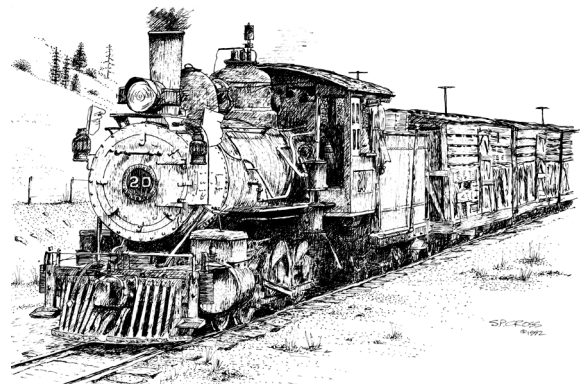


# ROCKY MOUNTAIN RAIL REPORT



JUNE 2000

No. 489

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## ROCKY MOUNTAIN RAILROAD CLUB

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### Grande Gold becomes Red and Gray

By Tom Klinger

June 13, 2000 • 7:30 PM

The June program features slides from the Southern Pacific–Denver & Rio Grande Western merger in 1988 through the UP takeover in 1996 to the present. The SP was in Denver for just eight short years. Many Diesels were painted in the flying SP but will all eventually be Armour Yellow. Come join us for a delightful program on the short Espee reign.

Tom Klinger, a native of Pennsylvania, has been a member of the Club for about 10 years. He grew up north of Harrisburg and began photographing the Pennsy while it was in steam in the middle fifties. Tom's interest is photography and he started a small railroad photography business just prior to retirement.

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.

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### Tiny Town Tour

Double-headed steam and lots of photo opportunities for \$6.00! Join the Rocky Mountain Railroad Club on Saturday, June 24th, as we are guests of Jack Bradley, operator of Tiny Town, who has offered the Club unlimited access to this truly unique Colorado site.

Come as early as 1:00 PM if you'd like to have a family picnic, or as late as 5:00 PM if you'd just like to visit the roundhouse, long house and see the historic structures up close. Jack will make much of the park available to Club members after 5:00 PM when the public leaves. You can cross the

creek for photos and see steam and Diesel locomotives in operation.

Tickets are \$6.00 for adults and \$2.00 for children, 3 to 12. Children under three are free. Members should show their membership cards for entrance. Tiny Town offers a variety of picnic foods (hot dogs, chips, peanut butter sandwiches, popcorn, ice cream and soft drinks) at very reasonable prices.

Bring the children and grandchildren and wander through re-created historic streets of Colorado towns.

### 2000 Events Schedule

|                                        |                                                      |
|----------------------------------------|------------------------------------------------------|
| June 24 Event:                         | Tiny Town Tour                                       |
| July 2 Event:                          | RTD Light Rail Trip                                  |
| July 11 Meeting:<br>(Special Location) | Steam in China at the Broncos                        |
| August Event:                          | Boreas Pass Service Project                          |
| August 5 Event:                        | Palmer Lake Picnic and Colorado Springs Trolley Tour |
| August 8 Meeting:                      | Denver Nights                                        |
| 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 Passenger Trains             |
| November 14 Meeting:                   | Video Potpourri                                      |
| December 12 Meeting:                   | Winter on Rails                                      |

The deadline for items to be included in the July *Rail Report* is June 16th.

## From the President

By Dave Goss

As summer approaches, the Club has planned a number of outdoor activities designed to involve Club members and their families. First, in June we have an outing to Tiny Town to see miniature steam and Diesel locomotives as well as the historic buildings for which Tiny Town is famous. In July, we are taking the first excursion on the new Light Rail extension to Mineral Avenue, which will be a real treat for all of us. Then on August 5th, we have planned a family picnic and trip to Palmer Lake and to the Colorado Springs trolley operations. In September, we will be going to Strasburg to visit the Colorado Live Steamers who relocated their entire operation from Waterton Canyon.

These trips were suggested by a number of members and allow us to include the young of age as well as the young of heart. We hope to see grandchildren, sons and

daughters and children of friends as well as Club members on some of these trips.

As you know, the trip to Cheyenne was a great success again this year for the Club. Thanks to Jim Ehernberger and the Union Pacific Steam crew for an outstanding tour of the shops. Next year, we hope to go to North Platte for a weekend and have a chance to visit the Diesel shops there.

