

# ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2000

No. 485

## ROCKY MOUNTAIN RAILROAD CLUB

### D&RGW Cumbres Freight and the Rio Grande Zephyr

By Gary Collins

February 8, 2000 • 7:30 PM

The first part of this two part program will follow the crew of a 1964 D&RGW Cumbres Freight, from early morning preparation at the Alamosa roundhouse then over Cumbres Pass to Chama, New Mexico, and return. The program will conclude with early morning shots of the Rio Grande Zephyr in the fall out of Denver and up to the Moffat Tunnel. The trip goes to Soldier's Summit with slides from and of the train.

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

#### What Color Is Your Newsletter Address Label?

If your newsletter address label is any color but white, we have not received your dues renewal for 2000. Renewals must be received before March 31st for members to receive the April *Rail Report*. Please remember to renew your membership.

#### Rocky Mountain Railroad Historical Foundation Fund Raising Update

The enthusiasm for the foundation in the year 2000 is bounding! Since the last newsletter, the foundation has received \$2460.00 in donations. This is most important as we have several goals that must be met for the completion of #25.

One goal is the electrical work which has been estimated at \$40,000. We are still trying to verify the work needed to make our trolley compatible with present day transit systems. At present, funds received are only a small percentage of the total projected cost.

The second goal is complete restoration of the window shades. There are thirty-one shades in need of repair at a cost of

\$250.00 each. The same recognition will be given to donors as was given in the restoration of the seats. Consider this as a way of memorializing someone or honoring yourself as a contributor. If you elect not to contribute to a complete shade, you can still designate your contribution to this project rather than the general project if that is your desire.

Many other expenses will be incurred in addition to these two goals, so any contribution is gratefully accepted and helps to get #25 on track. It is rewarding to see the progress that has been made to date. Let us not lose this momentum!

Continued On Page 3, Column 3

#### 2000 Events Schedule

March 14 Meeting:	Vintage UP Steam & Diesel Passenger Trains
April 11 Meeting:	Colorado Springs Trolley Status
May 9 Meeting:	Slide Potpourri
May 13 Event:	Union Pacific Cheyenne Shops Tour
June Event:	RTD Light Rail Trip
June 13 Meeting:	To Be Announced
July 11 Meeting:	To Be Announced
August Event:	Colorado Springs Trolley
August 8 Meeting:	To Be Announced
September 12 Meeting:	To Be Announced
September 22-24 Event:	Deseret & Western Railway
October 21 Event:	Annual Banquet
November 14 Meeting:	To Be Announced
December 12 Meeting:	To Be Announced

The deadline for items to be included in the March *Rail Report* is February 21st.

## From the President

By Dave Goss

As I am getting older, I am having more forgetful moments. Last month I meant to say thanks to some folks who served the Club in volunteer roles last year. I want to thank them this month.

Don Zielesch was a Vice President last year and a Director as well. Don arranged for many of last year's programs and for programs through May of this year. Together, Don and John Braselton offered a number of excellent suggestions on hospitality, recognition and membership. Mat Anderson, as Director, spent a lot of time reviewing our Club's insurance policies and recommending changes that saved a good deal of money. Jim Ehernberger worked with Mat on this task.

Phil Klinger coordinated last year's train shows and the annual banquet. He spent many hours at these events making sure details were covered properly. Let's not forget both Steve Mason and Jim Ehernberger who served as Directors and were willing to change hats and serve this year as officers. Both gentlemen have done yeoman duty.

Now, let me be the first to say that if I've omitted thanking someone for his or her efforts, I am sorry. Please let me know of my oversight. At times there are many members working behind the scenes and they don't seem to care if they get credit or not. I commend you for that. Without those tasks being done silently, the Club just slows down a bit.

