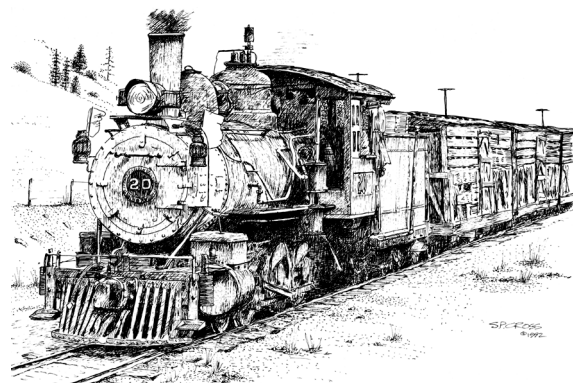


ROCKY MOUNTAIN RAIL REPORT



JULY 2001

No. 502

ROCKY MOUNTAIN RAILROAD CLUB

Ridgway Railroad Museum and RGS Motor #1

By Karl R. Schaeffer
July 10, 2001 • 7:30 PM

The program will be on the preservation activities of the Ridgway Railroad Museum, a non-profit organization dedicated to preservation and education relating to the railroad history of Ouray County and the immediate area. They have 3 railcars plus 3 other rail vehicles, the outbuilding that went with the depot, and a rapidly growing indoor display. Karl is the builder of the recreation of RGS Motor #1. It is about 98% accurate and fully functional.

Karl was raised in Montrose then went to Colorado School of Mines. He worked in the Mechanical Department of the D&RGW for 23 years in many different positions then retired to Ridgway in 1997. He is a member of RMRRC.

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

Rocky Club Trips

By Joe Minnich

The First Annual Rocky Club BBQ on June 9th was a great event and a fun one it was. Club members, family and guests enjoyed this event. Steam was missing as the 346 has been taken out of service but the Goose spent the day charging around the famed "Narrow Gauge Circle." All equipment was open. A total of 108 people attended the BBQ including 13 from the Intermountain Chapter, NRHS.

Union Pacific 3985

The Union Pacific 3985 trip from Denver to Cheyenne on July 22nd is selling fast. We still have 38 coach seats available as of June 16, 2001.

The train will leave Denver Union Station at 1:00 PM after the Ski Train equipment is switched out. Photo run bys are planned north of Carr.

Visa and MasterCard are accepted. Tickets and instructions will be mailed on or before June 30th except for overseas orders, which will be mailed earlier. We have people coming from Japan, Mexico, France and Germany.

A hot BBQ supper will be served trackside upon arrival in Cheyenne before we return you to Denver Union Station. The Club Store will be on the train offering our "stuff" to all passengers.

2001 Events Schedule

July 13, 14, 15	Colorado RR Museum Work Weekend
July 22 Event:	Union Pacific Steam Trip
August 14 Meeting:	RMRRC 1984 Chicago Tour
August 27 Event:	D&SNG Mixed Freight
September 11 Meeting:	Rio Grande Trains
September 15 Event:	No. 25 Operation
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	California Rails

The deadline for items to be included in the August *Rail Report* is 7/23/01.

Durango & Silverton Mixed Train

Remember to mark your calendar for the Durango & Silverton Mixed Train trip on Monday, August 27th. You may order now via the club web site or by mail to the Club P. O. Box. We are also looking for a train crew for this trip. The Club store will be aboard the train offering our books and videos to all passengers.

From The President

By Dave Goss

On a recent business trip to Garden City, I decided to leave the Interstate to see what activity there was on several shortlines. First stop was Goodland, Kansas, where the former Rock Island Line ran between Denver/Colorado Springs and Chicago/Kansas City. The Kyle Railroad operates some of this trackage in Kansas and a long, general merchandise train was in front of the Goodland Station, looking every bit like a Burlington Northern freight.

I continued east to Oakley and then south, crossing the Central of Kansas at Scott City. This is the former Missouri Pacific line between Pueblo and Kansas City. Nothing was seen here, nor on the Garden City Western which parallels Highway 83 south to Garden City. The track from Scott City to Shallow Water (formerly an ATSF line from Garden City to Florence, KS) is nearly obscured by vegetation and no trains run regularly on this line. An occasional grain train operates during harvest season. At Shallow Water, a stored coal train leased by Helm Corporation sits on a siding as do a number of covered hoppers for plastic pellet service.