Additionally, as seen by the insert this month, Club Member Chris Skow has put together an excellent trip that certainly offers members an opportunity for an authentic photo freight. We may see more of these types of trips in the future. Thanks to Hugh Alexander and the volunteers he has arranged to assist on these trips. If you have any suggestions, please let Hugh (303-778-8954) or me (303-693-9933) know.

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## Otto Perry's Santa Fe Video

The video committee is pleased to announce that Machines of Iron has completed the tape *Otto Perry's Santa Fe*. It will be available to Rocky Mountain Railroad Club members at the July meeting. Members will be entitled to a discount. This tape shows the works of Otto Perry, noted rail photographer of the Rocky Mountain region. It contains long gone Santa Fe passenger trains pulled by

both steam and Diesel. There are also plenty of classic Santa Fe steam and Diesel locomotive powered freight trains.

The Club is very excited to have been able to make this historic footage available to the public through an excellent video production process. It advances the mission of the Club to preserve our railroad history.

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## Palmer Lake Picnic and Colorado Springs Trolley Tour

Plan now for the family picnic on August 5th. All transportation will be in private cars. We will travel to arrive at the Palmer Lake picnic area at 11:00 AM. After watching action on the Joint Line and enjoying your picnic lunch, we'll go to the Roswell Trolley Car Barn in

Colorado Springs, arriving at 1:00 PM. We will then be guests of the Pikes Peak Historical Street Railway Foundation and see the work they are doing on the Club's Birney, P.C.C. car 3101 and their own equipment. We'll provide a flyer and map to members in the July newsletter.

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## RTD Light Rail Tour

This tour is scheduled for July 2nd. We will meet at the I-25 and Broadway RTD Light Rail Station at 11:00 AM. The two-hour tour will include the newly completed Mineral Boulevard extension

and the downtown loop. Photo runbys at Mineral Boulevard and the Littleton station are planned. Tickets are \$15.00 per person. See the flyer included in this newsletter for ticket ordering information.

## Publishers Statement Rocky Mountain Rail Report

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### Club Information

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Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:  
<http://www.rockymtnrrclub.org>

### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

### Club Officers

|                |                 |
|----------------|-----------------|
| President      | Dave Goss       |
| Vice President | Steve Mason     |
| Secretary      | Jim Ehernberger |
| Treasurer      | Fran Minnich    |

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Littleton, CO 80162-0579

Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

## Out At The Museum

By Steve Mason

We work the second and fourth Saturdays of each month. On the second Saturday, April 8, five of us worked. Mike Spera worked on C&S No. 4. He was able to move it using compressed air. He replaced the sight glass and has the headlight operating.



Ralph Vance fits a new piece of siding to fill the gap on the caboose.  
– Photo © Steve Mason



Duane Fields generates lots of dust as he routs out the mortises on the new caboose buffer beam. – Photo © Steve Mason

Duane Fields and I finished mortising the buffer beam using Bob Tully's plunge router. The router saved lots of time. Ken Gow filled epoxy on the east buffer beam to stabilize it against weather. Ken also spray painted some castings black. Ralph Vance installed a new piece of siding to

