice along with the November newsletter. Your cooperation in returning your dues payment as soon as possible will be greatly appreciated. This will greatly aid both Tom Lawry, Membership Chairman and Larry Lombard, Treasurer. In addition, we will be able to get membership cards out early if a substantial number of dues get in early!!

You will note that we have requested your full 9-digit zip code. [You can easily obtain this number on any "junk mail" you may receive as it is required by the Postal Service to get their lowest mailing rates] You know that this zip code will be required in the future and it may now get your newsletter to you faster. Your cooperation in this matter is especially appreciated.

If you have misplaced the renewal notice form, another copy may be obtained at the Club's regular monthly meeting, or, you may use the following form:

1994 DUES RENEWAL

NAME _____
Please Print or Type

ADDRESS _____
Zip _____
9-Digit

TELEPHONE () _____

NAME *(Spouse)* _____

NAME *(Child)* _____

NAME *(Child)* _____

1994 Primary Membership \$ 20.00

1994 Associate Membership*
@ \$10.00 each[]
Number

Total..... \$ _____

*Associate members receive their own membership card and assigned number that transfers to a regular membership should they desire it later. Only one newsletter is sent to each family unit.

ANNUAL BOOK RAFFLE

Prizes to be awarded this year are as follows: 1st Prize--*Mixed Train Daily*, Collector's Edition (E. P. Dutton & Co) by Lucius Beebe with photos by Charles M. Clegg, Jr., signed by both Beebe & Clegg; 2nd Prize--*Custom Pen Set*, Desk-style pen mounted on a collector's slice of Lackawana Iron & Coal Company, 40# rail, dated "Scranton--9/1888."; and, 3rd Prize: *Georgetown and the Loop*, (RMMRC) by Griswold, Kindig & Trombly.

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!* Additional coupons may be created by members by photocopying the ones provided.

The Annual Book Raffle, 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.

Send your coupons to: Rocky Mountain Railroad Club, Annual Book Raffle, P. O. Box 2391, Denver, Colorado 80201.

ROCKY MOUNTAIN RAILROAD CLUB
1994 Book Drawing - April 12, 1994

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

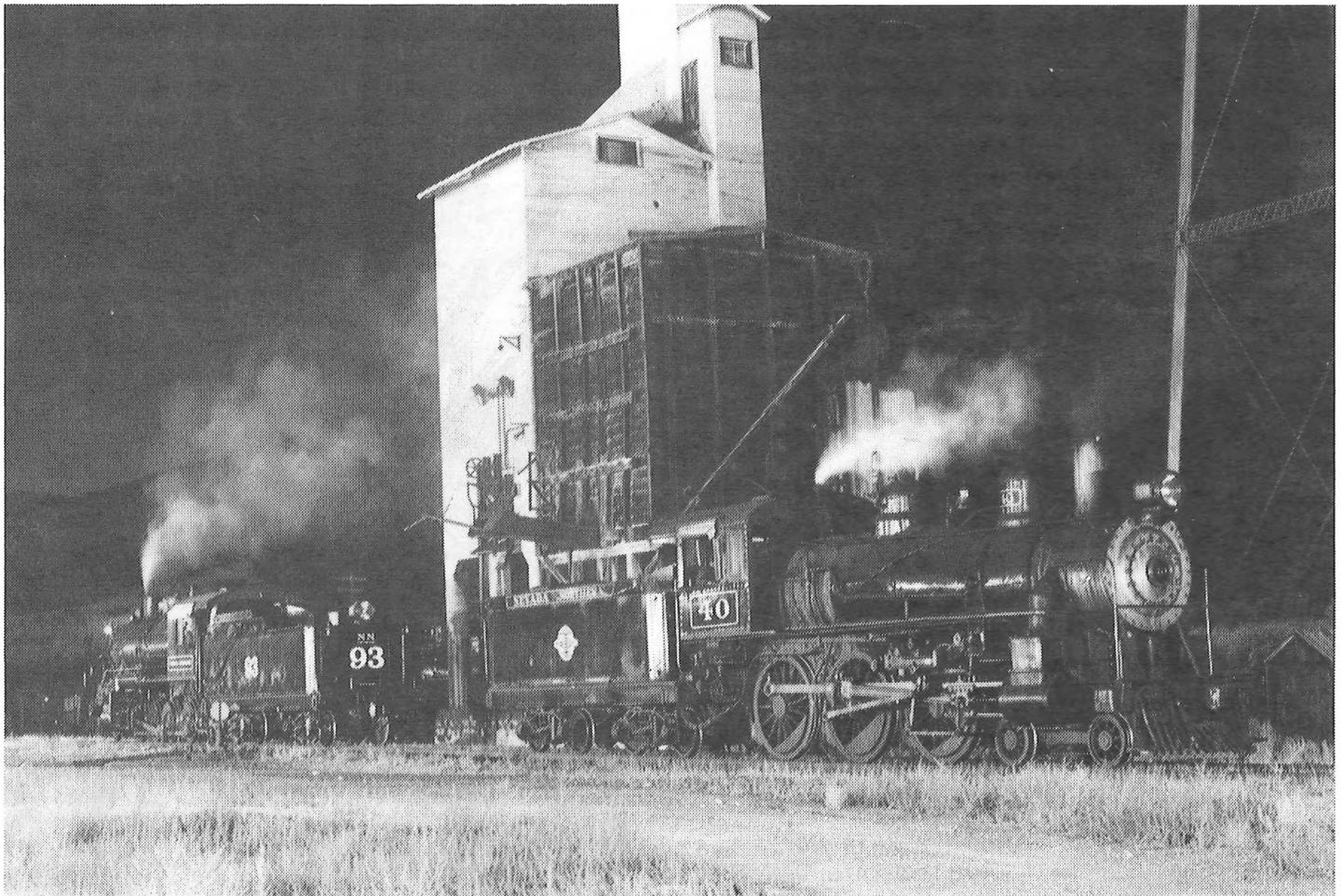
ROCKY MOUNTAIN RAILROAD CLUB
1994 Book Drawing - April 12, 1994

