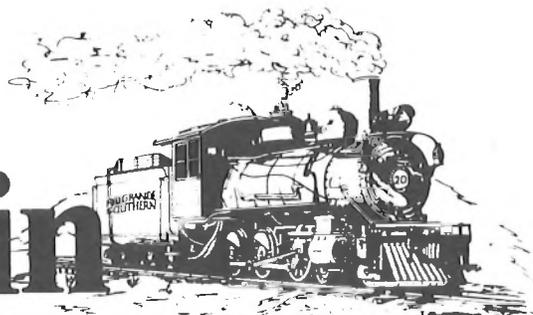


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 12, 1996 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the December, 1996 Rail Report is due no later than November 12, 1996!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

November, 1996..... No. 446
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80226-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MEMBERSHIP INQUIRIES

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

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

NOVEMBER 12 PROGRAM— ANNUAL VIDEO POTPOURRI NIGHT

The November program will be our Annual Video Potpourri Night! Several videomakers have already committed to participating in what promises to be an exciting and very interesting program.

There is still some room for your presentation. Mail your video to Sherm Conners at 9741 East 157th Avenue, Brighton, Colorado 80601, or, bring it to the meeting. [Editor note: I would suggest that you call Sherm ahead of the meeting to let him know that you are bringing a video so he will be prepared to insert your's into sequence] Videos should be no more than 7-8 minutes in length and must be in the VHS format. Further information can be obtained by

calling Sherm at (303) 659-5513. (This is a metro Denver number!).

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report, (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, P. O. Box 2391, Denver, Colorado 80201-2391.

ELECTIONS

Your editor's Editorial in the July Rail Report pointed out the need for member to reappraise their position on volunteering and nominating persons to serve on the Board and as Officers. While the nominating Committee has made some progress for Board members, Jim Blouch announced at the Annual Banquet that they still need to fill all of the officers' positions!! With the December Elections fast approaching, the nominating committee **NEEDS TO HEAR FROM YOU!**

The nominating committee, made up of the hold-over board members, is composed of the following three men: Jim Blouch, John Hallinan and Don Zielesch. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December Elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates for officers or board members, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201-2391.

FROM THE EDITOR— A CONTINUING EDITORIAL

I had planned to resume printing material from the responses to my original editorial in July; however, it seems more appropriate to make the following observation:

When you receive this newsletter, we will be only one (that's "1") month away from the annual elections of officers and board

members! As of the writing of this issue of the Rail Report, we still have no slate of officers.

Now, this is not a result of the nominating committee sitting around, doing nothing. They have been hard at work receiving suggestions, making calls and asking members to serve. [Your editor was even approached to serve as President. After some serious thought on the matter, I came to the conclusion that I am doing all that my time allows to produce the newsletter every month--some 25 to 40 hours prior to printing!]

While we have many serious matters to consider in our Club, they all seem moot at this time if we cannot even fill a slate of four officers! With some 500 to 600 of our members in Colorado, and, along the front range from Pueblo to Fort Collins, with the majority in the greater Denver-Metro area, it seems inconceivable that we do not have more volunteers. There is no doubt that we have competent, skilled and knowledgeable people who can take the lead and serve as officers, as well as board members. But, we need these people to step forward NOW!

If Club members think that the "olde guard" will come forward to save the hour, you're wrong!! Like myself, the faithful members who have served over the past ten to thirty years are unable or not interested in further service to the Club. We have put in our time, talents and energy. Some of us continue to serve where possible, as time and energy permits, but we cannot extend ourselves further.

We cannot (and do not) expect members from outside Colorado (and especially the greater Denver-Metro area) to come forward to serve as officers, directors and committee personnel. But, what about YOU who live in the greater Denver-Metro area!? One hundred to two hundred of you attend the montly meetings regularly. You enjoy the programs, trips and other events throughout the year; in some cases, for years!! Is it not time to give something back?

You have one month from receiving this newsletter to act.