In Garden City, the Garden City Western operates three former ICG GP-8 locomotives. A recent tornado took down most of the engine house. East of Garden City, a former Garden City Western unit painted in red with bright yellow trim operates at a grain silo complex off the BNSF line. Returning to Colorado, I followed the BNSF west to Syracuse, KS and then turned north to pickup the Central of Kansas at Tribune. West from Tribune the line enters Colorado at Towner. No mainline action was evident here, but along the route several miles of TTX flat cars, well cars and TOPC spines were in storage on sidings.

I picked up the Union Pacific in Kit Carson going west to Limon. A single eastbound unit coal train was parked near Limon. The old station in Limon where the UP joined the Rock Island is a museum. The Rock Island bridge west of

the station has been removed but the station's heritage is evident in the displays outside the building. Returning to Denver on Colorado Highway 86 to Kiowa rounded out a brief but nostalgic trip back into a vanished era of Rocky Mountain rail lines.

Congratulations to Club member Bill Gould who was recently selected as the executive Director of the Colorado Railroad Museum. Bill has been active in club activities for many years and was selected for this position after a short interim assignment at the Museum. Congratulations, Bill!



What's this Burlington Northern freight doing on the Rock Island main in Goodland, Kansas? Actually, its June 2001 and Kyle Railroad units 5055 (U-33C), 5821 (U30C), and 5796 and 5794 (U30B) look every bit like the front of a 76 car mixed freight that could be any place on the BN system in the 1980's.



Two-thirds of the current motive power for the Garden City Western Railroad sit outside the remains of the engine house in Garden City, Kansas. A tornado demolished most of the locomotive shop and engine house on May 27th. All three units escaped damage and there were no personnel injuries. It has not been decided if the Pioneer Railcorp affiliate will rebuild the engine house. In the meantime, the GP-8's (ex-ICG rebuilds) remain in the bright Kansas sun awaiting interchange and transfer work with the BNSF. (See www.pioneer-railcorp.com/subsidiaries/gcw)

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Club Information

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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	Mike Gailus
Secretary	Frend John Miner
Treasurer	Fran Minnich

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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.

Durango & Silverton Narrow Gauge Railfest

The Durango & Silverton Narrow Gauge Railfest starts with pre-Railfest activities on Wednesday, August 22nd, and ends on Monday, August 27th, with the RMRRC Durango & Silverton Mixed Train Trip.

Railroad enthusiasts and history buffs will be gathering in Durango for Railfest 2001. Guests will have the opportunity to see rare narrow gauge equipment like the Rio Grande Southern Galloping Geese (motors #1, #2 and #5), the Silverton Railroad's railbus "Casey Jones" and the 1875 wood burner Eureka & Palisades #4.

The "Presidential Special" will be a highlight of Railfest. A special train with a K-28 locomotive, the 1878 Nomad, the 1880 Alamosa Parlor Car and the 1886 General Palmer first class coaches all decorated with bunting will make a run to Silverton on Friday, August 24th. American Heritage Railways President Allen Harper and special dignitary Mr. J. C. Kenefick will accompany guests. Mr. Kenefick served as superintendent on the D&RGW Alamosa division in the early 1950's and went on to serve as President of the Union Pacific.

For Railfest 2001 information, call the Durango & Silverton at 970-247-2733 or visit the website:
<http://www.durangotrain.com>

America Steam Locomotive Website

RMRR Club member Yoshi Matsuo, our only member in Japan, recently built an Internet web site called "America Steam Locomotive." It is intended to introduce great steam in the US to Japanese railfans.

One of his featured pictures is of the December 1998 Durango & Silverton mixed freight excursion and a link to the club web site for information on the club's D&S mixed this August. See how the equipment is described in Japanese. Yoshi plans to add English titles in the future.

The address is
<http://members.aol.com/SteamAmerica>

A Visit to The Boreas Pass Section House

By Hugh Alexander



The restored Section House on Boreas Pass in late fall. The storm clouds and dusting of snow on the peaks remind us that winter is coming. – Photo © Bruce Nall.

