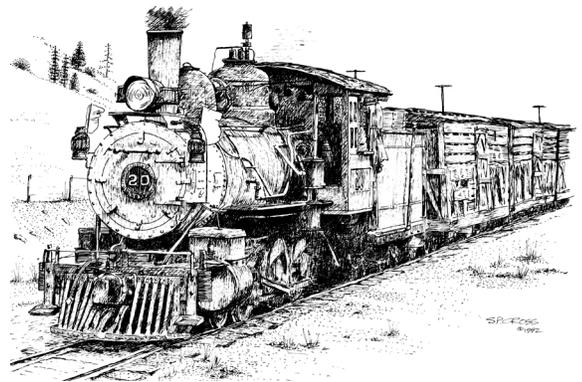


ROCKY MOUNTAIN RAIL REPORT



JULY 2000

No. 490

ROCKY MOUNTAIN RAILROAD CLUB

Steam in China at The Broncos

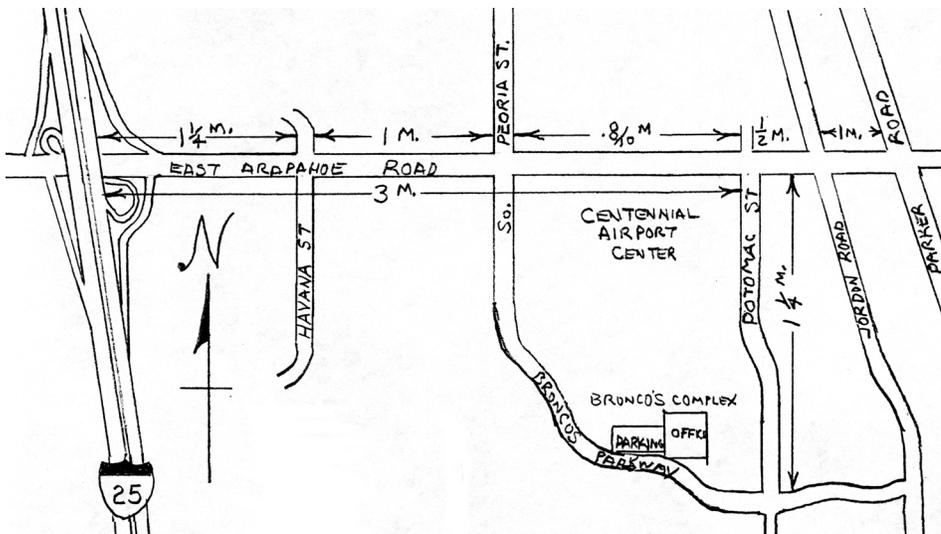
By Dave Gross and Ron Bill
July 11, 2000 • 7:30 PM

Join us for the two part, July 11th program at Broncos headquarters. First will be the Dave Gross video, "Steam in China." Dave was in China in 1995 just after the new Jing Ping Pass Line opened. The new line features heavy concrete bridges and a well located right of way. 2-8-2 and 2-10-2 steam locomotives built as late as 1995 operate in China. Dave has been shooting steam since the Club took a trip to Cheyenne in 1954. Dave changed to video in 1987 and formed W.C. Productions.

The second part of our program will be a tour of Broncos Headquarters led by Ronald Bill. We will tour areas not open to the public like the weight room and equipment room. We will also see the trophies, super bowl rings, paintings and photographs of the Bronco football club. Ron is the assistant equipment manager. Thanks to Ron we will be able to enjoy this added tour.

Please Note the Special Meeting Location - At the Broncos

The meeting will be at 13655 Broncos Parkway-Arapahoe and Potomac. We will have a fine evening in air conditioned comfort to beat the July heat.



2000 Events Schedule

August 5 Event:	Palmer Lake Picnic and Colorado Springs Trolley Tour
August 8 Meeting:	Denver Nights
August 12, 13 Event:	Boreas Pass Service Project
September 9 Event:	Colorado Live Steamers Visit
September 12 Meeting:	Route of the Rockets - Rock Island
September 22-24 Event:	Deseret & Western Railway
October 14 Event:	Annual Banquet Colorful 1950s-1960s Passenger Trains
November 14 Meeting:	Video Potpourri
December 12 Meeting:	Winter on Rails

2001 Events Schedule

January 9 Meeting:	Route of the Warbonnets
February 13 Meeting:	To be announced

The deadline for items to be included in the August Rail Report is July 17th.