Jim Trowbridge

SEPTEMBER PROGRAM

Once again, we were delighted to have Vin and Hilary Callcut, members from Great Britain, present a program to us on the state of British Steam--Real and Replica.

With our problems with volunteers to keep up the Club's equipment, it was most interesting to see what is being done in Great Britain to preserve, and, even re-create equipment, especially steam locomotives!

Everyone in attendance enjoyed this program and we wish to extend our "Thanks" to Vin and Hilary and look forward to another visit (and, perhaps, a program). Maybe in 1998!

OCTOBER PROGRAM--ANNUAL BANQUET

110 Club members and guests attended the Annual Banquet and were treated to a truly fine evening. Our meals were very good; the program was outstanding; and everyone enjoyed old friends, good conversation, and some excellent door and table prizes.

Jim Ehernberger's program was very well received and enjoyed by all. Jim showed hundreds of outstanding train slides and art to the musical accompaniment of railroad songs and history. It was a delightful bit of entertainment and we wish to "Thank" Jim for putting this together for us.

Door prize winners included the following people and items:

John Hallinan / Union Pacific "Centennial" Calendar (1969) Good for 1997 as well!

Dorothy Dolan / Jim Ehernberger's new book, "Sunset on the Rio Grande Southern"

Bill Gordon / Leanin' Tree Christmas Cards

LeRoy Da Vault / A Mile High and 3'6" Wide

Ron Haverstock / Georgetown & The Loop

A. D. Blecha / Sweatshirt

Denny Haefele / RMRRRC 50th Anniversary Commemorative Plate

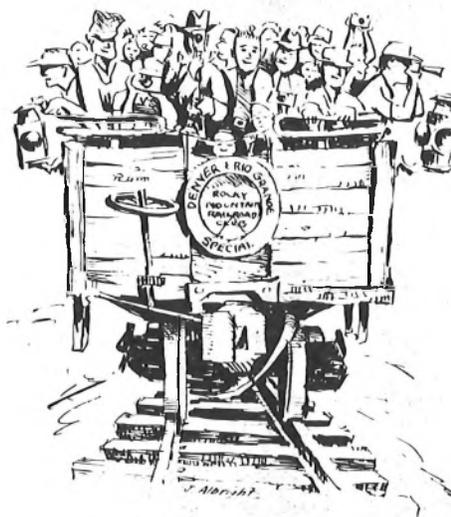
Jenneth B. Oliver / Leanin' Tree Christmas Cards

Shirley Wilcoxson / A Mile High and 3'6" Wide

Stuart Anderson / David Moffat's Denver, Northwestern & Pacific

Roger Callender / A framed Cross Stitch: American Railroads (by Linda Johnson)

In addition, two table prizes for each table were given out. Winners received either the Club's "Trilogy" publication, or, choice of Jim Ehernberger's UP Steam--Challenger Portraits or UP Steam--Big Boy Portraits.



1996 SCHEDULE OF EVENTS

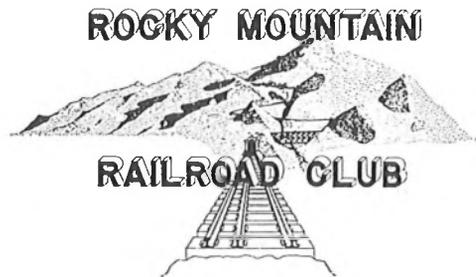
November 12 Regular Monthly Meeting

December 10 ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.



ANNUAL DUES AND BOOK RAFFLE

As you noticed when your copy of the Rail Report arrived, it's time to renew your dues for 1997. Your cooperation is requested in returning your dues payment as soon as possible to make the job easier for both our current Treasurer, Ardie Schoeninger, and our Membership Chairperson, Linda Johnson. [Please note the article under the heading: "Your Help Requested."]