Editors note: Hugh Alexander recently visited the Boreas Pass section house for a ski trip. In a letter to the Board of Directors, Hugh described the visit. The conditions described give a good idea of the conditions faced by railroaders before the turn of the century.

In late January 2001 several of my ski friends, MarySue and I cross country skied up to the Section House on top of Boreas Pass and spent three nights and days at the Hut/Section House. In the winter you can rent the Section House for overnight stays. The ski trip is about six and a half miles in on the old railroad grade. Not very steep but quite beautiful if the weather cooperates. We all bring food, clothes, sleeping bags and survival gear. I pulled a fifty pound sled full of food and supplies. Most others had large backpacks. Supplied at the hut are cooking utensils, cooking stoves and firewood, propane for gas stoves and a place to get out of the wind.

The pass is called Boreas (the north wind) Pass for a reason. Upon arrival at the hut in the wind/snow blizzard, we shoveled snow out of the main entrance and the

front room. About six inches of snow had blown through cracks in the walls inside the house. The temperature inside the Section House was about 20 degrees. After starting fires in both old iron cast stoves, we got the temperature up to about 28 degrees after four hours.

Once all fifteen skiers arrived at the hut, the conditions improved with all the body heat and from stoking the fires through out the night. The rest room is outside in a small outhouse some thirty feet from the Section House. It is not a problem if it isn't snowing. During the days, many of us explored on skis the surrounding hills and followed the grade about a mile and half down towards Como. Of course the wind never stops blowing, even if the sun is out. Most of the time it snowed and the wind blew it down to South Park.

We all loved the sights, the friendship of staying close to each other to stay warm, and volunteering to chop more wood for the fire and to continue to melt snow for water. It was a great adventure for all and made all of us appreciate the hardships the railroad employees and their families endured when based atop Boreas Pass.

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.

Unit Military Trains to Fort Carson

UP 6848, UP 8170 and SP 153 led a 53-car train (Yermo, CA, to Fort Carson, CO, near Kelker, CO) of tracked (tanks and armored personnel carriers) and wheeled (trucks of assorted sizes, Humvees, jeeps, pick ups, etc.) south the afternoon of 5/20/01. Several military trains are returning from Army exercises at the National Training Center in southern California.

The UP 6848 South stopped at Littleton for about 1-1/2 hours behind a BNSF coal load waiting for its pushers to return from Palmer Lake in an apparent “double shove.” Pushers appeared, crossed over, the coal load departed and so did the UP military special. For some reason no attempt was made to run the military train around the coal load before it cleared the Littleton crossover as is usually done. The military train probably had yellow signals all the way to Palmer Lake as it had a much greater ratio of horsepower to tonnage than the coal load.

The UP ran a second military train, the S YRKE 17, south on 5/21/01, clearing Littleton at 6:30 PM. The train had four UP units, SD40-2 3139, 9883, SD40-T2 4817 and 5283. The UP train went around and ahead of two BNSF coal loads, one of which got its pushers at Littleton, the other received pushers at Englewood.

— Herb

DRGW Trio on Denver to Pueblo Train

Union Pacific had three Denver & Rio Grande Western tunnel motors on the Denver to Pueblo, CO, (M DVPU 25) which left Denver North Yard about 2:00 PM, on 5/25/01. Power was DRGW 5407, 5385 & 5413. Great way to start the Memorial Day Weekend! — C.W.



Kansas City Southern power made it west via UP's Kansas Pacific and Joint Line to Fort Carson, CO, in early June. KCS SD40-2 638 and KCS 625 were at Mesa Siding, Aurora, CO, on 6/3/01. — Photo © Chip.

DRGW 5407 South

Four Denver & Rio Grande Western RR SD40T-2's were on the Denver to Pueblo, CO, train on 5/27/01. UP's M DVPU 27 was called at Denver's North Yard, CO, about 3:30 PM. Power was DRGW 5407, 5385, 5413, 5377 and UP SD60M 6121.

BNSF Freight Derailment

At approximately 9:15 PM, BNSF coal train C EBMHAF 0(19) (Eagle Butte Mine coal load to Lower Colorado River Authority, Halsted, TX) derailed five cars of a 128 car train with a helper diesel on rear. The 119th through the 124th cars all upright while departing Denver on the Coal Lead, MP 541.3, on the Brush Subdivision, 5/28/01. The derailed cars blocked access to the helper lead and the Denver Passenger Depot.