From the President

By Dave Goss

I want to thank Dave Goss and Steve Mason for arranging a special location for the July meeting. Not only will the program be a treat but also having the chance to meet at the practice facility for the Denver Broncos is something to look forward to. Of course, I hope I'm not the only one who forgets the meeting location is different and that they will hold the program for some of us latecomers. Maps to the training facility were handed out at the June Club meeting and there is a map on the front of this month's newsletter.

Also, thanks are in order to Steve Mason for the work he did preparing and presenting to the Colorado Historic Preservation Review Board a proposal to have Engine No. 20 designated a National Historic Structure. That proposal was unanimously accepted by the Review Board and will be forwarded to Washington, D.C. for final action. The Review Board was complimentary of the proposal and said it was one of the most thorough submittals they had seen.

The Grand Opening of the Cornelius W. Hauck Roundhouse at the Colorado Railroad Museum

An historic event will occur on Saturday, July 15, 2000, at the Colorado Railroad Museum, 17155 West 44th Avenue, Golden, CO 80403. At 10:30 AM, the museum will celebrate the grand opening and dedication of the Cornelius W. Hauck roundhouse. Denver Lodge No. 5 A. F. and A. M. will lay the building Masonic cornerstone.

The new Colorado brick roundhouse, designed by architect Nick Antonopoulos and built by Annandale Consultants, Inc., signals a major enhancement at the museum. It is the first roundhouse to be

built in the west in the 21st Century.

Engine No. 346 and the Galloping Goose will operate after the dedication until 4:00 PM. Special Cachet envelopes with R.P.O. postmarks will be available for purchase. There will be a children's coloring contest with prizes given by age group. A benefit box lunch provided by Big Foot Bar-B-Q will be available from 11:30 AM to 2:00 PM. The museum and gift shop will be open from 9:00 AM to 6:00 PM as usual. Don't miss this festive occasion. Phone 303-279-4591 or 800-365-6263 for more information.

UP 3985 Summer Trips

By Jim Ehernberger

- | | |
|-----------|--|
| July 15 | Cheyenne to Laramie and return for Union Pacific Historical Society convention. Departs Cheyenne at 1:30 PM, returning after dark. |
| July 20 | Cheyenne to Denver with deadhead equipment. Departs Cheyenne at about 10:30 AM. |
| July 22 | Denver to Cheyenne and return with Denver Post Cheyenne Frontier Days special. |
| July 23 | Denver to Cheyenne with deadhead equipment. Estimated Denver departure 10:30 AM. |
| July 30 | Cheyenne to Rock Springs en-route to Los Angeles. Estimated Cheyenne departure 8:30 AM. |
| August 27 | Rock Springs to Cheyenne from Los Angeles. Estimated Cheyenne arrival 4:30 PM. |

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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.

