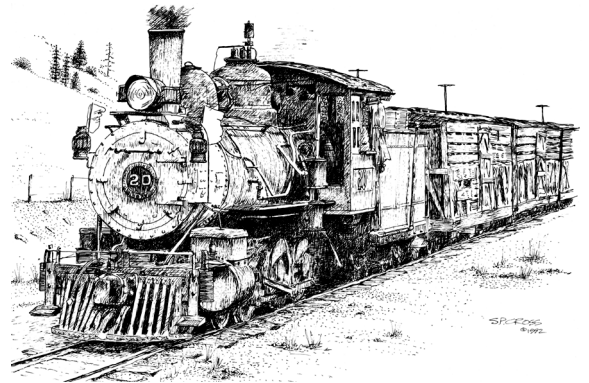


ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 2001

No. 504

ROCKY MOUNTAIN RAILROAD CLUB

Rio Grande Trains

By John Dillavou

September 11, 2001 • 7:30 PM

The September program will be a 240 slide, 35 minute program with a musical background. See narrow gauge, standard gauge steam and then modern Diesel photos taken in Colorado and Utah. Denver and Rio Grande Western trains will be featured.

John joined the Club in February 1962, almost 40 years ago. He has been on the board of directors, was president of the Club and has worked on the newsletter committee for almost 20 years. John was born and raised in Iowa and grew up near the CGW, CNW and RI railroads. After college and marriage, he and his wife moved to Pueblo in June 1960. "We had an apartment about 500 feet east of the DRGW main line. At lunch time we got to see the Royal Gorge go both directions. The MP Colorado Eagle passed by in the morning and early evening along with miscellaneous freights and special trains."

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.

2001 Events Schedule

September 15 Event:	No. 25 Operation
September 29 Event:	Pueblo RailFest
September Event:	Narrow Gauge Right-of-Way Hike
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	California Rails

The deadline for items to be included in the October *Rail Report* is 9/13/01.

Pueblo Railfest Family Outing

By Bob Wilson

Join the Rocky Mountain Railroad Club on Saturday, September 29, for a trip to the Pueblo Railfest 2001. At the Railfest, take a railcar ride, inspect the restoration activities on the standard-gauge ATSF 2912 steam locomotive, see several cabooses and many other pieces of historical railway equipment. There will also be other Railfest activities including a model railroad display

The Railfest will be held at the Pueblo Railway Museum which is behind the beautifully restored Union Depot. See the flyer in this issue of the *Rail Report* for the schedule, prices, and more details.

RMRRRC Annual Banquet

By Charles Moffat

Enjoy the Rocky Mountain Railroad Club annual banquet. Dinner is your choice of Swordfish Parmesan, Lemon Pepper Chicken, New York Steak or a Vegetarian Option.

The after dinner slide show, "Cuban Adventure" will be presented by Dave and Jean Gross and Jim Ehernberger. The program will show the country, the people and the railroad from two different viewpoints.

See the flyer in this issue of the *Rail Report* for the schedule, prices, and more details.

Let There Be Light – In D&IM

No. 25

By Darrell Arndt

On Saturday, September 15, all are invited to the open house and "roll out" of D&IM Interurban No. 25 at the Denver Federal Center. This will be an opportunity to see the progress of the restoration including the new interior lights. When the car was built in 1911, it was furnished with twenty-six carbon filament bulbs mounted just below the clerestory windows. Our guess is that when the more efficient tungsten bulbs became available, the original fixtures and lights were removed and a new light strip was cut into the center of the ceiling panels. This

Continued on Page 2, Column 1

D&IM No. 25

Continued from Page 1, Column 3

alteration, which uses far fewer bulbs, probably took place sometime in the 1920's. Our new fixtures have been designed and fabricated after much thought, research and expense to replicate the original type. In order to fully experience the ambiance of the new fixtures and the vintage, carbon filament replica bulbs, we will have a "lighting ceremony" inside Building 78 at 10:30 AM. No. 25 will then move out of Building 78 and commence operation until 4:00 PM. Rides are free but donations will be gratefully accepted.

No. 25 souvenir memorabilia will be for sale. In addition, books from the Ed Haley collection will be for sale. The books have been graciously donated by the family for the express purpose of raising funds for the restoration.