YOUR HELP REQUESTED

One of the most difficult problems we have to deal with is when members send a check for two or more items combined. For example, your 1997 Dues are now being solicited, along with raffle tickets for the Annual Book Drawing. In addition, the Club is offering a prepublication offer for the new Club book, The Denver and Salt Lake Railroad, 1913 to 1926. These are three separate items and the checks/payments must go to three separate individuals to facilitate: 1) renewing your membership; 2) enter your raffle entries; and 3) ship your book order. If you think about this, you will come to the realization that it creates high problems to make a deposit to the Club's bank account of one total amount, and, then account for three different transactions spread over three different individual's work.

From an accounting standpoint, we wish to have a check for each transaction with the proper paperwork sent to the requested address. In the above case, we would greatly appreciate a member sending three separate checks: one (\$20.00) for dues; one (\$?.??) for the Book Raffle; and one (\$33.45) for the Moffat Book, sending each to the appropriate address.

This request goes for all events and merchandise offered through the year. It will speed up the transactions, and, make

it easier for the individual handling the trip tickets, dues, raffle or merchandise. They will only have to worry about their responsibility! And, we can better account for Club revenues!!

Can we count on your cooperation? We are sure we can, and, we THANK YOU in advance!



PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the September 10, 1996 meeting are as follows:

- Mat Anderson / 2 Tickets to the RMRRC Annual Banquet*
- Roy Wetmore / 2 Tickets to the RMRRC Annual Banquet* *[Donated by Chip Irwin]
- Phil Scholl / Set of Employee Timetables
- LeRoy DaVault / Southern Pacific's First Century
- Jack MacLennan / Set of 1991 Electricliners Magazines
- Noel Hover / The Union Pacific Story
- Mona Tully / Iowa Trolleys
- Tim Clay / Set of Model Craftsman Magazines: Various issues from 1946 and 1947
- LeRoy DaVault / Set of small postcards
- Don Zielesch / Complete Set of TRAINS magazines, 1992
- Les Nelson / Crossties Over Saluda
- Sherm Conners / Railroad Stations of Pennsylvania
- John Lyle / Rio Grande Ski Train Poster
- Gene Martin / History--Brotherhood of Railway Carmen of America

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



Railfans gather outside the DSP&P/C&S Section House on the summit of Boreas Pass on September 21, 1996, to partake in the ceremony of the "re-opening" and dedication of the building (Sherm Conners Photograph)

DSP&P/C&S SECTION HOUSE RESTORED ON BOREAS PASS

September 21, 1996, was a cold and windy morning on the summit of Boreas Pass. Still, about 100 railfans gathered to witness the dedication of the restored section house. At 10:00 a.m., a ribbon was cut to symbolize its reopening. As the railfans crowded back into the section house, they were treated to a history of the Denver, South Park & Pacific by Greg Thompson, a history of the section house by Rebecca Waugh and words about the future preservation plans by Sharon Kyhl.

After the ceremony, people were invited to stop at the rotary snowplow in Breckenridge the Baker Water Tank, Rocky Point, The Roberts Cabin, the Como Depot and the restored Como Roundhouse.

From noon until 2:30 p.m., Margaret Speas Coel, author of Goin' Railroading, was at the Como Depot to visit with railfans and to autograph copies of her book. A most memorable day was had by railfans on one of the most historic railroad right-of-ways as well as beautiful areas of Colorado (Sherm Conners)

NEW MEMBERS

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

Don G. Chambers	Ft. Lupton, CO
Craig S. Miller	Arvada, CO
Jim Wolf	Arvada, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

William P. Baker	Littleton, CO
August 19, 1996. Member #391	

Edward M. Cummings	Alpha, MI
September 5, 1996. Member #89,	since 1956.