Out at the Museum

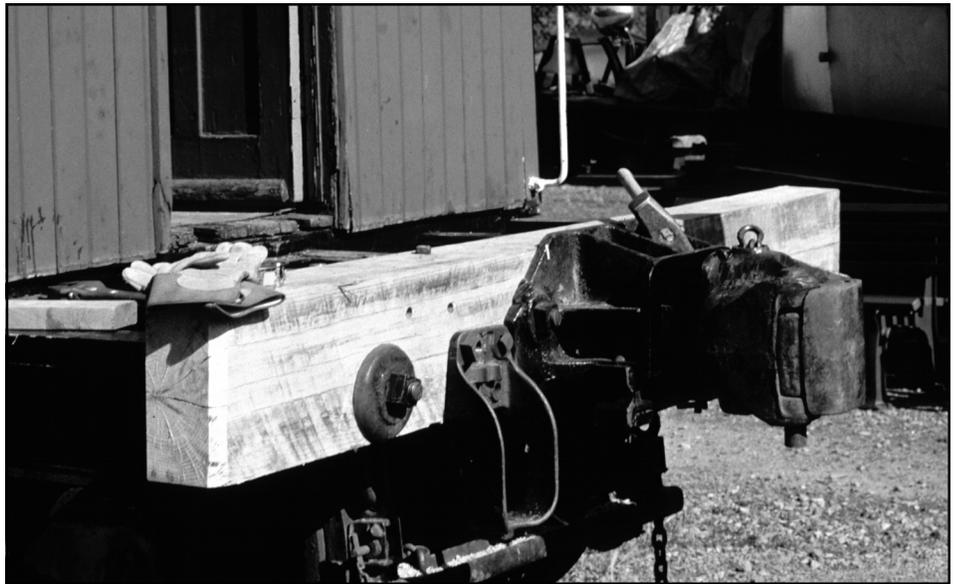
By Steve Mason

We met for two sessions: Saturday, May 6 and the annual workday, Saturday, May 20. The annual workday was a joint session with the Intermountain Chapter NRHS. We wanted to try a May date this year to avoid the heat of June or July.

May 6 volunteers were Roger Sherman, Ken Gow, Bob Tully, Phil Scholl, Ralph Vance, Pat Mauro, Mike Spera, Jeff Byersmith, and myself. We have 2" fir decking that has to be planed to 1-1/2" and the Museum's surface planer the broke down. Jeff Byersmith volunteered to let us use his 36" production sander to plane the boards. I set up the men and helped Jeff reduce the fir and make it into shiplap plank. Bob, Roger, Ken and Pat bolted on the reinforcing steel through the center sill oak splices to the cheek plates. We also re-epoxied the splices just to be sure of the bond. Ken sanded out the epoxy on the repair work on the east end. Phil and Mike worked on polishing the whistle on the 20.

Annual Work Day volunteers were Bob Tully, Duane Fields, Roger Sherman, Denny Haelele, Russ and Sue Stuska and myself. Russ and Sue had been traveling the last few months and we are glad to have them back. They cleaned the windows on the RICO, adjusted the stove pipe inside, repaired the broken door glass on the east end (it has been that way for years), and repaired some weathered quarter round. The rest of us worked on fitting the buffer beam to the frame. Bob and Duane had to do some final routing to allow for the cheek plates. As we were doing that, Darrell Arndt dropped by with some polish. Thanks, Darrell! Duane worked to get a good square fit of the beam to the frame. Roger and Bob tightened the two outer tie rods to snug the beam on. Rain started to fall just as we went to lunch.

We quickly got the lunch fixin's at the picnic grove. We ate under the Colorado Midland observation with the Intermountain Chapter folks. We had a nice visit and stayed dry as well. After the rain shower we went back to work. Duane