Also open for tour will be the new Denver Federal Center Museum located just a few blocks away. The complex began its life as an ammunition factory in WWII before evolving into a federal government office, lab and warehouse park. The museum has a variety of artifacts and photographs on display and is interested in receiving additional items for preservation.

This will be an "open house" for everyone in the community so feel free to bring your family, your friends and your neighbors. Visiting hours are from 10:00 AM to 4:00 PM.

Enter the Federal Center at Gate No. 1 off Kipling St. south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Sorry, pets are not permitted and there are no restroom facilities. The building 78 phone number is 303 232-6386.

Open house questions may be directed to 303 797-8444.



A vintage Edison base incandescent lamp.

Progress Near The Peak

By Darrell Arndt

The Pikes Peak Historical Street Railway Foundation reached a spirit-lifting milestone this summer in their effort to restore the Ft. Collins Municipal Railway Car No. 22 to operation. Its four-wheel truck has been reassembled after a grueling rehabilitation that included replacement of bent steel framing and renovation of the traction motors.

The frame is now back under the car body and about half of the elaborate brake pipe system has been reinstalled. A second air compressor has been acquired since the original was found to be cracked. New sheet metal on one end is back in place and other bodywork underway. The roof is the next challenging aspect of the project.

A number of years ago, the foundation secured a long term lease on No. 22 from the Rocky Mountain Railroad Club for use on the street railway line that they are promoting in Colorado Springs. The car had suffered greatly from the weather over the years so in return for the use of the car the foundation is to renovate the car for operation, a win/win situation for both organizations.

In other good news, the developer of a new commercial/residential area on the south side of the downtown area is going to include 1,200 feet of trolley track in their project that will eventually tie in with the foundation's system. The group is headquartered in the old Rock Island roundhouse on the north side of the city.

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
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	Mike Gailus
Secretary	Freund John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: 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.

Union Pacific 3985 Club Excursion Thanks By Jyoji Yamaguchi

Your rail road club members are very kind
providing our support and safety.

Dave, We would like to say special thanks
for your very much kind support.

Thank you very much.

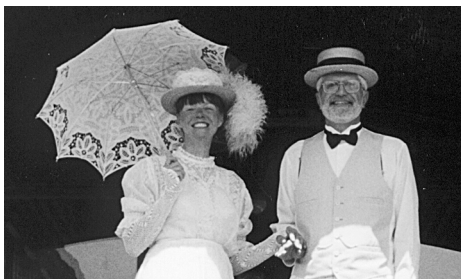
Jyoji Yamaguchi



Union Pacific 3985 and the photo line near Carr, Colorado on the RMRRRC July 22nd excursion. – Photo © Jyoji Yamaguchi

OOPS - Wrong Names!

The couple shown on the passenger car platform at the Colorado Railroad Museum were incorrectly identified on page 3 of the August 2001 *Rail Report*.



The couple, Shirley and Darrell Taylor, are on the car observation platform where they were married by Morris Cafky in 1997. Thanks to Mel McFarland and Tom Moss for setting the record straight. Our apologies to all involved.

Rio Grande Coach No. 280 On The Move



Rio Grande Coach No. 280 on the truck ready to depart Boulder, CO for Georgetown, CO. The car left Boulder in August 1999 for restoration in Strasburg. After running in Georgetown, the current plan is to return the car to Boulder in October.
– April 27, 2001 photo © Mary Ellen Floyd

Upcoming AAPRCO Convention

By Watson Warriner

The upcoming AAPRCO (American Association of Private Railcar Owners) convention promises to offer Club members in the Denver area and southern Colorado a special treat. Two trains of private cars (the eastern train of 15 cars and the western train of 10 cars) will assemble in Amarillo, Texas, on Sunday, September 30.

The next morning, the combined train (The Rocky Mountain Limited) is scheduled to leave Amarillo at 7:00 AM via Texline, Trinidad and Pueblo. The

train will layover in Pueblo the night of October 1. On October 2, the train will leave Pueblo in early afternoon (about 1:00 PM) to arrive in Denver at 6:00 PM at Denver Union Station. Here the train will remain until Sunday, October 7 when the whole consist leaves for Salt Lake City, Reno and Los Angeles.

While in Denver, AAPRCO members will take a variety of field trips including trips on the Light Rail, visits to the Colorado Railroad Museum and the Georgetown Loop Railroad. The annual meeting will

be held at the Westin Tabor Center Hotel, October 4th and 5th.