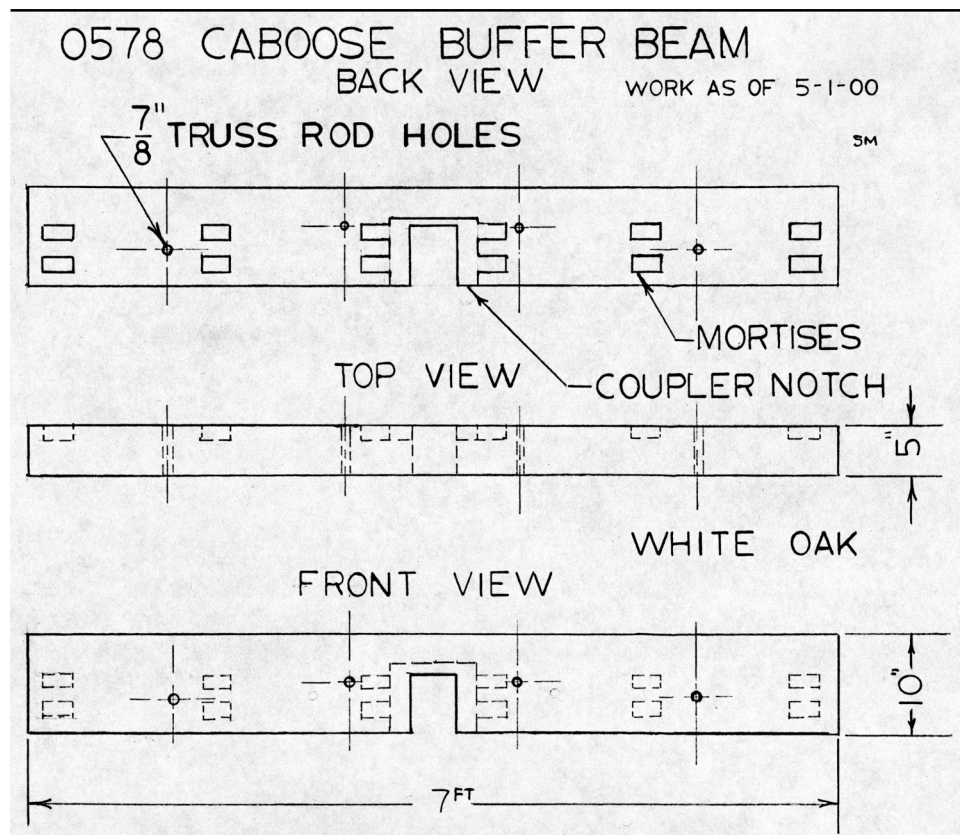


Ken Gow wire brushes the buffer casting prior to painting. – Photo © Steve Mason

fill gaps where the south east end post was replaced two years ago. I ground down some bolts that were too far out on grab irons. While Duane was welding, Ralph, Ken and I drilled the holes in the buffer beam for the truss rod ends.

On April 22, four of us worked. Mike Spera cleaned up and completed work on the C&S No. 4. Duane Fields, Ken Gow and I worked on the caboose. Duane and I put the buffer beam on the tennons and it fit! We cut out a long relief for the buffer casting. With the buffer casting in place, we marked the cut for the coupler shank and made the cuts. Ken, Duane and I had a consultation on the final relief cut for the cheek plates. We used Bob Tully's plunge router and followed Ken's suggestion. There are some holes to be drilled, but the buffer beam is essentially complete.

We worked under a box car to stay dry after the rain started. Ken is using a thicker epoxy filler on the east end buffer beam and has a good feel for varying the viscosity of the epoxy to what is needed.



## 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.

### Towner Line Report

The Towner line has been dormant for two and a half years. East of Olney Springs, there was no sign of activity. The gate arms have not yet been reinstalled on the public crossing of Colorado Highway 71 at Ordway.

The following equipment was noted at Olney Springs:

- MWRX 3338 (former SP Geep 7 or 9)
- MWRX 4331 (former CNW Geep 7 with chop nose)
- MWRX 4390 (former SP SD9)
- Former MP caboose 13554
- 25 covered hoppers
- 8 former UP tank cars - most were former MW cars
- Former UP box car - MW use?
- 2 BN bunk cars (box on flat car types)
- UP 4-axle passenger car (for MW bunk car use)

Presumably the 25 covered hoppers will be used for grain loading. Of the 3 locos, only the former CNW unit has ditch lights (both ends). Until the other units are equipped, the 4331 will have to be the lead unit for all moves. The caboose might come in handy for switching and backup movements.

At the two signalled public grade crossings between Olney Springs and NA Jct., the gate arms have been reinstalled.

– Kendal Stitzel

### UP Moffat Subdivision Snowfall

Union Pacific closed the Moffat Subdivision the evening of 4/22/00 because of numerous rock slides, heavy snow and resulting power/signal outages west of Bond, CO. Trains were tied down starting around 10:00 PM. M of W



Amtrak 463 moved four newly built Surfliner cars from Denver Union Station and hustled them down the Joint Line to Pueblo, CO, on Easter Sunday, 4/23/00. Amtrak California cars 6900 (a control unit coach/baggage car), 6401 (standard coach), 6300 (coach/cafe—lower portion of car has the cafe) and 6800 (Pacific business class) passed Palmer Lake, CO, at 1:58 PM. – Photo © L. DiMattia.

workers that had hy-railed into a slide found more rocks coming off the high cliffs in the Gore Canyon area. Crews were recalled and trains parked.