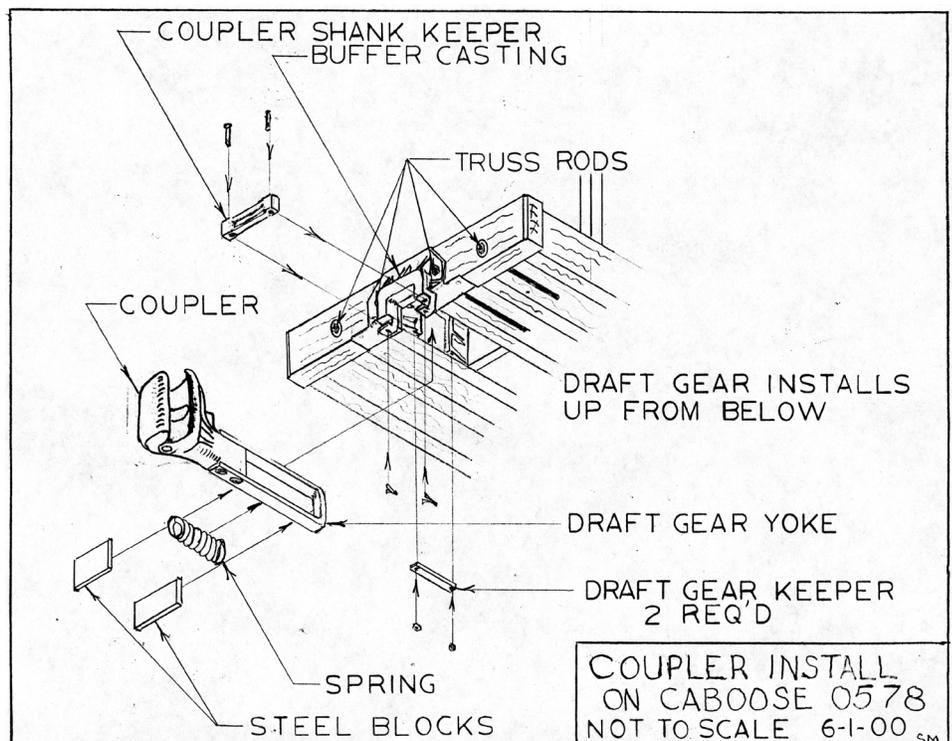


The coupler installed on Caboose 0578. – Photo © Steve Mason

and I lifted the buffer casting on while Roger, Bob and Denny bolted it onto the two inner truss rods. We also had the weeds whacked around the supply car and sprayed weed killer around the supply car, RICO and No. 20. Duane had a trick of hammering the truss rods as they were tightened. We were able to gain about 3/4" more using Duane's hammering trick.

Duane suggested we try to put the coupler on. Why not? Duane took all the

moveable stuff off to lighten it. He and I lifted it in position under the center sill. With the yoke resting on the axle of the truck, Denny and Duane made an "A" frame using a sawhorse and oak reinforcing. They used a come-a-long to winch the coupler up into position in the cheek plates. We bolted the draft gear keepers on to hold the coupler in place after we put in the steel blocks and spring. What a feeling of satisfaction we all had to get so much done in one day.



OS Colorado

Current Railroad Happenings

By Chip Sherman

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

UP 4000's Enter Service

Union Pacific's new SD70M's made their first California trip in May. They departed Global 1 in Chicago, IL, on train Z-APLA-23 on 5/23/00. The five SD70M units (4000, 4001, 4002, 4003 and 4004) sport the “winged UP nose herald.” They departed Cheyenne, WY, on 5/24/00.

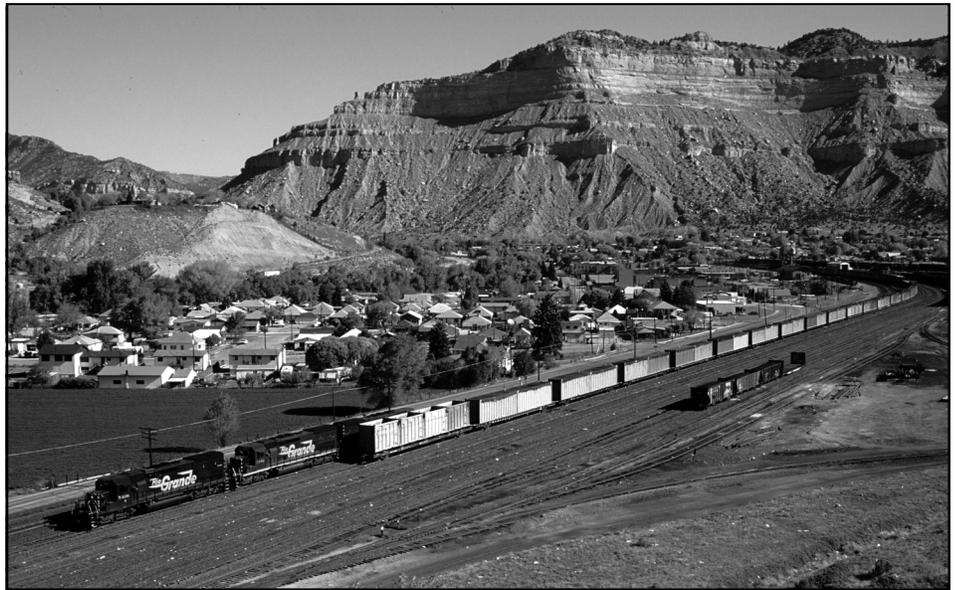
The SD70M's returned east from California rolling across Wyoming Memorial Day Weekend! They departed Los Angeles, CA, on 5/26/00. They were on the Z-LAAP-26 headed for Global 1 in Chicago, IL. – *The Colorado Zephyr*

BNSF Coal Train Loads at CV Spur

A coal mine near Gallup, NM, was on strike and that's the reason BNSF operated a coal train north on the Joint Line. It ran across UP's Colorado lines (ex-Denver & Rio Grande Western) to Utah in May 2000. The coal originated on the CV Spur near Wellington just east of Price, Utah. The loaded coal train then retraced its routing to Holbrook, AZ. The train carried a Grand Junction - Holbrook symbol.