Howard L. Fogg	Boulder, CO
October 1, 1996. Member #125,	since 1959.*

*With the passing of Howard Fogg, another piece of RMRRC history also fades away. Besides a long-time member and friend, Howard provided some of his famous talent for railroad paintings to the Club's publishing endeavor: Morris Cafky's Colorado Midland. Howard was 79 at his passing, having been born in Brooklyn, NY, on April 7, 1917. Howard began his art career in 1945 by contracting to do a

series of paintings for the American Locomotive Company and began freelance work in the 1950's. He became one of the

most respected and well known railroad artists around the world. The Club would like to extend its sympathy to his family.



SP AC4400CW #264 is about to move F-9A&B #5771 and #5762 from the dead line to the Burnham Diesel Shops for air brake work prior to being shipped to Golden to eventually find a resting place at the Colorado Railroad Museum. The date is September 12, 1996.

(Chip Sherman Photograph)

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

RIO GRANDE F-UNITS DONATED TO THE COLORADO RAILROAD MUSEUM. The Southern Pacific, in its dying days, has donated the Denver & Rio Grande Western Railroad's most famous F-units, #5771 and a B-unit #5762. The 1955 vintage equipment was to be moved to Golden, Colorado, before the Union Pacific/SP merger on September 11, 1996. However, air brake problems delayed the units move, and they were still at Burnham Shops, Denver, CO, on September 13, 1996. Burlington Northern

Santa Fe Railway has donated transportation of the historic locomotives to Golden. Coors Brewing Company has generously agreed to provide for their safekeeping until early next year, when the Colorado RR Museum can work out moving arrangements to its no-rail connection site and a display site provided at the museum. The F-units have been stored at the ex-D&RGW Burnham Shops since 1984 when they were retired.

The EMD-built F-9A's were used on the famous California Zephyr through the Colorado Rockies during the 1950's and 1960's, and, then on the Rio Grande Zephyr, trains 17 & 18, service in the 1970's and early 1980's.



D&RGW F-9A #5771, along with F-9B's #5763 and #5762 are seen at Palmer Lake, Colorado, on September 30, 1984, on train #366, north from Pueblo to Denver on their last run prior to being stored at the Burnham Shops. (Chip Sherman Photograph)

When the D&RGW sold its last three F-7A's, 5574, 5761 and 5764, in February and March of 1972, the #5771, F-9A, became the last covered wagon on the D&RGW and in Rio Grande passenger service. It had the honor of leading the Rio Grande Zephyr, the Denver, CO, to Salt Lake City, UT, train, until its last run on April 23 & 24, 1983. The 5771 then entered freight service. Its last passenger run was on the Denver to Winter Park, CO, Ski Train on April 8, 1984. The F-units then continued in freight service and were used on the Leadville, CO, slag trains in 1984. The F-units were pulled from service in September, 1984, after pulling train 366 (Pueblo to Denver, CO) north over the Joint Line, September 30, 1984.

The Denver & Rio Grande Western Railroad's F-9 model fleet only consisted of six units: four A-units, 5771-5774, and two B-units, 5762-5763. The 5771 is rated at 1,750 horse-

power, and was built by EMD in 1955. The Rio Grande was known for a large fleet of F-units: FT model--48, F3's--12, F-5's--4, F7's--82, and F9's--6.

The D&RGW 5771 and 5762 have languished at the D&RGW/SP Burnham Shops since their retirement. They were finally moved into the Burnham Shops for air work on September 4, 1996. Once the air work was completed, SP turned them over to BNSF. The locomotives were parked at BNSF's 23rd Street Diesel Shop on September 13th, and moved via the Denver to Golden, CO, Beer Run on September 14th. They were stored at the Coors Brewery near the receiving warehouse.