Union Pacific continued to recover from the damage inflicted by a heavy, wet snowfall (6 - 18 inches) in the Colorado Rockies over the Easter weekend. Public Service of Colorado estimated some 10,000 customers were without power in Summit and Eagle Counties the evening of 4/22/00. Granby-based Mountain Parks Electric had widespread outages in Grand County from Kremmling to Grand Lake and Winter Park. Power to some customers was not restored until 4/25/00. Interstate 70 was closed for a 48-mile stretch Saturday into Sunday morning, reopening 4:00 AM, 4/23.

Amtrak's westbound California Zephyr, train #5, had UP 3393 added at Denver for the run across Wyoming on 4/23/00. Train left Denver close to its scheduled 9:20 AM departure time.

Amtrak's eastbound California Zephyr, train #6, with P42 #76 leading, traversed the Moffat Subdivision on 4/23/00. Numerous CTC signals and slide detector fences were inoperative requiring restricted speed and dispatcher having to

talk the train past signals. The Amtrak crew went dead on the hours of service law at 10:55 PM. An Amtrak relief crew reached the stopped train at Tolland, CO, after 11:00 PM. The scheduled arrival time in Denver is normally 7:40 PM with a departure of 8:20 PM. The late train departed Denver Union Station at 2:30 AM, the wee hours of 4/24/00.

Amtrak rerouted trains 5 & 6 on 4/24/00 while the Union Pacific's Moffat Subdivision repaired slide fences, signal problems and got its electrical power restored. Minimal UP train operations occurred on the line 4/24/00.

BNSF trackage rights train Riverbank, CA, to Lincoln, NE, (M-RRBLIN1-20) with ATSF 905 and BNSF 6347 was kept at Bond and then Tabernash from the evening of 4/22 till the morning of 4/24. The train pulled into Denver on 4/24/00.

The Colorado Rockies are known for snow, but it's usually lighter. The heavy, wet snow clung to electrical power lines. When the snow and ice broke away, power lines bounced into other lines prompting arcing and outages. Easter Sunday was a recovery day for many high country Colorado residents and trainmen.  
– *The Colorado Zephyr*



The ex-Santa Fe Alco PA-1's, 59L and 62L, were at Pueblo, CO, on 4/14/00 headed for Albany, Oregon. The Alco shell (D&H 16) will require a lot of attention before going to the Smithsonian Museum at Washington, D.C. Santa Fe sold them to Delaware & Hudson in 1967. D&H 16 & 18 heritage was apparent after their Mexican repatriation.  
 – Photo © Chip Sherman.

### Nebraskaland Days Display

Challenger steam locomotive No. 3985 will make a non-excursion run (no public riders) from Cheyenne, WY, to North Platte, NE, on Saturday, June 10. It will be on display in downtown North Platte for the 2000 Nebraskaland Days Celebration. It will return to Cheyenne on Tuesday, June 13. Both departure times will be approximately 8 AM.

### Denver Post Frontier Days

Steam locomotive No. 3985, the Challenger, will pull the annual Denver Post Frontier Days rodeo train from Denver to Cheyenne and back on July 22. The train will leave Denver approximately 7 AM and return by early evening. Participants will be able to watch the Frontier Days parade and attend the rodeo. Tickets and scheduling information will be available from the Denver Post.

### Los Angeles Display

Challenger steam locomotive No. 3985 will make a non-excursion run (no public riders) from Cheyenne, WY, to Los Angeles where it will be on public display at Los Angeles Union Station during the Democratic National Convention. The itinerary for the trip is as follows. All departure times will be approximately

8:00 AM local time.

July 30: Cheyenne-Rock Springs  
 July 31: Rock Springs-Ogden Union Station  
 August 1: Layover  
 August 2: Ogden-Milford  
 August 3: Milford-Las Vegas  
 August 4: Layover  
 August 5: Las Vegas-Yermo  
 August 6: Yermo-Los Angeles

August 20: Los Angeles-Yermo  
 August 21: Yermo-Las Vegas  
 August 22: Layover  
 August 23: Las Vegas-Milford  
 August 24: Milford-Ogden  
 August 25: Layover  
 August 26: Ogden-Rock Springs  
 August 27: Rock Springs-Cheyenne  
 – *Union Pacific RR*

### Union Pacific Historical Society

The Union Pacific Historical Society (UPHS) will be holding its 16th Annual Convention in Cheyenne, Wyoming, July 12-15th. The convention is being held at the Little America Hotel. Registration information may be found at the Union Pacific Historical Society Web site. An excursion trip will be held in conjunction with the convention on July 15th with Challenger 3985. It will run from Cheyenne to Laramie and return. The

preregistered convention attendees will have first opportunity at ticket purchases, followed by other UPHS members, and finally in May, ticket sales will open to the general public with the remaining available seating. This ticket information will be posted on the UPHS Web site as it takes place.