The coal empty, BNSF symbol E-HLSGJC9 20, rolled north via the Joint Line into Denver before sunrise on 5/22/00. Power coming north was BNSF 9-44CW 4804, 4946, SD75M 8221 and 9-44CW 4980 with 68 empty hoppers. Power was changed at Denver prior to moving over Union Pacific rails to Utah.

The first eastbound coal load rolled by Arvada, CO, on 5/24/00, powered by BNSF 712-8221-4980 and helpers 4804-4946. The unusual thing about the train was its cars. The open-top hoppers were colored light blue and lettered Southwest Forest Industries with SWFX reporting



Union Pacific owned Denver & Rio Grande Western RR (DRGW) 5406, 5342 and 5347 were running around the “trash train” (train with containers on adjacent track) at Helper, UT, on 5/4/00. Eleven Rio Grande “tunnel motors,” (EMD model SD40T-2) were working out of Helper that day! The trash train departed Helper between 9:00 and 11:00 AM heading east to the ECDC Environmental siding near Sunnyside, UT. – Photo © Chip Sherman.

marks. They were not of the regular coal hopper design, but rather they looked like low-profile covered hoppers. It was the most unusual looking coal train I've seen in some time.

BNSF 712 and 8221 had about 75 Southwest Forest Industries cars, blue with white logo, “traditional” 4-bottom-dump door older hoppers (SWFX 1643 and SWFX 1609 were the first two) loaded with coal passed Littleton, CO, 5/24/00. BNSF 4804 and BNSF 4946 were the distributed power on the end. Train symbol was C GJCHLS 001 (Grand Junction, Colorado, to Stone Container at Snowflake, AZ, via Holbrook).

The Southwest Forest Industries cars will be picked up at Holbrook by The Apache Railway (all Alcos) for delivery to the Abitibi Paper Mill just east of the Apache facility, which is located about 16-miles east of Snowflake.

At one time Southwest Forest owned the mill and the Apache. At that time the Alcos were painted light blue and silver. Stone Container bought the mill and the railroad. They painted the engines green and white (much easier to photograph). Now Abitibi has acquired Stone Container,

and with it the Apache. The Alcos are still green and white, but the Stone herald has been painted over.

– *Herb, Joe McMillan and Len Kratz*

UP Overhaul Program Continues

The Union Pacific contract overhaul program for GP15-1's and GP38-2's performed at the Norfolk Southern Juniata Locomotive Shop in Altoona, PA, was nearing the half way point. The following units had been overhauled by late May 2000:

GP15-1's; 670, 686, 690, 692, 693, 701, 710, 723*, 727*, 732, 734, 743, and 811.

GP38-2's; 2049, 2166, 2183, 2214, 2292, 2312, and 2327.

* Unit was still in shop late May 2000. – *CRTS Update #05-125, May 25, 2000*

BNSF SD60M 9299 Repainted

BNSF's SD60M 9299 (former Burlington Northern 1991) was on its way to BNSF's Commerce, CA, engine facility for repairs, 5/25/00. The 9299 is now painted in Heritage II (Premium Heritage, technically) colors, having lost its red,

white and blue scheme commemorating Operation Desert Storm. 9299 had suffered ground relay trouble, and was on its way to its home base – the EMD shop at the BNSF Commerce Diesel Facility.

It was the trailing unit (facing west) on the Z-MEMLAC, on 5/26/00. The consist was BNSF 4839, NS 9149, BNSF 760, BNSF 981 and BNSF 9299. This train was a bit underpowered (the 9299 was dead in consist). – *Craig Walker*

OSS GP-7 4297



Omnitrax Switching Services (OSS), Loveland, CO, outshopped GP-7 4297 in May 2000 for Dow Chemical at Midland, Michigan. The unit came south via BNSF to Denver on 5/26/00. The ex-Chicago Northwestern unit was photographed at Denver on 5-28-00.