The Colorado Railroad Museum Board of Trustees inspected the units on September 14th, and will be making arrangements to move them onto the Museum property in early 1997. The Museum has a \$1.2 million expansion in progress. This will provide ad-

ditional display tracks, a restoration shop and a library to house the Museum's large reference collection. (C.W., Andy, Charles Albi, Colorado RR Museum)

[Denver & Rio Grande Western trivia: What was Winter Park's original station name? Answer: West Portal, renamed on November 30, 1939. (Reference: The Ski Train by Steve Patterson and Kenton Forrest)]

BNSF SELLING STERLING, CO, TO HOLDREDGE, NE, LINE. Burlington Northern Santa Fe (BNSF) announced in August, 1996, the sale of a 420-mile package that includes the branch line from Sterling, CO, east to Holdrege, NE. The Sterling line, according to BNSF spokesman Jim Sabourin, is one of three lines in the property package of branchline track. The other two lines are a 57-mile track from Flynn, NE, to Oberling, KS, and a line of 134-miles from Orleans Junction, NE, to St. Francis, KS.

The Sterling branch currently is used six times per week by one train. The BNSF spokesman couldn't say how many BNSF employees would be affected.

The package, with an undisclosed price tag attached to it, will not be sold in separate pieces, but as a whole. BNSF expects to close the deal by mid-November, 1996.

Bids had to be received by BNSF by September 25th. The sale is a part of BNSF's ongoing asset evaluation program. BNSF's news release states that the company is taking the step to offer customers tailor-made services through a local short line operator.

AMERICAN ORIENT EXPRESS (AOE) OBSERVATION CAR HERITAGE. AOE's round-end observation car was originally New York Central's SANDY CREEK. It proudly carried the NYC's New York, NY, to Chicago, IL, flagship train name, The 20th Century Limited from its 1948 beginning until the train's discontinuance in January, 1968. The car was retired to the Indiana Transportation Museum at Indianapolis, IN, until its resurrection in 1990 by the American European Express, now AOE.

Today, the AOE's NEW YORK has a new interior floor plan and the sharp blue, cream and

yellow paint scheme on its exterior.

The AOE suffered a small engine-only derailment on September 21, 1996. The Amtrak crew failed to line a slit point derail at Grants, NM. AOE's lead Amtrak P40-8BWH #823 derailed on the device. The Amtrak unit was rerailed within four hours. No one was injured, except for the crew's pride. BNSF provided AOE with ATSF GP-38U #2325 so the AOE National Park Tour could continue onto Santa Fe, NM (The Colorado Zephyr)



NEW BNSF C44-9W #982 VISITS COLORADO ON GRAIN TRAIN. Colorado saw its first BNSF C44-9W in the Great Northern-inspired BNSF scheme on September 19, 1996. The General Electric product looks good in Pullman Green, Omaha Orange with its yellow stripe and silver trucks and fuel tank. Coming south on grain train 01-G122-16 (Shelby, MT, to Galveston, TX, wheat and barley loads), the 982 was the third unit in the five-unit lashup when it arrived in Sterling, CO, via the Alliance, NE, line. At Sterling, the second unit, Union Pacific (UP) 3590, was taken off and returned to UP. The crew then swapped BN 6850 from the front to the second unit position, putting the new BNSF 982 on the point.

BNSF 01-G122-16 departed Sterling, CO, at 12:30 p.m. and headed railroad west to Brush and Denver, CO, with a four-unit lashup: BNSF 982, BN 6850, MRL 255 and another BN unit.

The train moved along at 45-50 mph, but was easily paced on paralleling I-76 where the speed limit is now 75 mph. BNSF dispatchers put the grain train in Tonville and Barr Sidings for coal empty meets, then brought the train into Denver. BNSF 982's dynamic brakes were acting up, and the unit was taken off the train and moved to the 23rd Street Shop for adjustments.

September 20th, BNSF 982 was put on the



BNSF's new C44-9W #982 in the Great Northern-inspired paint scheme is shown north of Denver on September 19, 1996. It was on the Shelby, MT, to Galveston, TX, train #01-G122-16.

(Chip Sherman Photograph)

point of train 195, the Fort Worth, TX, to Spokane, WA, train which uses the old Colorado & Southern line up the Front Range via Boulder and Cheyenne, WY. Thus, BNSF 982 rejoined its brethren on the Northern Lines at Laurel, MT.