### Powder River Basin Train Performance

“Despite an unusually warm winter and a flattening of demand, coal volume from the Powder River Basin, as well as from the mines in Colorado, Utah and southern Illinois, was the highest for any quarter in Union Pacific history,” Dick Davidson told the Western Coal Transportation Association meeting Wednesday in Napa, California.

“From the Powder River Basin alone, the railroad hauled nearly 36 million tons last quarter, which was up by 1.5 million tons from last year’s first quarter.”

Today, UP has fewer than 200 sets in PRB coal service, down 20 percent from a year ago. More importantly, the railroad is using about the same number of sets as it did in 1995, when volume was 30 percent lower.

UP is moving about 29 trains per day from the Basin; another record.  
 – *Union Pacific RR*

### UP 6936 Inspection Train

The UP Engineering Department 9-car inspection train left Denver, CO, before sunrise on 5/2/00. UP DDA-40X 6936 was by the Limon Subdivision’s milepost 608 at 6:57 AM and through Byers, milepost 596, at 7:17. Coming down the hill west of Byers he was coasting at track speed. After whistling for the Byers grade crossing, he opened her up doing something in the mid-fifties and kicking up the ballast dust. Recent track improvements had the train and cars gliding along, no rocking and weaving as in previous years.

East of Byers UP 6936 found UP 7132

Continued on Page 6, Column 1

## OS Colorado

Continued from Page 5, Column 3

East in the New Byers Siding. UP 7132, UP 8006 on the point of Energy Mine, CO, (train C-EYMS-01) coal load. Rear distributed power was UP 7008.

The eastward Kansas Pacific special had nine cars as it headed for Limon, CO, and a crew change at Sharon Springs, KS.

The consist for the inspection train:

UPP 207 HEP power car  
UPP 114 business car FEATHER RIVER  
UPP 315 sleeper LITTLE ROCK  
UPP 5779 museum car PROMONTORY  
UPP 413 sleeper LAKE BLUFF  
UPP 412 sleeper LAKE FOREST  
UPP 7015 dome coach CHALLENGER  
UPP 5011 diner CITY OF DENVER  
UPP 203 track inspection car IDAHO

Tie gangs were working from the west end of the big curve west of Watkins, CO, (milepost 618) westward to milepost 625. Looks like many grade crossings will be raised and new concrete panels installed. Both crossings at Bennett, CO, will be done. Ballast has been dressed and looks excellent.

– Robby

### Burlington Northern “Desert Storm”

BN SD60M 1991 is no more. As of 4/30/00 it was in the Livingston Rebuild Center, Livingston, MT, shops already renumbered to BNSF 9299 and in primer. Plans were to have it repainted into Heritage II and back into BNSF's hands by Friday 5/5/00. They would have had it out by 4/29, but were repainting some passenger cars and a Geep locomotive for the Alaska RR.

– Robert C. Del Grosso

### New Hoppers for Colorado Springs Department of Public Utilities

The Colorado Springs Department of Public Utilities (CSDU) has a fleet of new cars. The new cars are Johnstown America Autofloods numbered 1 through 125. They are aluminum with one green end as if they are rotary dump, but they



Sure to become a local landmark, RTD's pedestrian bridge over South Santa Fe at Mineral Avenue was placed onto its footings at 1:48 AM on April 17th. All passengers using the Park n' Ride at this southernmost station will use the structure to reach the Light Rail Station. – Photo © Darrell Arndt

are not. The other end and underframe are black. They are very plain compared to the CSDU cars. The first train of these cars arrived at Nixon Power Plant at 9:00 AM on Sunday, May, 7. Cars not in the train were the 3-7, 9-14, 22-25, 28-32, all of which are in Pueblo, CO, as extras. CSDU has had up to three trains (two of leased cars) in service at once during high usage times.