New RR Unloading Loop Operational



Public Service of Colorado (PSC) Arapahoe Generating Station's new railroad unloading loop became operational in May 2000. The first test dump was made on 5/20/00 with a thirty car BNSF coal load. The photo shows BNSF SD70MAC 9733 & 9471 approaching the unloader on 5/26/00 with a sixty car train. The highly automated unloading system can unload a 120-car train in eight hours or less. The \$13 million project provided both PSC and BNSF with better equipment utilization and allows retirement of the old dumper that took 4-5 days to unload a 120-car train. – Two photos © by Chip Sherman

Amtrak California Zephyr Locomotive Fuel Line Fire

Amtrak train #5 (of June 3rd) left Denver, Sunday, 6/4/00 about 1-1/2 hours late with 15 cars (including Roadrillers) behind Genesis units 30-67-34. At mile 8 in Arvada, CO, on Union Pacific's Moffat Tunnel Subdivision, the crew noticed the 34 was on fire and stopped the train just east of Carr Street. The Arvada Fire Department was summoned and extinguished the blaze. Amtrak's #34 mid-section was badly burned, including the fiberglass roof, which was completely burned away. Fuel leaking on hot surfaces apparently caused the inferno. The crew separated the three units from the train to fight the fire, which left the passenger cars without power and air conditioning for two hours and 15 minutes.

An Arvada fireman fell through the roof of Amtrak 34. He received minor injuries, was treated and released.

After the fire was extinguished, the lead two engines took the burned unit to the siding at Rocky (Leyden was occupied) and set it out. That was a round trip of 20 miles. When units 30 and 67 returned from Rocky, they coupled to the train and departed Arvada at 1:42 PM, about four hours late. Two hours and 34 minute delay at Arvada to handle the fire and set out the Amtrak 34.

–*Joe McMillan & UPRFI*

Construction Equipment Train

Union Pacific C30-7 #503 was on the point of mostly new Caterpillar construction equipment train M-KSSCW-02 (Kansas City, KS, to Salt Lake City, UT, wide load of 6/2/00). The train ran west on the UP's Limon Subdivision at Limon, CO, about 7:30 PM on 6/5/00. The high, wide train had three large model 773D dump trucks, one 992G front end loader, a 345BL Series II shovel and a transformer built by ABB Power T & D Company, Inc.

The transformer was riding atop newly built 53' 3" LNAL depressed flatcar 25973 built by Kasgro Rail Corporation, New Castle, PA, 12/99. The car was red

with white lettering.

The train arrived in Denver and was stored north of York Street near Milwaukee Street and 52nd Avenue on the Denver Pacific Line, Greeley Subdivision. It departed the afternoon of 6/6/00 headed north for Wyoming and on to Utah.

–*Robby*

Omnitrax Locomotives Head for Texas

Omnitrax Switching Services (OSS) GP-9 #34, switcher OMLX 1451 (ex-Illinois Central) and GP 4288, (ex-Panhandle Northern) departed Loveland, CO, 6/1/00. Union Pacific moved them to La Salle, CO, where they were noted on 6/2. OSS 34 sports fresh blue & gray OSS scheme.

The other two units were shipped unpainted. They were the black with white lettered ex-IC 1451 and the yellow and gray 4288. All units were headed for Texas. –*Ed*

WC 6624 on UP Grain Load

Union Pacific's loaded grain train Grand Island, NE, to Delhi, CA, (near Fresno) had Wisconsin Central SD45 6624 as its third unit. Power: UP 9408, SP 8597, WC 6624 and UP 3480. Train had 90 loads of grain departing Cheyenne, WY, 6/7/00.

UP continues to lease power from companies like Helm Leasing and Livingston Rebuild Center (LRCX reporting marks) while awaiting delivery of the new EMD SD70M units, UP 4000-4999. EMD expects to deliver 250 of them to UP in 2000.

–*The Colorado Zephyr*

UP Upgrading Powder River Line

Union Pacific Railroad's fifth annual coal route maintenance "blitz" project in southeastern Wyoming and central Nebraska began Monday, 6/12/00, and finished on 6/21. The ten-day, \$16.1 million project was centered at South Morrill, NE, and ran north to Shawnee Junction, WY, east to North Platte, NE, and west to Cheyenne, WY.