This month, you will see some of the dates for trips and excursions planned this year. We are working on a visit to the Deseret & Western RR near Vernal, Utah, in September. We have also set up another trip to Cheyenne to visit the UP shops in May. We are planning a trip to Alliance, Crawford Hill and northwestern Nebraska to see coal train action. Keep posted as the details unfold in future issues.

Don't forget, if you have a trip you'd like to see, let Hugh Alexander at 303-778-8954 know. You can help us plan that trip.

## Mailing Committee Thank You and Update

As many of you know, John Dillavou and his wife Barbara have served on the Mailing Committee for more than 18 years. John has been Committee Chair for more than ten years. During this time, many members and their friends have volunteered their time mailing the newsletter. A partial list of volunteers includes Jim and Carolyn Blouch, Roger Callender, Chuck and Ginny DeSellem, Merle and Audrey Dorsett, Keith Kirby, Tom and Kathy Lawry, Dave Salter, Jim and Lil Ranniger and others whose names are not included but are certainly appreciated. We all thank you for your time and support!

After folding and stapling more than two hundred issues, John is stepping down. In his place, Hugh H. Wilson has volunteered to take over as Chair. We thank John and Barbara for all their dedication, coordination, patience and enthusiasm at this vital task. Members should know that without this dedicated group of volunteers we would not receive our newsletters on time. If you'd like to join Hugh and other committee members, they meet on the first Tuesday of each month for dessert (and do some newsletter stapling and labeling, too). Feel free to contact Hugh at 303-985-8207 if you'd like a great piece of pie, apple cake or other delicious dessert.

## Great American Train Show

The Great American Train Show will be in Denver on February 26th and 27th. The show will be in the Hall of Education on level two at the National Western Stock Show complex at 46th and Humbolt in Denver, CO.

The Rocky Mountain Railroad Club will have a table at the show. Volunteers are needed at the show to answer questions about the club. If you are available to help promote the club to new members, please call Charles Moffat at 303-423-1313.

## Publishers Statement Rocky Mountain Rail Report

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### Club Information

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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	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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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.

## Mechanical Changes on C&S Engines?

By Carl Schneider

I think the history of some Colorado & Southern narrow gauge locomotives presents a fascinating enigma. Some locomotives apparently received extensive modifications. The evidence in the rosters and photographs in various books indicates major mechanical changes, i.e. main driver axles swapped with adjacent axle, were made to several C&S locomotives. The changes appear to be of such a magnitude that I have difficulty believing that they were made.

Four cases serve to illustrate the problem, though I suspect there may be more. Start with the *Pictorial Supplement to Denver South Park & Pacific*, by Kindig, Haley, and Poor, page 354, where Denver Leadville & Gunnison 272, a Baldwin engine, is shown with the main rod connected to the third driver. The caption and roster indicates this engine became C&S 69. However, many photographs, by Otto Perry and others, clearly show 69 with the main rod connected to the second driver. C&S 69 is shown in an Otto Perry photograph on page 430 in the supplement.

Milwaukee Road 4, formerly C&S 55, is shown in two pictures on page 371. The main axle is #2 in 1900 for the C&S and is #3 for Milwaukee 4, about 1918.

Page 373 has a circa 1900 photo of C&S 61 with main axle as #3. However, this is a Rhode Island engine of the same class as C&S 60, on display in Idaho Springs, with main axle #2. A 1900 era picture on page 108 is not too clear but main axle may be #3 and a 1926 picture on page 306 of *Denver South Park & Pacific*, by M.C. Poor, shows 61 with main axle #2.

Two pictures of D&LG 265, a Rhode Island engine, are on page 376 of the supplement. Apparently the main axle was changed from #2 to #3 and the main rod connected to the corresponding driver.