The old cars, Ortners built in the 1970s, were black with deep yellow lettering including large CSDU (originally CSDPU) in 2 foot letters on the sides with lightning bolts on each side of the large lettering. These cars were re-stenciled JTSX 300000-300114 from their original 79000-79124 (10 cars sold earlier).  
– *Colorado Eagle via Altamont Press Website*

### Late Amtrak California Zephyr

Amtrak's eastbound California Zephyr had an unusual trip on 5/9/00. It was on time out of Glenwood Springs, CO, but ran into CTC troubles on the Union Pacific between there and Denver. The train arrived Denver over three hours late. Then, BNSF wouldn't take the tardy Zephyr east of Omaha, NE, due to a track maintenance work window. Amtrak

turned to UP, but UP refused a detour. So, the nationwide rail service called out the buses, and guests had a deluxe motorcoach finish.

### BNSF 5601 on Lincoln to Denver Train

BNSF's Lincoln, NE, to Denver train (H LINDEN1 10) rolled by Barr Lake, 5/11/00 about 10:30 AM with BNSF AC4400CW 5601 on the point. The other AC4400CW's, 5600 & 5602, were not with the 5601. The train's power was BNSF 5601, BNSF SD70MAC 8840 and BNSF 9800, thus a GE/EMD power lashup.

BNSF had been keeping the 5600, 5601 & 5602 together on coal and grain trains. This is the second time one of these units ventured into Colorado on the Lincoln to Denver train.

– CW

### Union Pacific Special

UP DD-40AX #6936 was on the road with another westbound inspection train 5/10/00. The 11-car inspection train was rolling across Idaho. Train was symbolled S-CBHK-09 Council Bluffs, Iowa, to Hinkle, OR. UP operated the train for Pacer International, the folks that acquired American President Lines in 1999.



Amtrak F59PHI No. 463 passes by the new Littleton RTD Light Rail Station on a rainy Easter afternoon pulling four newly built California Surfliner cars. The unusual southbound movement on April 23 is heading to the Transportation Technology Test Center near Pueblo. – Photo © Darrell Arndt

The consist for the special train:

- UPP 207 HEP power car
- UPP 114 business car FEATHER RIVER
- UPP 315 sleeper LITTLE ROCK
- UPP 5779 museum car PROMONTORY
- UPP 200 sleeper OMAHA
- UPP 1602 sleeper GREEN RIVER
- UPP 1610 sleeper PORTOLA
- UPP 6203 lounge SUN VALLEY
- UPP 9005 dome lounge WALTER DEAN
- UPP 302 diner OVERLAND
- UPP 420 track inspection FOX RIVER, ex-CNW built in 1950

The train was turned at Hinkle for the return trip to Council Bluffs, Iowa, departing Hinkle on 5/11/00. The train rolled across Wyoming on the UP main 5/12/00.

Pacer International is a leading North American freight transportation and logistics services provider. It offers a broad range of intermodal, trucking, warehousing, consolidation and other services on a retail basis, all available through a single organization, Pacer Logistics. Pacer also operates the industry's most extensive double-stack rail system (ex-American President Lines) for the distribution of containerized freight, Pacer Stacktrain, which it markets on a wholesale basis. Pacer International is headquartered in Walnut Creek, CA, and Pacer Stacktrain is headquartered in Oakland, CA.

– CW and various sources

### CSXT SD70MAC #760

Union Pacific moved newly built (March 2000 at London, Ontario, Canada) CSXT 760 to the Transportation Technology Center, Inc. (TTCI), at Pueblo, CO, in mid-May 2000. The SD70MAC, serial number 976844-36, was moved on UP's North Platte, NE, to Denver train arriving Denver 5/16/00. The unit has a WhisperCab designed cab. It moved south on the Denver to Pueblo, CO, train (M-DVPU-17) as the trailing unit.

– *The Colorado Zephyr*

### BNSF 9999 East to Chicago

In recent months, BNSF's Brush Subdivision has hosted SD70MAC's on a variety of trains including the fast intermodal Z-trains. Take the BNSF's highest numbered unit, 9999, leading the Denver to Chicago, IL, Z-train Sunday, 5/14/00, as an example. Power on the long piggyback expediter was BNSF 9999, 8866 (both wearing the Heritage II paint scheme) and BN SD40-2 8015 in Cascade green. Train left Denver at the crack of dawn. She blazed through the West Tonneville Siding (west of Hudson, CO) about 6:52 AM.