As a result, Amtrak train 6 (of May 27) was held waiting for a BNSF train master to arrive, assess the derailment and have the four rear cars and helper diesel cut away from the derailed cars. This enabled Amtrak train 6(27) to arrive Denver Passenger Depot, however, the access to the roadrailleurs and mail cars to be added to consist at Denver were not accessible. Train 6(27) was backed out of Denver Passenger Depot and operated through BNSF yard at Denver to depart.

The 123rd and 124th cars were rerailed at 1:45 AM, allowing access to the Denver Passenger Depot and the helper lead.

The remaining cars will be rerailed after 7:00 AM on 5/29/01.

D&RGW Tunnel Motors

Denver & Rio Grande Western RR tunnel motors (SD40T-2) are running out their days on the Denver to Pueblo trains. Four were on the point going south on 5/31/01: DRGW 5377-5407-5385-5413. Both sets have DRGW power. The other set in late May was DRGW 5361-5401-5356. The solid DRGW sets began running 5/24/01.

The UP Burnham Shop boys are salvaging parts from retired units to keep the others running. When critical parts are no longer available the units are put on the dead line. The last year of operating Rio Grande power sets may be in 2001!

GE Test Set Moved Across Colorado

Several folks spotted the General Electric test set move via BNSF on June 1-2, 2001. The BNSF Amarillo, TX, to Denver train moved GECX 6000, GECX 4400, 890, test car GECX 100 from their Raton, NM, test location north to Denver on 6/1/01 passing Littleton in the morning. BNSF 31st Street Yard congestion kept the train stored at Mississippi Avenue near South Denver overnight into Saturday. Lead unit on the train was BNSF 9-44CW 727.

—Louie, Bruce, Herb & Jim

Undercutting the Kansas Pacific

Union Pacific maintenance on the Kansas



BNSF is having several locomotives repainted by the Omnitrax Shop at Loveland, CO. Several former Santa Fe 500-series (General Electric model 8-40BW) units have been repainted into BNSF's Heritage II scheme. BNSF 507 was at Loveland on 5/24/01 for repainting later that month. – Photo © Chip.

Pacific in Kansas and Colorado began this year in late May over in Kansas. One undercutter started working from Menoken Junction at Topeka, KS, and had made it as far west as Silver Lake, KS. They were headed west for Salina, KS.

It was reported that a second undercutter was supposed to arrive at Manhattan, KS, and head west towards Salina but it hadn't arrived as of mid-June. Thus, one or two undercutters will be on the KP heading for Salina this summer.

Salina to Denver had been undercut in the last couple of years so this job is all that

was left on the KP for the undercutters. They moved their equipment to the Wyoming Powder River Basin for the maintenance blitz there June 10-16. They were supposed to show back up at Silver Lake, 6/18/01.

The UP replaced the two switches at East Funston last week but don't know if the two in Junction City have been replaced yet. They are replacing all the old switches with new ones all up and down the line since the welded rail was laid earlier this year. Union Pacific continues to invest in the KP making it a viable rail line again. –KANSAS PACIFIC Watcher

Summer Ski Train

The Ski Train began its summer operations Saturday, 6/16/01. It will run for nine Saturdays from June 16 to August 11. There will also be a charter trip on August 12. The train will depart Union Station at 8:00 AM and is scheduled to arrive at Winter Park at 10:15 AM. It will leave Winter Park at 2:30 PM and return to Denver at 4:45 PM.

This will be a great opportunity to catch the train in some great lighting conditions generally not available during the winter season. – Joe McMillan

Amtrak Delayed by Power Failure

Amtrak No. 5 left Denver about 10:30 AM on 6/8/01, with engines 143 and 80, and 17 cars. Shortly after leaving town, Amtrak P42 80 went down and the train stalled out at mile 15 between Leyden and Rocky. It was decided to back the train into Leyden and wait for help. No. 5 stopped at Leyden about 11:30 and waited two hours for UP "winged" 4230 to come out from North Yard. It arrived at 2:30 PM, but they failed to put an MU cable on it, so that delayed things another 1-1/2 hours. No. 5 finally left Leyden at 3:00 PM, about six hours late. The "wings" looked great on the point of a passenger train.