On Saturday, October 6th, the train of private cars will be hosting a public Open House beginning at 9:00 AM and going until noon. Costs are approximately \$10.00 for adults to walk through the cars. All proceeds from the Open House will be donated to the Colorado Railroad Museum and to the O-Gauge model Railroad Club at Union Station. You may also want to check out the AAPRCO website at www.aaprc.com.

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.

Ski Train In Late July

I rode the Ski Train on 7/28/01 and have a few observations. First, anyone notice the different sound emanating from FP40 242's horns? Gone, at least temporarily, are the Amtrak horns replaced by a genuine set of Rio Grande Nathan M3s, courtesy of Dr. Five Chime.

The bike car 1231 made its first trip after the fire. Temporary repairs have been made and the car had been cleaned.

Dome car CALIFORNIA made its first trip of the summer season 7/27/01. It had been undergoing repairs.

– Joe McMillan

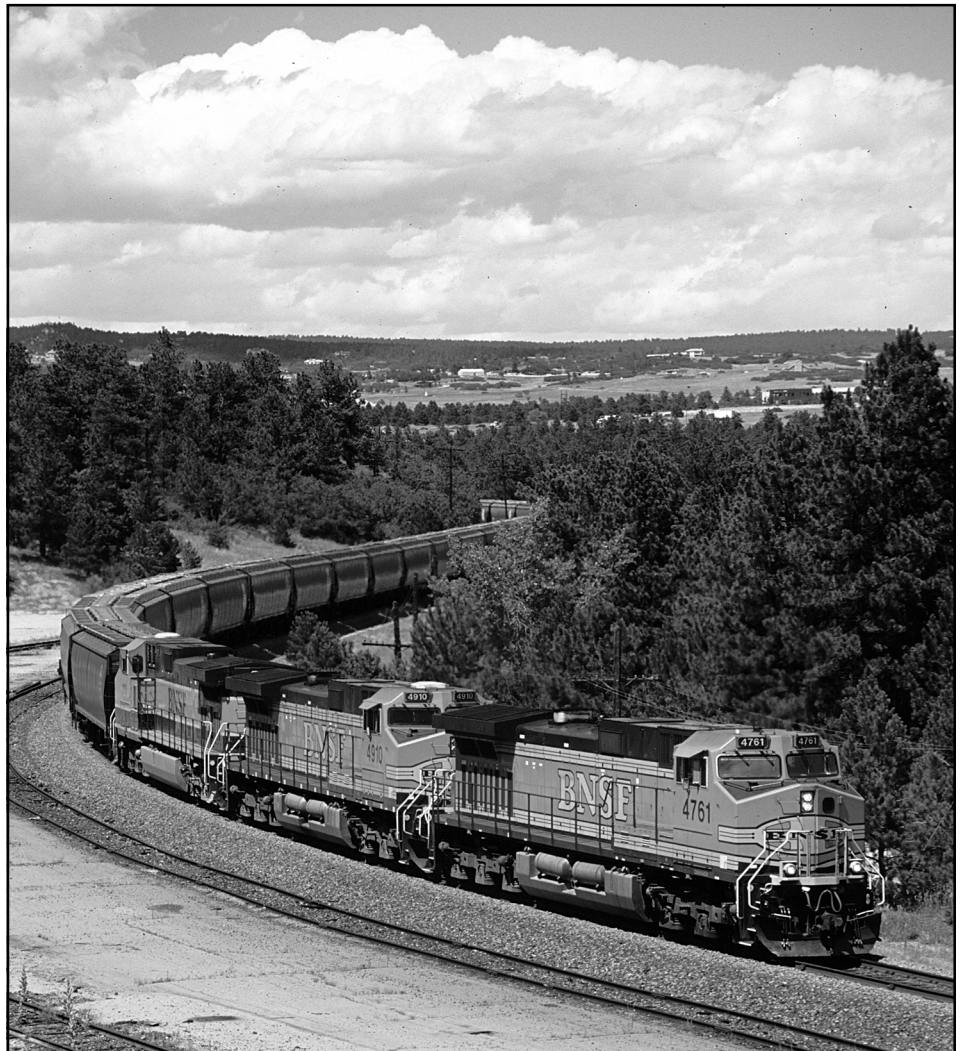
ILLINOIS ROSE Moved To Denver

There was a private car headed from Gallup, NM, to Colorado in July 2001. On 7/18, the BNSF turn around “local” picked up an ex-Pullman car (now converted to private car) from the Plains Electric Power Plant at Pegs, NM. The car had an escort and he said it was going to Colorado for repairs, then on to New Jersey.