– *The Colorado Zephyr*

### Rio Grande Power on South Local

Union Pacific owned Denver & Rio Grande Western GP40's 3100, 3105 and 3097 have been on the South Local now

every other day (Mondays, Wednesdays and Fridays) for the last three weeks (late April and early May 2000). The trio is a bit worn, but gets the work done.

The Denver to Pueblo train had at least one unit in Rio Grande paint almost every day in early May (DRGW 3118 was one earlier this week). The other regulars are DRGW GP-60's 3154 and 3155. The M-DVPU seems to be clearing Littleton between 2-5:00 PM most days of late, much earlier than a month or so ago.

– Herb

### UP 6784 North



UP 6784 North, 5/21/00, rolled past Rolla (between Commerce City and Brighton), CO, with a five-car nuclear waste train. It had come west on the Kansas Pacific, and had turned north at Denver onto the Denver Pacific (Greeley Subdivision). The train had cars with Department Of Defense (DODX) markings. DODX caboose 904 was on the rear.

– Photo © Chip Sherman.

### UP 6936 to Denver Diesel Shop

Union Pacific's double engined model DDA-40X #6936 went to the Denver Diesel Shop (aka Burnham Shops, Denver, CO) on 5/16/00 for turbo grid work. The huge 6600-horsepower rated locomotive is the last operating Centennial on the UP's roster.

On 5/1 and 5/2/00, the unit handled a UP Engineering Department 9-car inspection train that visited Denver. Starting 5/9, it

Continued on Page 8, Column 1



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### OS Colorado

Continued from Page 7, Column 3

was used on the Pacer - APL inspection train that travelled from Council Bluffs, IA, west to Hinkle, OR, and return.

The UP 6936 arrived Denver 5/15/00 via the North Platte, NE, to Denver (North Yard) train. It was not running upon arrival. The next morning, North Yard hostlers moved it across Denver in a seven unit move to the Denver Diesel Shop.  
– Robbie

#### UP 4000's Move East

Union Pacific's new SD70M's made their first eastbound run on the Tacoma, WA, to Global 1 in Chicago, IL, train I-TAG1-19! The five SD70M units (4000, 4001, 4002, 4003 and 4004) sport the "winged UP nose herald." They moved through Rawlins, WY, the afternoon of 5/21 and into Cheyenne after dark that evening. These units sport a Chicago & North Western style lightning bolt zig-zag on the

long hood. These are the first 1,000 units UP is leasing from EMD.  
– *The Colorado Zephyr*

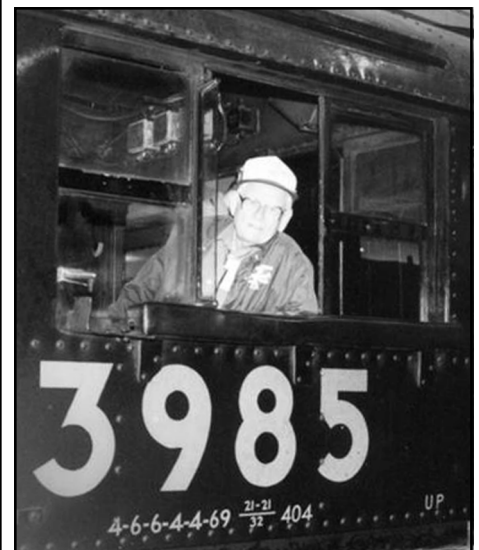
### No. 25 Update

By Darrell Arndt

Following earlier testing of the controller wiring circuits, Car No. 25 made its "debut into the sun" on the evening of April 2nd. Using power from Tom Gill's welder, No. 25 moved out of Building 78 and traveled north to "end of track." Both controllers worked fine as the car moved at walking speed. Additional circuit testing will now begin in anticipation of hooking up our large generator to the car.

Inside the car, the lower ceiling panels are now being sanded and varnished. John Russell has new ceiling molding ready for staining and varnishing and interior brass is being polished prior to installation.

### Union Pacific Cheyenne Shops Tour



Bob Griswold inspects the cab of UP 3985 during the Club's excursion to the UP facility in Cheyenne, Wyoming. Tour participants were treated to many unusual photo opportunities.  
– Photo © Sherm Conners