–Joe McMillan

UP Updating CTC on Moffat Tunnel Line

Union Pacific is moving full steam ahead with new signals on the Moffat Tunnel Subdivision. Signal crews are installing new signals and replacing the old 1950 era Centralized Traffic Control system with newer technology.

Not just new signals, but the entire hardware is being replaced. The Moffat line has the oldest CTC system still working – installed in 1950. This will be a new system, which uses microwave to transmit switch and CP (control point, which is any point a dispatcher has direct control of the signals) status.

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OS Colorado

Continued from Page 5, Column 3

Currently, it is fed through the wires, and then via the phone company, Qwest, to the dispatcher in Omaha.

The current system uses the station's name as the control point. If you hear track and time given, the points would be (for example) West switch Plain, switch yes or no, to east switch Cliff, switch yes or no. The new system will have control points rather than station names. This is consistent with how UP does it on the rest of their track. Now, track and time would be, CP RG025, switch no to CP RG 023. The number is the mile post closest to the OS, and the "RG" is just a letter used to separate it from other tracks. For example, on the Greeley sub, all the CP's are W. I believe the railroad used RG because of the Rio Grande history.

It will allow better integration with CAD III, and other parts of the UP system. For example, on the Belt Line, you have the old CTC. The UP wants to install an OS at MP 4, the North leg of the wye (east end of the Belt) where you go from the Belt to head north on the Greeley Subdivision. They want to install a dual control switch so the dispatcher (86) can line the switch. Currently, the train crews do it by hand. Of course, if you have power switch, you have to have signals to protect it, so the signals that were removed years ago will be put back. But, the two types of CTC are incompatible (the belt line vs. the Greeley subdivision), so they can't do it right now.

These signal improvement projects are expected to take almost two years.

New signals are up (although not yet in operation) at west Plain, east and west Crescent and east Cliff. The new signals are UP-style three-search-light signals. Significantly larger than their Rio Grande predecessors. Along with the new signals, UP is putting in what look like microwave radio towers to, I suspect, replace the relatively new fiber optic line that was put in after the RG-SP merger.

With all this new stuff, UP is also putting



BNSF special going to Parachute, CO, on 6/8/01. BNSF track inspection lounge car 32, WILLIAM B STRONG, was on the rear. The train is shown at Tennyson Street northwest of Denver on UP's trackage. – Photo © C.W. Edinger.

in new control boxes at the sidings. The new boxes do not have the names of the sidings painted on, but rather have name plates bolted to the boxes. The signal at the West end of Crescent is rather interesting as it is much farther west than the current signal. While the current signal is aligned closely with the points of the switch, the new signal stands a good 150-200 feet west of the points of the switch.

The UP uses signs painted in a sign shop rather than painting the station name on the box. The names on the boxes haven't been repainted in years. I also think the signs are reflective, whereas the painted words aren't.

The Crescent signal is being moved, as is the Cliff, east bound, both tracks, so crews can better see them while still sitting behind the grade crossing. Well, now that I think of it, not so much at Crescent. Since they will be in for a while, and not working, they can't block the existing signals.

As for points further west, there are no new signals popping up in western Colorado or Utah. At least not at the moment. UP is replacing the names on the control boxes in Utah. Rather than just having the names painted on, they are

adding the same name plates as the boxes at Plain, etc. They are nice, I must admit, and not only give the name of the siding, but the milepost as well.

