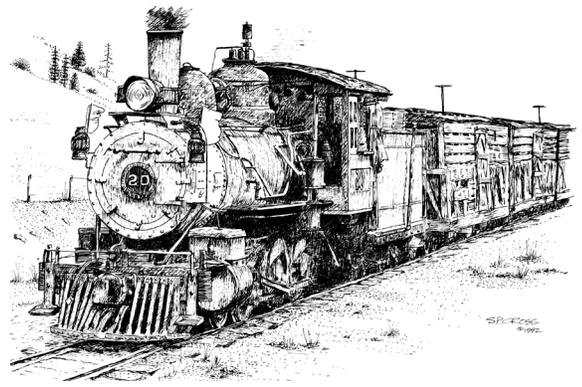


ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2005

No. 545

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

C&S Standard Gauge Steam

Presented by Bob Andrews

February 8, 2005 • 7:30 PM

The February program features C&S steam operations along the front range from Pueblo to Cheyenne as well as on branch lines. Bob Andrews will present his photographs of a time when there was more standard gauge steam than narrow gauge steam. Bob has traveled all over Colorado and to many other states to take train pictures. Many family vacations including a trip to Africa also included train photography. Bob was born and raised in Denver. He and his wife were school classmates and have been married for 56 years. They have four children.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, through the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

Denver Rail Heritage Society Quarterly Meeting

The DRHS will hold its quarterly meeting at the REI Sporting Goods store located in the old Denver Tramway Power Plant at 1416 Platte Street in Denver on Thursday, February 17th at 7:15 PM. Please park in the underground garage.

Gary Collins, long time traction fan and also a member of the Rocky Mountain Railroad Club, will show his pictures from 1986 of Toronto, the largest traction system in North America, portraying a mix of the first generation Canadian LRVs, traditional PCCs, and even a 1920s Peter Witt tour car in action. This is certainly a program not to be missed. The DRHS operates the Platte Valley Trolley. Questions may be directed to 303-797-8444.

Membership Renewals

By Dave Goss, Membership Chair

You should have received your 2005 membership renewal notice. This year, in order to expedite the processing of dues, we will be using a Post Office box in Aurora. Please return your dues payments in the envelopes that were enclosed with the renewal notices. This will help us coordinate the processing of checks and payments for your 2005 dues. Renewals were due by January 1, 2005.

In case you misplaced your envelope, this is the special address for membership renewals:

Rocky Mountain Railroad Club
Membership Renewals
PO Box 460934
Aurora, CO 80046-0934

2005 RMRRC Events Schedule

March 8 Meeting	South African Garretts
April 12 Meeting	Joe McMillan's Santa Fe Years 1964 to 1995
May 7 Event	Cheyenne Shops Tour
May 10 Meeting	Slide Potpourri
June 14 Meeting	To Be Announced
July 12 Meeting	To Be Announced
August 9 Meeting	To Be Announced
September 13 Meeting	To Be Announced
October Event	Annual Banquet
November 8 Meeting	To Be Announced
December 13 Meeting	To Be Announced

The deadline for items to be included in the March *Rail Report* is 2/14/05.

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.

From The President

By Jimmy A. Blouch

We started this year with a very enjoyable program presented by Dick Luckin. I am sure everyone joins me in extending a big thank you to Dick. We also had a good turnout for our January meeting.

We have many challenges to tackle this year. The Club must research ways in which to earn income. We can no longer depend on trips as our major source of income. Publications and videos also cannot be solely relied on to bring in enough to support our operating costs. Another area that needs attention is expenditures versus income. As it is now

we do not bring in enough income to cover expenses and consequently the Club is running in the red.

As you can see, the board you have elected this year has a lot of work to do. We are up to the challenge and will keep the membership up to date on our progress.

If you have an idea about how to earn income, please bring them to my attention. My e-mail address is jblouch@aol.com. I will be happy to hear all your ideas and I know we are sure to have some that will prove to be successful.