Though I cite but four examples, I think we must question the records in these cases as changing the main axle on a steam locomotive is a serious undertaking

which a visit to the Colorado Railroad Museum and examination of Denver & Rio Grande 346 and C&S predecessor Denver Leadville & Gunnison 191 will confirm. I can offer only a partial list of actions necessary to accomplish the task. The main and side rods must be removed, valve rod linkage disconnected, Johnson bar removed, and the lifter shaft for the eccentrics removed. Most probably, the eccentric straps and links would also have to be dropped. The two axles could then be interchanged, a process where the engine frame is positioned over a wheel pit so that a wheel and axle assembly can be removed from the frame. Naturally, the bearing retaining straps and bearings have to be removed also. When the second axle is removed, reassembly could begin. With all axles in the frame, perhaps the side rods could be used, however, new main rods are required. New valve linkage rods and a shortened, or lengthened, Johnson bar installed. The lifter shaft for the eccentric links must be repositioned. The real question is why the mechanical department would effect such costly changes. The engine obviously would be unavailable for road service for many days and the benefits, if any, are not obvious.

Another possibility exists. Though drawings of steam locomotives usually show the main rod connected to the axle containing the eccentrics, perhaps some hybrids were tried with the main rod and the eccentrics on different axles. However, this would also require much mechanical work as the respective crankiness would have had to be interchanged. This process would require removing the driver axles and, again, the benefits seem dubious.

The early engines on the Denver South Park & Pacific and the D&RG had the main rod connected to the second driver, with later engines using the main rod connected to the third driver. Geometric considerations indicate the main rod connected to the third driver may be better. However, the photos indicate a change from the third driver to the second driver in the case of C&S 61 and 69.

## Fund Raising Update

Continued From Page 1, Column 2

The trustees thank the following people for their contributions:

### Donations designated for seats

Cindy Trombly & Ardie Schoeninger  
Albert & Zona Fowler

### Donation designated for electrical

Richard & Elizabeth Moore

### General donations

R. L. Angel, Peter & Susan Northrop, William & Margaret Moedinger, Walter Lopez & Margo Malizola, Dan Davis & Annette Rossi-Davis, Thomas Beckett, Rudolph & Audrey Jordon, Dennis Opferman, Gene McKeever, Robert Allen, Jonathan & Rosemary Esty, Steven & Cindi Nelson, John & Dorothy Dolan, Ed Gerlits, Arthur Butler, Jr., Daryl & Rita Ryder, Randall Vienot, Jim & Carolyn Blouch, Thomas & Carol Toft, James & Barbara Allamian, Zona & Albert Fowler, Guy & Dorothy Albright, Bruce Kolisek, Robert Riley, John Manley, Herbert & Ruth Farrell, Robert & Karen Campbell, Robert & Janet Jones, Carl Hammergren, Gregory Bates, Richard & Thielma Gamewell, Edward & Judith Arbuckle, Merle Anderson, Charles Livingood.

### In Memorial

Given by Sheilah Bowles in memory of her son, John E. Bowles.

I have no comparable information regarding mechanical changes for D&RG locomotives. If one mechanical department perceived benefits, I think the other might have followed with at least a trial and the absence of information forces us to the obvious questions. Were the changes made, and if they were, when, and why? These mechanical changes are extensive and interesting enough that, assuming they were made, deserved mention in the sources mentioned above. The lack of comment brings me to suspect the records. Perhaps some information is missing and we will never know. Were the changes made?

## 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.

#### BNSF Millennium Train Operation

Between the hours of 6:00 PM CST, Friday, 12/31/99, and 6:00 AM CST, Saturday, 1/1/00, originating freight trains were held at their origin point, except those with customer commitments. Between the hours of 10:00 PM CST, 12/31/99, and 2:00 AM CST, 1/1/00, trains operating were held at crew change points to the extent possible.

To allow for some final Year 2000 (Y2K) validations after 0001 hours on 1/1/00, all trains that were operating were stopped and held for the validation period, unless otherwise instructed by the train dispatcher. Beginning at 2315 hours CST, 12/31/99, all train crews stopped their trains consistent with good train handling at a location that may be occupied for a few hours without concern. The location chosen was to be as level as possible and, if practical, accessible by limo. All trains were to be stopped prior to 2345 hours CST. All trains had to notify the train dispatcher when and where they were stopped prior to midnight.