BNSF had received some 30 new General Electric C44-9W's as of September 22nd: The BNSF 960-1123 series continues to be delivered with the Great Northern-inspired scheme. BNSF #1000 was received by BNSF at Chicago on September 21st. These workhorses are helping with the record wheat, barley and soybean harvest in the upper Midwest in unit grain train service. (Don Z., Littleton Tower Operator)

BNSF has painted GP38-2 #2099 also into the Great Northern-inspired paint scheme. It was painted in August, 1996, by Mid-America at Kansas City, MO. The unit is equipped with Positive Train Separation (PTS) equip-

ment, and will be undergoing tests around Interbay, WA.

UNION PACIFIC POWER MOVES ONTO FORMER SP/D&RGW TURF. Merger day, September 11, 1996, found UP GP40-2 #911 already at SP/D&RGW's Denver North Yard, Denver, CO. It sat there for several days.

On September 21st, UP 6833 and 6835 moved from UP's 36th Street, Denver, over to North Yard, and were added to SP AC4400CW's. Thus, the UP invasion has begun, and yellow will continue to transcend on the former SP Lines. UP's power control will begin to intergrate SP power into its operations and move them where UP demands require.

The first SP unit repainted is believed to be UP 7010 which was ordered by SP, but delivered as UP 7010, a GE model AC4400/6000. This unit was expected to be featured in a photo shoot, October 2nd, on the Moffat

Tunnel Line, starting September 24th (Don Z.)

AVAILABLE NOVEMBER 15. Two Bedroom, two bath apartment OVERLOOKING Joint Line tracks. Great covered parking, cable connection, microwave and located in Littleton, CO. Call J.D. at 337-9036. The Ultimate in railfan living! \$575 per month, plus utilities.

PHILIP MORRIS VIPS INSPECT MARLBORO TRAIN ROUTE FROM DENVER, CO, TO BILLINGS, MT. Philip Morris executives, makers of Marlboro cigarettes, inspected the proposed route on September 30, 1996, of their sweepstakes winners' train trip. The five-car train travelled from Denver north to Cheyenne, west through Wyoming into Idaho, north to Butte, MT, and into Billings, Mt.

The chartered train used Amtrak and Wisconsin & Southern equipment. The equipment was deadheaded to Denver via Amtrak's westbound California Zephyr on Sunday, September 29th. Departing from Denver's Union Station, Track Two, Monday, September 30th, at 8:30 a.m., the train had: Amtrak F40PH #310, Superliner sleeper 32109 SOUTH DAKOTA, car 39041, Wisconsin & Southern dormitory 800150 NORTHERN PLAINS, sleeper NORTHERN NITES and dome with open end platform NORTHERN VIEW.

Rader Railcar of Aurora, CO, is in the process of building Philip Morris' Marlboro train. The cars have been under construction for almost a year now. The train is expected to be completed and in service in the summer of 1997.

DOMES CAR NORTHERN SKY ADDED TO AMERICAN ORIENT EXPRESS. In Denver September 28th until October 1, 1996, was the American Orient Express (AOE) on one of the national park tour excursions. It had Amtrak 824 and "Cutter" 509 on the 15-car AOE. The big surprise is the addition of dome/lounge car 9003 NORTHERN SKY. It was added to the train at Denver on September 29th as the fourth car from the locomotives. The consist behind the leased Amtrak power was AOE dormitory/supply car SAN ANTONIO, leased Frisco power-lettered sleeper CIMARRON RIVER, AOE sleeper GRAND CANYON, and dome lounge NORTHERN SKY followed by the AOE consist.