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present



Frank Stapleton submitted several photos from the 1993 photo event at Ely, Nevada. We ran one in the December issue of the Rail Report; however, your editor thought that this night photo of engines Number 40 and 93 at the coal facilities would be of interest to members. If these photos peaked your interest in the 1994 event to be held on October 1st and 2nd, you may contact Trains Unlimited Tours, P. O. Box 1997, Portola, CA 96122, or, phone (916) 836-1745.

(Frank Stapleton Photograph)

THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS

by Chip Sherman

DIESEL DOINGS: Conrail General Electric model C32-8's 6619 and 6613 were the lead units on SP's northbound Pueblo to Denver (train symbol 1PUDVM 16) on 12/16/93. The units lead the eight unit lashup and were seen at South Denver. (Colorado Zephyr)

A colorful locomotive lashup was seen on December 30, 1993, departing BN's 32st St. Yard, Denver, CO. Oakway blue and white SD60 9081, BN green and white SD-40-2, SP grey SD45T-2, and UP yellow GE model 8-40CW handled BN lettered, loaded hoppers on a

southbound train. (C. W. Edinger)

Amtrak trains now use the new Genesis Series, GE model AMD-103, 800-series numbered units on the combined California Zephyr/Desert Wind/Pioneer through Denver. This practice was first noted 1/2/94. The 800's now go through on the point to Salt Lake City, UT. (Amtrak, Hugh Wilson, Darrell Arndt)

The Harbor Belt Line had Great Western's Loveland Shop rebuild two ex-C&NW GP-7's. The attractive turquoise and white lettered GP-7's were tested on Great Western trains the last week in December, 1993. Great Western turned them over to the Union Pacific on December 31, 1993 for movement to Los Angeles, CA. (Bruce Black, Colorado

Zephyr, C. W. Edinger, Dave Phillips)

C&NW's newest General Electric work horse, the Dash 9's, were noted coming on line as trailing units on 12/13/93 around South Morrill, NE. C&NW's last new General Electric Dash 9, #8601-35 were all delivered by mid-January, 1994. They are in a new C&NW yellow and green paint scheme! The units dominate the points of the Powder River Basin Coal trains running from South Morrill, NE, and into the Wyoming coal fields north of Bill, WY. (Don Zimmerman, Bruce Black)

The Ski Train had Morrison-Knudsen rebuilt GP40-2M Cotton Belt 7286 and 7288 as power January 8/9, 1994. On the rear were the lounge car UTAH and business car KANSAS. (Littleton Tower Operator)

MPI 9039 was leading southbound BN train 262 out of Denver the morning of 1/11/94. The MPI units are leased and wear a sharp dark blue with white and gold stripes paint scheme. (Colorado Zephyr)

PRIVATE CAR MOVES: Northern Rail Car's sleeper NORTHERN NITES rolled into Denver 1/11/94 on the rear of Amtrak's #5. It was left in Denver to join the BN's executive car special to Winter Park, 1/13-18/94 move. The sleeper car was built in 1956 by AC&F for the Union Pacific. It was converted to a coach in the 1960's, and saw service with Amtrak. Northern Rail Car rebuilt it as a seven room sleeper with a master bedroom. (Colorado Zephyr)

BN SD70MAC 9400 operated on the BN six passenger car special from Fort Worth to Denver via the old FW&D/Joint Line on 1/11-12/94. (Bob Packer, Littleton Tower Operator)



Pullman Parlor Car.

ROCKY MOUNTAIN



RAILROAD CLUB

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