After the Y2K validations were completed, the train dispatcher notified the trains to proceed. All trains were to pay attention to automatic crossing warning devices, trackside warning detectors, radio communication and signaling. – *David E*

#### First Year 2000 BNSF Southbound Checks Joint Line

The first “train” south on the Joint Line in the year 2000 consisted of BNSF SD75M 8221 and BNSF Dash 9-44CW 4775. The two units passed Littleton, CO, at 1:35 AM with instructions to call Union Pacific Dispatcher 86 every 20 miles and report. From the time it was issued its track warrant at South Denver to Palmer



Union Pacific E-units, 949 & 951, spent the holidays in Denver. They arrived Denver early 12/21/99 on the North Platte, NE, to Denver train. They were dead in consist. UP moved them to UP’s Denver Diesel Shop (AKA Burnham Shops) where they were stored serviceable most of January 2000. UP GP15-1 #1688 is at the right. The E-units will get fresh paint before attending the Republican National Convention in Washington, D.C., this summer. – January 1, 2000 photo © Chip Sherman.

Lake, the 8221 was the only train on the line according to the Dispatcher. Units passed Littleton at track speed since there were no slow orders included in the track warrant. – *Mister H*

#### First 2000 Provo, UT, to Denver Train

The first BNSF trackage rights train via Union Pacific’s Central Corridor, the Provo, UT, to Denver, CO, had all Dash 9-44CW’s. The M-PVODEN3-02 came east across the Colorado Rockies 1/3/00, with 4730, 4748 & 4795. They came down the Moffat Subdivision amongst fresh snow and bitter cold temperatures. They pulled into BNSF’s 31st Street Yard about 12:15 PM. – *The Colorado Zephyr*

#### New Alaska RR Cars

Colorado Railcar Manufacturing, LLC, at Fort Lupton, CO, had four Alaska Railroad coaches freshly painted blue and yellow at the end of 1999. They are former Florida Fun-Train coaches. Three of them were outside the shop building on 1/1/00. They were ARR 551, 552, 553 and 554. The Alaska RR 553 was painted just prior to Christmas. It was still in the paint shop New Years Day.



Freshly painted Alaska Railroad coach 554, an ex-Florida Fun-train car, was still off its trucks at the Colorado Railcar Manufacturing, LLC, shop at Fort Lupton, CO, on 1/1/00. The car was built by Rader Railcar, now known as Colorado Railcar Manufacturing, LLC. – *The Colorado Zephyr*

#### UP 25-car Kansas Derailment

Union Pacific had a 25-car pileup the morning of 12/30/99 near Manhattan, Kansas. An eastbound train lead by UP 3816 was near milepost 118 on the Salina Subdivision (also known as the Kansas Pacific line) when it piled up at a bridge. The train was a manifest train running from Salina to Kansas City. An investigation was underway.



Amtrak's California Zephyr, Train 5 (originated Chicago, IL, 12/25/99) had power trouble. BNSF loaned SD70MAC #8813 seen leading the four-hour late train into Denver on 12/26/99. Amtrak P42's were 57 & 58 following BNSF 8813.  
 – Photo from Park Avenue West, © Chip Sherman.

**BNSF Golden Switcher**

Burlington Northern green/white SD-9 #6128 was the resident Golden, CO, switcher as of 12/27/99. It looks absolutely mint, and clean, except for a “BNSF” sub-lettering on the cab side below the window. Its been years since one of the SD-9's has been in Golden. It was working the industries in Arvada during the day and usually leaves about 9:00 AM to go east. It returns in the early to mid afternoon. – *Rich*

**BART Rail Train**

A Union Pacific BART rail train, symbolled S-PUSF-17, started its trip on 1/17/00 from Pueblo, CO, headed for San Francisco, CA. The train was routed via Grand Junction, Elko, NV, and Oroville, CA. – *The Colorado Zephyr*

**BNSF North Antelope Lead Opened**

Another Wyoming Powder River Basin track segment became operational 1/7/00. The North Antelope Lead track serving the North Antelope and Rochelle Mine complex to NACCO Junction (just north of the Antelope Creek Bridge) was completed.