The car is blue in color and lettered “ILLINOIS ROSE.” The car carries Amtrak #800366. Before being sold it was owned by Carl Bentz. He also runs two switch engines at the Plains Power Plant. They do in-plant switching for the McKinley Paper Mill located adjacent to the power plant.

Mr. Bentz moved the car into Pegs about four years ago, used it as an office and maybe even lived in it.

The ILLINOIS ROSE 800366 - was built by Pullman Standard in 1947 as coach Illinois Central 2630. Andy Graziano owned it in the 80s and 90s.



BNSF unit grain trains are again moving via Colorado's Joint Line. The Jefferson, South Dakota, to Guernsey, CA, unit train had all BNSF tuscan red covered hoppers. Power was 9-44CW 4761, 4910 and 1113. – July 16, 2001 photo © Chip.

Mark Svancara helped Andy Graziano with a lot of the work, converting the car from a coach to a PV. Its home base during most of those Cleveland, Ohio, years was the Collingwood facility. It has two staterooms, stainless steel kitchen, large dining/lounge area, etc. AFAIK, the car never received a (current standard) PC-2 or HEP, so it has not run on Amtrak since 1990.

I've been told that it has been purchased by the Morristown & Erie (NJ) who also recently bought OHIO RIVER.

The PV was moved by UP's train M PUDV 23 (Pueblo to Denver, CO.) arriving Denver early 7/24/01. It was held at UP's North Yard on the sand track for a

couple of days. In late July 2001, it was moved to Burnham Shops (UP's Denver Diesel Shop) to the AnSCO passenger car leased area. – Jack Deasy and Darren G.

AOE's 2222, ex-CB&Q SILVER PELICAN

The American Orient Express (AOE) 2222 was found in Denver at the old General Iron Works site. Presuming it's the same as the last Amtrak number, making it the ex-Chicago, Burlington & Quincy 454 SILVER PELICAN built in 1952 for the Denver Zephyr. It's an all bedroom car under Amtrak's sales/use – originally it was a six double bedroom, five compartment car and previously carried Amtrak number 2204 before the addition



BNSF tuscan red 475000 series covered hoppers on a BNSF unit grain train going to Guernsey, CA. The train passed Palmer Lake, CO, on July 16, 2001. – Photo © Chip.

of HEP in 1983.

The 2222 is from the Montana Rockies “collection” in Sandpoint, ID. The car was retained by AOE when Oregon Rails/AOE sold Montana Rockies Rail Tours (MRRT) earlier this year to RailQuest America. This car was one of several retained by AOE.

– Roy and Dave in Missoula, MT, with help from JHK

MRL Special to Spokane, Washington

Montana Rail Link (MRL) operated a passenger special from Montana to Spokane, Washington in late July. Here’s a brief look at this trip via BNSF west to the Pacific Northwest.

The consist was:

- 391 (F45)
- RQAX 104 power/ bag
- IMRL 104 dome
- RQAX 4001 coach
- RQAX 800269 Silver Scene dome/ lounge
- RQAX 4013 coach
- MRL 105 dome
- MRL 101 Silver Cloud business car

The train departed Missoula, MT, westbound on 7/27/01 as equipment move with 391 and three MRL cars. It stopped off at Kootenai, ID (Sandpoint) for the four MRRT (RQAX) cars. MRRT is Montana Rockies Rail Tours. The “owner” company is RailQuest America out of Sandpoint, Idaho. RailQuest, all one word, which leads to the reporting marks on their equipment these days, RQAX.

Eastbound train (symboled F SPOMIS 28) originated from the Spokane’s Amtrak depot on Saturday morning 7/28/01. Upon arrival at Missoula, train was broken up and MRRT cars were deadheaded back to Sandpoint on the westbound Montana Daylight on 7/30/01.