September 30th, when Amtrak's California

Zephyr arrived, there were three passenger trains at Union Station: the 15-car AOE, the Marlboro five-car inspection train, and Amtrak's westbound train #5. The AOE train departed Denver, October 1st, westbound on the Union Pacific's ex-Southern Pacific, ex-Denver & Rio Grande Western Moffat Tunnel Line. (C.W., The Colorado Zephyr)

UNION PACIFIC CONDUCTS PUBLICITY SHOOT ON EX-DENVER & RIO GRANDE WESTERN. Union Pacific used newly delivered General Electric model AC4400CW #7010 with its "We Will Deliver" motto for a publicity photo session at Byers Canyon, CO, near Sulphur, CO, on October 2nd. The UP painted 7010 was to have been SP 600, but with the merger, was delivered in UP lettering.

The UP 7010 was moved from Denver on October 1st in a five-car-unit, light power move: four SP AC4400CW's and UP 7010 sandwiched in the middle. It rolled west through Arvada, CO, late that afternoon. October 2nd found it on a westbound coal empty as a swing (mid-train) helper. The train was stopped at Byers Canyon, the train was uncoupled ahead of the UP 7010, and the photos taken.

UP did other publicity photos at the following former SP locations: Picacho, AZ, on September 19th, Great Salt Lake on September 30th, and at Sulphur, CO, meeting the Nixon coal loads on October 2nd. (Flimsie, Issue 217)

UP 7010 returned to Denver on the Energy Mine to Nixon (Colorado Springs, CO, Power Plant) on October 6th. It was seen as the mid-train helper, coupled with SP AC4400CW #205. This train's power consisted of two SP AC4400CW's up front, and the SP 205/UP 7010 in the middle of the CSDU train. No rear remote unit was on the southbound loaded unit coal train. (Joe M., Marc Bau, Don Z. C.W., The Colorado Zephyr)

UNION PACIFIC (UP) CONDUCTS EMISSION TESTS WITH 7011 AND 8041. UP moved AC4400CW #7011 and SD90MAC #8041 onto ex-SP Moffat Line for tunnel emission tests in late September. On September 28, 1996, the 7011/8041 were used as swing helpers on train AICYC-27, seen moving through Denver. (Louie D)

LOCOMOTIVE SHORTS. Union Pacific received their first 6000 horsepower AC locomotive on October 10, 1996. This places UP at the forefront of the 6000 horsepower development program currently underway by General Electric and EMD.

SP SD70M #9812 was parked at BNSF's 23rd Street Diesel Shop, October 9-11, awaiting SP hostlers to come and get it. (Don Z.)

ATSF SD75M #230 and BNSF SD70MAC #9768 made an interesting combination leaving Denver, October 11th, on train 265, Denver to Alliance, NE, via Fort Morgan, CO.

BNSF OPERATES FIRST TRAIN ON UP-SP TRACKAGE RIGHTS. A new era for BNSF was ushered in on October 8, 1996, as the long-anticipated start-up of train service using trackage rights gained in the Union Pacific/Southern Pacific merger became reality.

Two trains, one in each direction, began operating on October 8th between Denver and Stockton, California, on UP/SP tracks as part of the 3,500-mile package of trackage rights granted to BNSF by the Surface Transportation Board as a condition to the STB's August 12, 1996, approval of the UP/SP merger. The trains are mixed freight, carrying grain, steel and other products.

According to BNSF's operating plan, filed with the STB on October 1st, two trains per day will operate on this route, although more trains could be added as needed.

BNSF expects to begin train service on all of the routes where it was granted trackage rights by mid-December. Train service was expected to begin in Texas between the cities of Temple and Kerr, and between Houston and Corpus Christi/Robstown on October 9th.

For the most part, new trains will be operated by BNSF employees. Because of agreements with UP and SP, the route that began on October 8th between Denver and northern California will be utilized by UP/SP crews. (BNSF Comm. Pub. Affairs)

FAST FACT: In October, 1875, the Atchison, Topeka & Santa Fe railroad extended its system from Topeka to Kansas City by leas-

ing short lines (later acquired and merged)



**RON RUHOFF VIDEOS
AVAILABLE TO MEMBERS**

Ron has taken his program "Adventure Trails on Colorado Rails," given at the Club's May 14, 1996, meeting, and transferred it to video (in VHS HI-FI STEREO). This 55-minute program is priced at \$24.50, post paid. An agreed portion will be given back to the Club for maintenance and re-conditioning of its equipment at the Colorado RR Museum.