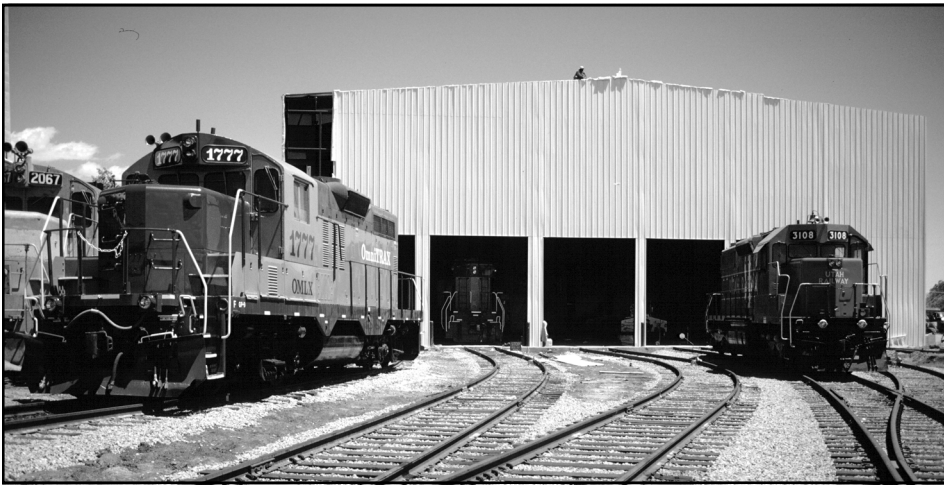
Crews have complained that too many mile posts are missing, so the UP is putting them back up. This includes the CP's, and as mentioned, the CP number will match the mile post number, almost. –*The Internet*

BNSF Special Passenger Train

BNSF ran a special passenger train up Union Pacific's Moffat Tunnel Subdivision to Parachute, CO, for the American Soda Ash plant grand opening. The train consisted of BNSF 9-44CW 5485 pulling four passenger cars:

BNSF 67 – DONNER PASS,
BNSF 28 – MOUNTAIN VIEW,
BNSF 10 – LAKE SUPERIOR,
BNSF 32 – WILLIAM B STRONG.

The train left Denver on Friday 6/8/01 for the trip west with two locomotives. It returned eastward on Sunday, 6/10/01 with a single locomotive. It met a UP train at Crescent Siding where it took the siding. The train used the siding to meet a westbound empty coal that stayed on the main.



The Omnitrax Shop at Loveland, CO, is expanding its shop capacity. Omnitrax Switching Services GP-9 1777 and Omnitrax SD-35 3108 were in front of the under construction extension on 5-24-2001. Note the upgraded track. – Photo © Chip.

American Soda (railroad reporting marks ASHX) held a grand opening celebration at their new (production started in November 2000) Parachute, CO, plant on 6/9/01. Guided tours, a barbecue and speeches marked the event.

The company is extracting nahcolite from the Piceance Basin in northwestern Colorado. Nahcolite, essentially baking soda, occurs in irregular deposits. American Soda's technology pumps heated water into 2,200-foot-deep wells to dissolve the solid nahcolite and force it to the surface in a brine.

The brine is then pumped 45 miles to the company's processing plant at Parachute. The extracted soda ash and sodium bicarbonate is shipped by BNSF in ASHX covered hoppers. The products are used for glass, detergents, livestock feed and water treatments.

–Paul Z. & The Rocky Mountain News contributed to this article

NORTHERN NITES & NORTHERN VIEW on Amtrak Train 5

Amtrak's California Zephyr, westbound train 5, departed Denver Union Station, Denver, CO, 6/19/01, 10:51 AM, with two private cars. The cars were properly positioned on the rear. Wisconsin & Southern sleeper NORTHERN NITES & dome observation NORTHERN VIEW

usually come to Colorado (Glenwood Springs) for summer vacation.
– C.W.

Unusual Trains on the Moffat Line

There have been a lot of trains on the Moffat the past two days, and some unusual ones at that.

The afternoon of 6-18-2001, a Union Pacific (UP) welded rail train was working west of Arvada, CO. It stalled out just west of Leyden when an engine failed. The engineer finally got it going, but stalled again before reaching Rocky. The Denver to Roper train, symbol M DVRO, waiting patiently behind, finally had to push him into the siding. All this took considerable time, so doubt they unloaded much rail. The rail train must have come back into town last night as I saw it go west again the afternoon of 6/19/01.

No. 6 came through Arvada at 4:40 AM on 6/19/01, about 10 hours late. The delay was probably caused by the forest fires east of Truckee, CA.

At 10:15 PM on 6/18/01, a westbound BNSF welded rail train went through Arvada en route to Parachute, CO, where BNSF is building a yard to service the new soda ash plant. There will be several more BNSF material trains. There was also a unit BNSF soda ash train (U-GJCDEN1-20) on 6/21/01.

A loaded BNSF coal train, complete with SD70MACs, arrived in Denver about 10:00, 6/18/01, off the Moffat. The train was en route to Illinois.