– Dave Franz, MRL Column Editor, Flimsies NW! Missoula, MT

Central Kansas Railway Units Being Returned to Omnitrax

Central Kansas Railway (CKR) changed hands and their leased equipment is being returned to the owners. Omnitrax leased several units to this Kansas shortline. CKR units GP-7 2199 and GP-20 2505 (painted for Hudson Bay Railway) arrived

UP’s North Yard at Denver, CO, on 7/31/01. The CKR 2199 was in faded red paint job. Both units came from Hutchinson, KS.

CKR 2199 departed Denver 7/31/01 on the Denver to North Platte, NE, train. It was dropped off at La Salle, CO, for movement to Omnitrax at Loveland, CO. CKR 2505 followed on the same train a day later, 8/1/01. Both units moved dead in consist. – Mike

Boeing Specials on BNSF

There were two Boeing Specials out in the Mountain West on the BNSF & Montana Rail Link (MRL) on 7/28/01. One train traveled across Colorado on the old Colorado & Southern route.

The first was the J-BIRMUK9-24 which originated in Birmingham, AL with two loads of 767 parts and picked up four 737-series fuselages in Lincoln, NE. The train made it across Nebraska & Wyoming on 7/26 and early Friday morning. Power for the train was BNSF SD75M 8237 with 10 cars.

The second Boeing train ran from Wichita, KS, to Laurel, MT, as the J-WICLAU9-26. This train had three full length Boeing 737-series fuselages and probably about 10 cars also with a single locomotive. It departed Denver about 1:05 PM on 7/28/01 using BNSF’s Front Range Subdivision, better known to locals as the old Colorado & Southern via Boulder, CO.

Another Boeing Special operated north along the Colorado’s Front Range and into Wyoming on Wednesday, 8/1/01. The J-WICLAU9-31 passed Academy, CO, at 12:40 PM. The following cars were on the train with a single, unknown locomotive:

- BNSF 800527
- TBCX 777008
- TBCX 777013
- TBCX 7477
- BNSF 800122
- BNSF 800014
- BNSF 800517
- BNSF 800104

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

The last four cars had two 737 series fuselages.

– Paul Birkholz

Sunflower Electric to Expand Coal Fired Electric Generating Station

In early August 2001, Sunflower Electric announced it was going to build a second generating facility on the site at Holcomb, KS. The expected size would be 600 Megawatts – twice the size of the current plant!

The additional generating station will be coal fired and it should go on line in 2005. This should significantly increase activity in the economy of Western Kansas, but also the number of trains on BNSF's La Junta Subdivision.

– Clarence Matthews, Garden City, KS

UP Photo Special with SD70M's

The Union Pacific ran a photo special west on the Moffat the morning of 8/2/01. It left North Yard at 9:50 AM and arrived at Tunnel 1 at 10:45 for a series of photos at the west portal. At 11:15, the train departed Plain westbound with the photographers running ahead in a hi-rail truck. The plan was to work most of the day in the Tunnel District between Plain and Crescent. At 12:30, the train was at Tunnel 15 and had just received instructions to run to Crescent where the engines would run around the train to be in position to head back east. There's lots of Maintenance of Way activity out there today which didn't help the situation.

The units used on the special were spit-shined UP SD70Ms 4549 and 4303. The train consisted of 21 box cars, most of which appear to be loaded paper box cars carrying CN, CV, ATW and CRLE reporting marks; not a UP car in the bunch. – Joe McMillan

Unit Sulphur Tank Train to Galveston, TX

BNSF's Bonneville, WY, to Galveston, TX, unit sulphur tank train rolled south via



Union Pacific's Z-trains fly across Sherman Hill daily. Witness the Canal Street (Chicago, IL) to Salt Lake City, UT, train with two new SD70M's, 4198 and 4025, spliced by Chicago & North Western 9-44CW 8635 west of Granite, WY, on 7/22/01.

– Photo © Chip.

the Joint Line and under West Evans Avenue about 10:25 AM on 8/13/01. The train had four units, the lead was warbonnet silver and red scheme BNSF 9-44CW 708 with Heritage II painted 4543 behind it.

The all tank car train had cars DVLX 1060, 1057, 2076 & 5009.