In addition, a previous program is still available on video. The 90-minute video includes programs off Ron's 8mm movies of the 60's, including: 1) The San Juan Express, 3-day Memorial Day Weekend excursion of the RMRRRC from Alamosa to Durango and Silverton; 2) A Day in the Life of 641, C&S 641 daily freight run from Leadville to Climax; and, 3) A C&S-Great Western Excursion, RMRRRC excursion from Denver to Longmont, then GW #90 on the sugar beet line. This video is priced at \$35.00, with an agreed amount to be given back to the Club for use on its equipment.

We request that you make out your checks to: RON RUHOFF, and, send your order to RON RUHOFF VIDEO OFFER (RMRRRC) c/o Jim Trowbridge 502 So. Cody St. Lakewood, CO 80226-3048

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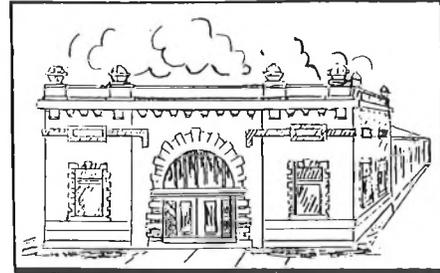
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The 2-Day, Jim Trowbridge Freight Train is heading back to Chama on September 15, 1996 as it crosses Cascade Creek Trestle. This nine-car freight train, headed by K-27 #463, will complete over 40 photo runbys during the two days. The thirty-five passengers came from as far away as Australia and Japan. (Jim Trowbridge Photograph)

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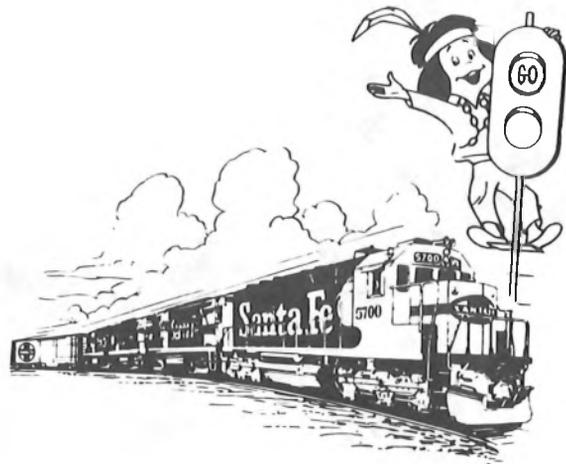
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ARTICLE ON NEXT PAGE.....

FOR OUR SANTA FE FANS

Remember CHICO! We have reproduced an enlarged and color enhanced 1948 Santa Fe ad featuring CHICO. This 11x17-inch poster is offered to our members for only \$6.00. For mailing, add \$1.50. Colorado residents should add 18¢ sales tax, and Denver residents should add 42¢ sales tax.



It was a great week of narrow gauge railroading between two Jim Trowbridge Freight Trains, a private car NOMAD trip on the D&SNG, and two special trains on the D&SNG. Pictured here is the 1-Day Jim Trowbridge Freight Train on the C&TS at Los Pinos Trestle, just before the heavens opened up and dropped heavy, wet snow on passengers as the train climbed up the east side of Cumbres Pass. Besides the two Jim Trowbridge Freight Trains on the C&TS and the Jim Trowbridge private NOMAD trip on the D&SNG, the 16th National Narrow Gauge Convention (Durango, September 18-21, 1996) had 350 passengers on a D&SNG special, and, the D&SNG had its own special "photographer's special" on Saturday, September 21, 1996! FIVE special narrow gauge excursions in EIGHT days, and, the convention!! Bet you wish you could have been there!

(Jim Trowbridge Photograph)