Following is the new process for train operations at NACCO for inbound and outbound train movement to North Antelope Complex:

- When a train is loaded, communication must be made between the Orin Dispatcher and Railink to determine the desired route for departure. The preferred route is to depart south loads off the new North Antelope Lead to Main 1.
  - Inbound hoppers from the south will continue to use the east left of wye (Inbound-outbound lead as determined by Railink) for arrivals.
  - Hoppers from the north and loads destined north will continue to use the west leg of NACCO Wye (Inbound-outbound lead as determined by Railink) for arrivals and departures.
- *The Colorado Zephyr*

**BNSF 5600's Head to Lincoln, NE**

The BNSF's AC4400CW's 5600-5602 arrived Denver about 11:00 AM on 1/2/00. They were on the UFIX coal empty, E-SLPJRM-311 (Houston Lighting & Power, Smithers Lake, TX, to Jacobs

Ranch Mine, WY). The train pulled into BNSF's 31st Yard, coal one. All units came off the train and went to Denver Diesel Shop.

The three units were the power headed east on the Denver to Galesburg, IL, train (H-DENGAL1-02) that evening. The AC4400CW's were left at Lincoln, NE, for mechanical inspections. They were all elephant style with BNSF 5600 leading when they departed Denver.  
 – *The Colorado Zephyr*

**BNSF AC4400CW 5600-5602**



BNSF's AC4400CW's have returned to coal train service in the Wyoming to Texas corridor after maintenance inspections at Lincoln, NE, the first week of January 2000. BNSF 5600 is the rear distributed power on the empty Houston Lighting & Power Smithers Lake, TX, to Caballo Mine, WY, train, E-SLPCAM0-08. Train was through Denver, CO, at Prospect Junction on 1/16/00.  
 – Photo © Chip Sherman.



BNSF 5602 and 5601 were up leading the empty Houston Lighting & Power (UFIX reporting marks) Smithers Lake, TX, to Caballo Mine, WY, train, E-SLPCAM0-08. Train was moving along the Denver Rail Corridor 1/16/00. These units have September 1999 General Electric builder dates.  
 – Photo © Chip Sherman.

## Union Pacific 844 Firebox Work

By Steve Lee

Union Pacific's steam engine 844 had the entire boiler and firebox inspected upon its recent return to Cheyenne, WY. We discovered evidence of long-term wear and deterioration in the firebox that will have to be addressed sooner or later. We have chosen to address it sooner.

UP 844 was one of 10 FEF-3's. During their service lives, seven of the FEF-3's received new fireboxes. Firebox replacements were normal on steam locomotives after a certain term of service. However, many modern steam locomotives did not last long enough to reach that term of service, and, as the end of steam was very near, it would have been folly to put money into new fireboxes for locomotives that would be retired long before the investment paid for itself.

844 was one of the three FEF-3's that did not receive a new firebox. Over the years, small segments of the firebox sheets and combustion chamber sheets were replaced. The firebox as a whole is the original, built at Alco in 1944, and 55 years of service, including months-long periods of storage between trips in the last 40 years, have taken a toll. There is some scale buildup and thinning of some areas of the sheets and so forth. We could simply do as was done in the past, which is find thin areas, make and install new sheet segments and staybolts in those areas, and continue this process each year. This would be a virtually never-ending process.

Instead, we will do what was not done in the late 1950's. We will replace the entire firebox and combustion chamber, along with the front and rear tube sheets and all flexible staybolts. The engineering work and material procurement process for this large project is going on now, utilizing the drawings we are so fortunate to have on file.