BNSF 708 South ran around a Black Thunder Mine, WY, to Smither's Lake, TX, coal load (C BTMSLP 007) with UFIX coal loads. BNSF SD70MAC's 9901 and 9563 lead with distributed power 8902 on the rear running on track one. The unit sulphur train ran around it on track two, near Hampden Avenue at Englewood, CO. Nice usage of the three-track CTC BNSF controlled Joint Line between South Denver and Littleton, CO.

American Orient Express Shop Move via BNSF

The American Orient Express (AOEX reporting marks) Denver Shop closed this summer. It reportedly moved to Centralia, WA. Some 27 cars (passenger, boxcars and gons) moved via BNSF to Albany, OR, for temporary storage. AOEX cars were noted moving on 8/21 and 8/23 on BNSF's Kountry Job. BNSF picked up cars from their location (ex-General Iron

Works plant) on Tuesdays, Thursdays and Saturdays six cars at a time. Cars were not all at this location.

Some cars from AOEX's Denver, CO, shop included:

Ex-Auto Train dome 7000, now AOEX 7000 in gray primer, no external markings.
AOE LOS ANGELES combine 800715
AOE MONTEREY 800246
Montana Daylight MISSOURI RIVER
AOEX 6108
New York Central SWIFT STREAM

4 BNSF Biz Cars on Train 5 Out of Denver

Four BNSF business cars departed Denver, CO, on Amtrak's California Zephyr, train #5, 8/14/01. The cars arrived in Denver the evening before via the Z KCMDEN (Kansas City, MO, to Denver). Two of the cars were BNSF 1 MISSISSIPPI RIVER and BNSF 3 RED RIVER. The other cars were BNSF 6 MISSOURI RIVER and sleeper power car BNSF 50 STAMPEDE PASS.

The Speaker of the House of Representatives, Dennis Hastert, was reportedly on board.

– C.W.



Utah Railway is leasing five ex-Hamersley Iron (Australia) SD50's, National Rail Equipment 6060- 6064. Utah Railway SD50 6062 was in helper service on 7/21/01 heading back to Martin, near Helper, Utah.
 – Photo © C. W. Edinger.

BNSF Biz Cars in the Powder River Basin

BNSF Track Inspection Car 32 - WILLIAM B. STRONG and Business Car 8 - JOHN S. REED arrived at Gillette, WY, on 8/12/01. They were taken by Burlington Northern lettered SD70MAC 9589 to Dry Fork, WY. There the cars were added to the rear of the C-BKMRTR-032, (Buckskin Mine, WY, to Rush Tower, MO), BNSF 9409 East. The train departed Campbell, WY, at 11:26 AM MDT on 8/15/01. Believe Western Resources folks were aboard.
 – *atsf 5704*

NASA and Thiokol Propulsion Choose "All-Star Express" As Name

Thiokol Propulsion and NASA have announced the official name of the rocket motor train which hauls Space Shuttle rocket motors from the manufacturing site in northern Utah to the Kennedy Space Center in Florida. The name, chosen from a multi-railroad employee contest, is "All-Star Express," STAR stands for safely transporting America's rockets.

The name contest was open to all employees of the four railroads involved in transporting the train from Utah to Florida: CSX Transportation, Florida East Coast, Kansas City Southern, and Union Pacific. One winner was chosen from each railroad and the winning name was then picked from the four finalists. The winning name was submitted by an

employee of CSX.

The winners were the guests of Thiokol Propulsion and NASA at the Kennedy Space Center and were given a classified tour of the Center. Then each winner and a guest were on hand for the latest Space Shuttle launch in early August.
 – *KCS News*

UP E-9B 963-B

Union Pacific's E-9B 963-B was still at the Denver Diesel Shop (ex-Denver & Rio Grande Western RR Burnham Shops) on 8/19/01. The unit was last used on the Denver Post Cheyenne Frontier Days northbound train, 7/21/01, to Cheyenne, WY. Problems occurred, (reportedly has a bad assembly piston/cylinder) and 963-B was replaced by Centennial 6936 that day. UP 3985 and 6936 returned the passenger special to Denver that evening.