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

Nearly 400 Union Pacific employees worked during daylight from 6:00 AM to 6:00 PM to replace and install 25,102 concrete and 7,262 wooden crossties, installed 37 miles of new rail, smoothed and leveled over 204 miles of track, welded 1,254 track joints, and replaced the surfaces at 28 road crossings.

The maintenance blitz prompted UP to reroute trains over the Yoder Subdivision (Joyce west of S. Morrill, then south through Yoder, WY, to UP's main near Egbert (west of Pine Bluffs, WY). This has become a "safety valve" route used primarily during the maintenance blitzes.

This year's 10-day effort accomplished work that would normally take six to eight weeks. Trains moved on a limited basis on alternate routes. UP worked with BNSF to move a small number of loaded coal trains on a daily basis.

– UP and Larry W. Grant

BC Rail Passenger Cars



BC Rail took delivery of three new excursion cars to be used on the trains out of North Vancouver, Canada. The three cars, built by Colorado Railcar Manufacturing, LLC, Fort Lupton, CO, are numbered BCOL 1703/ 1704/ 1705 and resemble Superliner lounge cars that were cut off at the knees. The three orange and brown, single-level cars were noted at

Mile High Railfair

This year the 23rd Annual Mile High Railfair 2000 Collectibles Show returns to the Jefferson County Fairgrounds, 15200 West 6th Avenue in Golden, Colorado on July 16 from 9:00 AM to 5:00 PM. Admission is \$4.00 for adults and \$1.00 for children.

Union Pacific's North Yard, Denver, CO on 6/11/00 and were spotted heading north past Boulder, CO, on a BNSF train on 6/12/00.

– Dave Franz, Steve Noland via Altamont Press.

UP Coal Shipper Special, E-units



Freshly repainted Union Pacific E-units (949, 963-B and 951) arrived Denver from Council Bluffs, Iowa, on 6/18/00. The 10-car train had one dome, HARRIMAN. A coal shippers special operated from Denver to Grand Junction, CO, and west to Salt Lake City, UT, via the Moffat Tunnel route 6/19/00.



Union Pacific's E-units (951, 963-B and 949) prepare to depart Denver Union Station, Denver, CO on 6/19/00.



Union Pacific special westbound on the Moffat Tunnel line at Crescent, Colorado on 6/19/00.

– Three photos © Chip Sherman.

Joint Line Train Variety

Union Pacific's M-DVPU had 17 cars of Fort Carson bound military trucks and tanks when it was holding at MP 30 just north of Castle Rock, CO, on Monday, 6/5/00. It was stopped due to BNSF laying continuous welded rail (CWR) farther south.

The C-GJCHLS was the Southwest Forrest Products coal train with 69 cars and three Dash 9's and one SD-75I for power, split 2-by-2 in distributed power (DP) mode. Ahead of them was the Trough Train with four green SD-70MAC's split 3-by-1 with no helpers going about 5 m.p.h. through Castle Rock.

On my way north, I passed a Coronado, AZ, coal load at Greenland with Macs 2-by-2. The Coronado trains need four MAC's because of the terrain across New Mexico and Arizona. They go east from Pueblo, down through Boise City, OK, then west from Amarillo, TX. There were a number of trains in that cycle in May and June due to a mine strike near Gallup, NM. That was why Southwest Forrest Products was buying Utah coal. I estimate it is maybe 350 miles between the mine and the lumber mill and the coal goes over 800 miles to get there.

BNSF SB C-ATMAMH-021 (Trough Train): 9788, BN 9592, BN 9517, DPU BNSF 9819.

CONSIST, All BN cars: 552000, 552001, 552002, 552008, 552009, 552021, 552006, 552014, 552003, 552015, 552010, 552005, 552011, 552018, 552004, 552017, 552012, 552020, 552022, 552019, 552016).

The C-GJCHLS0-01 loaded at Savage Coal Terminal. It was noted at Martin, UT. Judging by the consist placement, the 0-02 came over the mountains with three units up front and three pushing.

The same coal mine strike is also responsible for the larger number of Coronado, AZ, coal loads which are readily distinguishable by the 2-by-2 MAC's and no helpers to Palmer Lake.