Engineering consists of defining material specifications and sources, and also sources for the rolling and fabrication work necessary to build the new firebox. There is a large amount of heavy



Union Pacific 8444 near Deer Trail, Colorado, on August 27, 1986. – Photo © Bruce Nall

steelwork involved, not to mention the manufacture of approximately 3,500 staybolts. This part of the work alone, which will be done at outside shops, will require most of this year.

In the meantime, we are concentrating our efforts on the continuation of the overhaul work on the 3985. As many of you know, the boiler and appliance work was completed on this locomotive in 1997-1999. The running gear work is under way now and will continue until the early spring. Once the operating season is over, the remaining running gear work and any other upgrades or heavy maintenance on this locomotive will be completed during the winter of 2000-2001. When this work is completed, we will then turn our attentions to the 844.

The work on 844 will be very heavy and very time-consuming, but the payoff will be a locomotive boiler and firebox that will give safe and economical service for decades to come. That will go along with the 844's running gear and appliances, which were completely rebuilt in 1992-1995 and are already providing trouble-free service. In my judgment, projects of this magnitude should not be done in a halfway manner, and this one won't be. I am making no predictions as to when the work will be completed and the locomotive put back into service. Simply put, it will be as long as it takes to perform the work properly and completely.

### Moffat Tunnel Souvenirs From the Colorado Railroad Museum Collection

Courtesy of Charles Albi

#### HISTORICAL COUPON

Issued in connection with first passenger train through Moffat Tunnel, February 26, 1928

If passenger will write name and address below, this coupon will be deposited in sealed vault in Moffat Tunnel to be opened February 26, 1978.

Name Walker S. Edwards.  
Address 1925 East 11<sup>th</sup> Avenue  
Denver, Colorado.

#### HISTORICAL COUPON

Issued in connection with first passenger train through Moffat Tunnel, February 26, 1928

If passenger will write name and address below, this coupon will be deposited in sealed vault in Moffat Tunnel to be opened February 26, 1978.

Name Bert Fullman  
Address 527 Josephine  
Denver,  
Colo.

When the Moffat Tunnel 50-year time capsule was opened in 1978, its contents were given to the Colorado Railroad Museum. From nearly 1,500 souvenir ticket stubs signed by passengers on the first trains through on February 25, 1928, Charles Albi discovered the names of two longtime Rocky Mountain Railroad Club members. Walker Edwards, who held membership card No. 1, signed one of the passenger ticket stubs. Bert Fullman, a retired Moffat Road engine man, signed the other souvenir ticket stub.

## Schnabel Cars to the Manchief Station

By Dave Goss

In his December "OS Colorado" *Rail Report* coverage, Chip Sherman reported the movement of a turbine and generator to Ft. Morgan, Colorado, on the BNSF via a Westinghouse heavy load car WECX 102. Utility Engineering, Inc., is currently constructing two gas turbine/generators at the new Manchief Station just northwest of Public Service's Pawnee Station.

Each turbine and generator was delivered in four separate loads over the last few weeks in one of Westinghouse's "Schnabel" cars. There are currently thirteen of these versatile cars in use in the US owned by utility companies or manufacturers.

Car WECX 102 was used to deliver the four components to the Manchief Station. The car weighed 516,000 pounds empty on 22 axles. Loaded, the car has a capacity of 1,200,000 pounds. The overall empty length of this car is 135-feet, 7-inches and the maximum loaded length is 175-feet, 1-inch. The car will negotiate a minimum 325-foot radius (17 degree) curve when loaded, provided no horizontal shifting of the load is required. The car can shift a load up to 14 inches on either side of center or up to 12 inches vertically.

The Manchief turbines weighed 798,000 pounds each and the generators weighed 723,000 pounds. The trip to Brush, Colorado, required four days travel time at a maximum speed of 25 m.p.h. with the generator payload.