UP 963-B was run to Denver in late July on a A-CYDV train. It was moved to Denver Diesel Shop for repairs.
 – *The Colorado Zephyr*

Utah Railway GP-40 3000 and 3001

Utah Railway has received a pair of second hand GP40's of apparent CSX heritage. The two units, numbered 3000 and 3001 are to operate on Utah Railway's long distance locals between Ogden and Provo, Utah (Union Pacific symbol R-UT611). One of the two is undergoing brake repairs and both units should be out

on the mainline soon. The two were at Midvale, UT, in fresh paint in August 2001. They have NREX (National Railway Equipment) painted on the cab window like the SD50s.
 – *Steve*

Utah Railway Roster Additions

The Utah Railway's roster has changed significantly thus far in 2001. As of August 2001 these were the additions:

2000-2008 GP-38's.

3000-3001 GP-40's leased from National Railway Equipment (reporting marks (NREX)). They arrived in mid-August 2001.

5001-5006 MK 5000C (Utah 5006 had yet to arrive on the property) leased from MotivePower, Inc.

6060-6064 SD50's built in 1982, are ex-Hamersley Iron (Australia). The SD50's are numbered NREX 6060-6064, leased from NRE.

Notes: All but three of the 9000 (9001 - 9012) series SD40-2 units were to be returned to Motive Power, Inc., Boise, Idaho later in 2001.

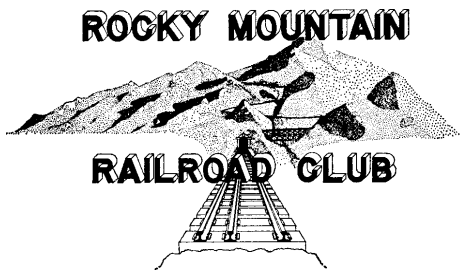
The Utah Railway lone F45, 9013 was mentioned as being retired or sold off. It was still on the property in August.
 – *Skimmed from the Internet*

UP Rescues Amtrak, Twice

By Eva Hoffman

When Amtrak 6 rolled into Denver Union Station at 2:30 AM, 7/30/01, it must have looked strange. At the head end of the train was UP8200, then UP5644, with Amtrak 9, 10, and 66. The train was seven hours late. Probably the newest of this consist of five locomotives was Amtrak 66 (Phase 5 paint scheme), but it was dead even at the start of the trip in Emeryville, California, on 7/28. Although it was nicely painted, it was dead weight.

Continued on Page 8, Column 1



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UP Rescues Amtrak, Twice

Continued from Page 7, Column 3

In the Nevada desert, the Amtrak 6 engineer was complaining. "Tell maintenance that the engines take forever to get up to speed and then can't hold it with any kind of little hill." Then came the load limit due to a hot engine. Twice Amtrak 6 stopped to cool the engines. By Salt Lake City, Utah, the passenger train was two hours late.

The next engineer who boarded in Salt Lake City soon got frustrated. He reported to dispatch, "I have one dead loco and the others are not able to maintain track speed." That was an understatement. The train limped over Soldier Summit at 10 m.p.h. The plan was to reset engine #9 at Helper, but, ironically, Amtrak started inquiring about a helper while at Helper, Utah.

Train 6 just made it past Wellington when everything went dead. This time Amtrak

engine #10 indicated high crankcase pressure. An eastbound UP coal train ahead reported that they could cut out one of their engines at Floy. Amtrak decided to try to get to Floy on one locomotive. Twice Engine #9 failed too, and Amtrak coasted to a stop in the middle of the Utah desert. Sometimes, even power to the cars didn't work. Lunch was discontinued because the cook couldn't see.

Spirits were high among the passengers and crew as the train limped into Floy. Waiting for us there was UP 6544. But the hoses on the UP 6544 were too short. Undaunted, the crew patched several together and they held. The train started moving again. Progress was still slow partly because the freight locomotive was hooked up backwards to the cars and had no ditch lights. All grade crossings had to be approached at 20 m.p.h. Green River, Utah, came four hours late and Grand

Junction, Colorado, seven hours late.

In Grand Junction, UP came to the rescue again adding UP8200 to the Amtrak 6 consist. The head-in was ready to high-ball when the conductor discovered that the cafe car attendant was missing. He had gone grocery shopping. By now, the train was nearly eight hours late. UP was not amused at this because the slow progress of Amtrak 6 had backed up eastbound freight traffic.

The two UP locomotives actually made up some of the time getting to Denver and were still at the head of Amtrak 6 when it departed Denver to Chicago.

Note: Most of this information came from my scanner. Conductors told the passengers very little. The car attendants were also listening to the scanner.