– Colorado Eagle

RGS Engine No. 20

By Steve Mason

I had submitted an application for RGS Engine No. 20 for inclusion to the State Register of Historic Structures and the National Register of Historic Structures. RGS 20 was second on the agenda of the Friday, May 12, meeting of the Colorado State Review Board. The locomotive received unanimous approval by the Board. These designations are a sort of official birth certificate for the engine. This enables our Board of Directors to make application for grants and legitimizes our efforts in the eyes of non-club members.

I wish to thank Irv August for photos and support, Dave Gross and Jimmy Blough for support, Tom Klinger for photos, Bill Gould for information on past work on the 20, Paul Luning for map work, Charles Albi, Kenton Forrest and Bob Jensen at CRRM for digging out information, photos and support. Dave Goss took off work to go to the Review Board with me. Dale Heckendorn of State Historical Society made many suggestions and asked questions. Last, I wish to thank Jim Ehernberger for answering the "trivia" questions, like, club excursions and loco builders, and getting photos for me. He was available no matter when I called. Without this help the application wouldn't have sailed through as it did.

The D&IM No. 25 has State designation and RGS 20 has State and National designation. Friend John Miner (phone 303-494-9670) is working on an application for D&RGW caboose 0578. Mike Gailus (phone 303-788-0403) is working on an application for the RICO. They need photos copied, service and repair information for the applications.

RTD Clearance Test on Southwest Corridor



RTD's Light Rail Car No. 104 travels over Dartmouth Avenue on April 2nd. The car was towed south on the new route for clearance testing. The line is scheduled for its grand opening in July. – Photo © Darrell Arndt



RTD's Light Rail Car No. 104 is southbound from downtown Denver on April 2nd on the south Mineral light rail extension. – Photo © Darrell Arndt

Otto Perry Video Available

From the club archives come the works of Otto Perry, noted rail photographer of the Rocky Mountain Region. Enjoy long gone Santa Fe passenger trains pulled by mighty steam locomotives and classic Diesel types including an EM-1, FTs, F3s, F6s and PA-2s. All of these Diesels are in

warbonnet colors. The Super Chief, The Chief, The El Capitan, The Scout, The Grand Canyon and The Centennial State trains are featured. Giant wartime 2-8-8-2 steam locomotives are seen in rare scenes on Raton Pass. There's also plenty of classic Santa Fe steam and Diesel

locomotives powering freight trains.

The regular price of the video is \$24.95. For a limited time, a special price of \$18.00 plus \$2.00 postage and handling is available to members. Videos will be available for purchase at the July meeting.



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Deseret and Western Trip

Ken Hampton

Plan now for the Deseret and Western trip to Northwest Colorado and Utah the weekend of September 22, 23 and 24. We depart Denver at 5:30 PM Friday, September 22, from the RTD station at I-25 and Broadway, and return there on Sunday evening.

Built new in 1985, the Deseret and Western is Colorado's newest railroad. Powered with 50,000 volt AC

electrification and GE Electric locomotives, the Deseret and Western is also Colorado's most unusual railroad.

The railroad company is hosting us for a visit to their coal mine, the railroad shops, the coal loader, the Deseret power plant, and they are operating a Saturday train for us. On Sunday we plan to visit railroad facilities in the Craig area.

This is a chance to visit a part of Colorado that is rarely visited by the club. The registration form will be in the August Rail Report. The trip is limited to 48 persons. Sign up soon in August to assure a place on this interesting trip.

Annual Banquet

Plan to attend the annual banquet on October 14th. Details and an order form will be included in the August Rail Report.

Boreas Pass Service Project

By Steve Mason

This year we are going to Boreas Pass to help lay about 100 feet of track for the forest service. The project is for the Pike National Forest service out of Fairplay. Plan to come up to Boreas Pass on Saturday, August 12 and Sunday, August 13. Call Steve Mason at 303-772-6418 for information and to sign up to help.

Riding the Scottish Thistle

By Watson Warriner



The Scottish Thistle, a vintage private car

Delaware Club member Watson Warriner recently had the opportunity to spend 37-days on the Scottish Thistle, a private car owned by Dean McCormick accompanying the US Postal Service train.



Watson Warriner