The largest Schnabel car in the US is owned by ABB (Asea Brown Boveri) and has a maximum capacity of 1,779,250 pounds on 36 axles. Its maximum loaded length can be up to 345 feet. This particular car, CEBX 800, is the largest Schnabel car ever built and was originally constructed for Combustion Engineering by Krupp Industries of West Germany.

More information on all the Schnabel cars can be found on the Internet at [www.garlic.com/~tomd/schnabel\\_cars.html](http://www.garlic.com/~tomd/schnabel_cars.html)



The car that has been delivering the four major parts of the Manchief station (2 Gas Turbines and 2 Generators) was Schnabel car number WECX 102.



The heaviest load was the generator which shipped from Houston Texas.



Westinghouse-Siemens representatives accompanied the train the entire trip in the matching caboose WECX 104.

– Five photos by Robert Allen

## The Great Smoky Mountains Railroad

American Heritage Railways, operator of the historic Durango & Silverton Narrow Gauge Railroad, finalized the purchase agreement for the Great Smoky Mountains Railroad located in Dillsboro, North Carolina. Allen C. Harper, President of American Heritage Railways completed the sale with Malcolm MacNeill, Chairman and founder of the Great Smoky Mountains Railway, on Wednesday, December 23, 1999.

The Great Smoky Mountain Railroad offers both steam and Diesel train excursions through the scenic mountains and colorful countryside of western North Carolina. The railroad excursions, running March through December, offer a variety of options around the Great Smoky Mountain National Park. Special excursions also include Raft n Rail, Twilight Dinner Trains, Railfan Photo Trains, Santa Express Trains, Murder Mystery specials as well as a New Year's Eve Gala.

The GSMRR has 53 miles of track and three depot locations. In 1999, the GSMRR carried nearly 190,000 passengers. During 1999, the 45 miles of D&SNGRR narrow gauge track carried over 200,000 passengers.

For information, contact:  
The Great Smoky Mountains Railroad  
PO Box 397  
Dillsboro, NC 28725  
Phone: 1-800-872-4681  
Internet: [www.gsmr.com](http://www.gsmr.com)

Allen Harper and the management team of American Heritage Railways has a strong commitment to professionalism, historic preservation, friendly hospitality and community involvement. Harper has more than thirty years of business experience in the areas of real estate, development and rail transportation. Harper is President of the Durango & Silverton Narrow Gauge Railroad and Director of the Florida East Coast Railway. He also currently serves as Secretary of the Tourist Railway Industry Association (TRAIN) Board of Directors.



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### **Out At The Museum**

By Steve Mason

Starting the new year, Saturday, January 8, we continued work on the frame of the caboose. We are building up the frame by laminating oak with epoxy onto the existing sound framing. Those of us working were Roger Sherman, Ken Gow, Bob Tully, Duane Fields, Ralph Vance and myself. Russ and Sue Stuska assembled more stencils for the caboose. Sue has taken photos and made drawings for lettering placement. Duane and I used the tractor to unload oak beams off the flat car where they have been drying. We work the 2nd and 4th Saturdays of each month. If you are interested, show up at the Museum or call 303-772-6418.



Working on caboose framing at the Colorado Railroad Museum were from left: Duane Fields, Bob Tully, Ralph Vance, Steve Mason and Ken Gow. – Photo © Steve Mason

The equipment people took December off for the holidays. Although we are replacing dry rotted wood, I like to sometimes imagine we are a bunch of car workers repairing a caboose involved in an accident. The imaginary accident can be either a buffer beam pulled out during

switching by an irritated hogger or a collision that crushed the buffer beam and framing. This type of work is done on a RIP track in all kinds of weather just like car workers did daily.

The difference between what we do and

model railroading is we deal with real railroad equipment. Everything we do is full scale. We are the prototype; always true to fine scale standards. The imagination part of modeling we do too, just as modelers do in the conceptual framework for their small empires.