On 6/19/01 an eastbound all-flatcar UP train came through Arvada about 10:15 PM. This was the third or fourth freight train on the Moffat that day.

The local went west late this afternoon (about 4:30 PM). Behind the three Rio Grande units (3100-3121-3128) was a red Missouri-Kansas-Texas (Katy) tank car, probably a fuel car. When the local returned, it did not have the tank car, so it must have been set out at Chem Spur. That car alone was worth a photo.

– Joe McMillan

BNSF Trough Train with Army Move

BNSF's northbound empty trough train arrived Denver, Monday, 6/18/01, through Englewood, CO, at 7:10 PM with 8 or 10 flatcars carrying Army National Guard camouflaged green trucks (i.e. Humvees), howitzers and other equipment. Believe these were going to Guernsey, WY, where the National Guard has a summer training site. Train departed Denver early Tuesday, 6/19/01. Lead unit was the BNSF SD70MAC 9917.

– Louie and Daren

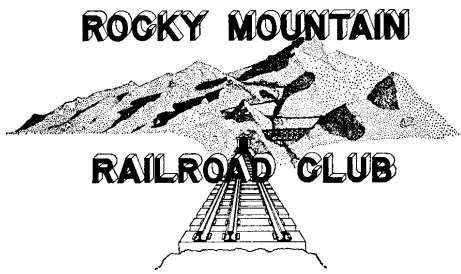
BNSF Moving Boeing Cars on Teague, TX, to Laurel, MT, Train

Three Boeing cars are moving via BNSF's Teague, Texas, to Laurel, MT, train H TEALAU1 17. Power moving northward on the Joint Line on 6/20/01 was 9-44CW 5465, EMD blue and white SD60 9031 and BNSF 9-44CW 4782. The Renton, WA, bound cars (BN 613087 flatcar) were right behind the power.

The train also had five NKCR satellite controlled refrigerator cars. These white cars with NKCR reporting marks were 1181, 1185, 1191, 1197 and 1203 enroute to Pasco, WA.

– The Colorado Zephyr

Continued on Page 8, Column 1



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OS Colorado

Continued from Page 7, Column 3

Fort Carson Railyard Expansion

The rebuilt Fort Carson Railyard is scheduled to be completed in September 2001. It is not certain at this point whether there will be a dedication ceremony or not.

Hensel Phelps Construction is rebuilding the railyard located south of Colorado Springs, CO. The railyard work began in June 2000. The \$19 million dollar project has relocated major utilities and built five stub end with concrete unloading ramps. There is also a new five-track yard west of the unloading ramps and a 6,500 square foot locomotive, two-track, maintenance facility.

The unloading ramps were put into operation this spring while construction continued. "The railroad personnel were very supportive," 1st Lt. Vickie Argueta, 3rd Armored Cavalry Regiment

transportation officer said. "They were quite willing to meet our timelines. All we needed to do was tell them when we needed the trains there and they did it. They were extremely cooperative." Numerous train movements were made to the National Training Center at Death Valley, CA, via Union Pacific this past spring (April - June, 2001).

Construction continued June 20th at the old three track unloading ramps. That area will be paved with thick concrete to support container loading operations and bi-level load/off-load capabilities for Humvees. The roadbed was being prepared to connect existing track with the new five-track yard, the locomotive maintenance building, and the three track container load area. The wye trackage was modified to accommodate the redesigned yard.

— *Thanks to SSG Gary L. Qualls, Jr., Fort Carson Public Affairs Office*

Equipment Committee Club Equipment Maintenance Weekend at the Colorado Railroad Museum

By Bob Tully

Your equipment committee has planned a Club Equipment Maintenance Weekend for July 13, 14 and 15th at the Colorado Railroad Museum. Lunch will be provided for all volunteers. Drinks and snacks will be available throughout each day.

Work on the Rico, RGS Locomotive #20, the tender for #20, the Storage Boxcar and the Fairmont speeder are planned. I also plan to develop improved information and educational material on each piece of equipment to be used for new signs, plaques, drawings and photo displays.

Sign up with Bob Tully at the July Club meeting or call 303-428-2322 for a half day, a full day or more, depending on your interest and availability. What we do will depend on your desires and participation.