Rocky Mountain Railroad Club Treasurer's Report 2004

By David Goss

Income		Expense	
Advertising	\$ 185.00	Accounting/Bookkeeping	\$ 6,092.95
Books Sales	\$ 6,257.80	Advertising	\$ 343.88
Donations	\$ 694.59	Bank charges	\$ 1,205.92
Dues for 2004	\$ 6,476.00	Cash donations	\$ 1,250.40
Dues for 2005	\$ 9,937.00	Depreciation	\$ 680.04
Equipment Fund	\$ 1,051.00	Goodwill/ PR	\$ 519.86
Interest	\$ 429.24	Insurance	\$ 4,977.90
Merchandise Sales	\$ 487.50	Intermountain NRHS	\$ 96.00
Miscellaneous	\$ 18.00	Board merger legal rev.	\$ 637.50
Trips & Banquet	\$ 19,767.50	Meetings	\$ 13.42
Video Royalties	\$ 765.19	Miscellaneous	\$ 57.70
Video Sales	\$ 4,131.90	Office	\$ 621.02
Total Income	\$ 50,200.72	Postage	\$ 5,223.80
(Cost of goods sold)	(\$ 7,099.31)	Printing	\$ 14,422.09
Gross Profit	\$ 43,101.41	Publishing costs	\$ 5,603.74
		Newsletter - Other	\$ 181.37
		Rent	\$ 1,981.00
		Repairs	\$ 149.31
		Restoration	\$ 3,419.95
		Taxes/Licenses	\$ 519.96
		Telephone	\$ 787.65
		Train Shows	\$ 570.50
		Trip Costs	\$ 17,356.43
		Website	\$ 245.00
		Total Expense	\$ 66,957.39
		NET Income (Loss)	(\$ 23,855.98)

Treasurer's note

Membership renewal notices did not go out until November 2004, as opposed to October, as has been the practice in previous years. As a result, the bulk of dues payments have been received during the month of January 2005. That income has substantially reduced the income loss reflected on this annual statement.

Board Meeting Schedule Change

Board of directors meetings are now held on the first Tuesday of the month. Members are always welcome to attend any board of directors meeting.

Publishers Statement

Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Club Phone: 303-979-2806
Website: <http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the club address listed above. Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 for each month remaining in the year. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

President	Jimmy Blouch
Vice President - Projects	Darrell Arndt
Vice President - Programs	Don Hulse
Secretary	Roger Sherman
Treasurer	Dave Goss

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the month. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

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

**Rocky Mountain Railroad
Historical
Treasurer's Report**
By David Goss

Income

Campaign Income	\$ 8,071.00
Contributions - Books	\$ 535.00
Contributions - Electrical	\$ 150.00
Contributions - Unrestricted	\$ 932.50
Contributions - Other	\$ 1,560.57
Merchandise Sales	\$ 692.07
Interest Income	\$ 4.34
Total Income	\$ 11,945.48
(Cost of goods sold)	(\$ 217.65)
Gross Profit	\$ 11,727.83

Expense

Advertising/Promotions	\$ 65.69
Miscellaneous	\$ 4.29
Office supplies	\$ 100.14
Postage	\$ 400.99
Printing	\$ 336.90
Accounting/Bookkeeping	\$ 288.00
Legal fees	\$ 37.50
Rent	\$ 3,480.00
Restoration Car #25	
Brass	\$ 330.00
Electrical	\$ 425.31
Hardware	\$ 2,216.16
Maintenance	\$ 10.31
Total	\$ 2,981.78
Sales tax	\$ 77.83
Telephone	\$ 458.26
Train Shows	\$ 85.00
Total Expense	\$ 8,316.38
NET Income	\$ 3,411.45

Continuing Foundation Donations
By Jean Gross

CHARLES J. (BUD) LEHRER

Dear Members of the Rocky Mtn Railroad Club,

As many of you know, my father passed away after a long illness with cancer. Before he died we talked about his donations for the year & I wanted me to make sure this donation made it your way for the Car 25 project.

I will miss his visits to my house every ^{1st} Tues of each month for his railroad club meetings.

Sincerely,

Julie Lehrer Forbes

The foundation received this letter to Club and Foundation members from Bud Lehrer's daughter Julie Lehrer Forbes.

We are halfway to the Foundation fund raising goal thanks to continued support of members and matching grants from employers. At present \$ 8,000 has been raised so let us continue in this new year with another \$ 8,000 in donations. We have many memorials for fellow members that can be honored through your contribution along with many companies that will match your donation. If you have any questions please don't hesitate to contact any trustee or myself.

The honor list this month is as follows:

Donations were received from Roy Altenbach, Mat Anderson, Kevin Corwin, W. Milton Cowan, George Ek, Deanne Fehrman, P.A. Gilbert, Wayne Hume, Louie Hunt, Jo Riley, Charles Ulman and Hugh Wilson.

Julie Lehrer Forbes donated for and in memory of her father Bud Lehrer.

We also received a donation from Xcel Energy that matches a donation from Peter West.

Continued financial support is allowing progress on #25 to continue at a good pace.

Information Request

Jack Anthony is writing a book on the lost communities of the Air Force Academy, focusing on Husted and Edgerton, which were communities along the D&RG and AT&SF. He is looking for railroad enthusiasts who may have insight into Edgerton and West and East Husted. West Husted was along the Rio Grande route and East Husted along the Santa Fe. They thrived in the late 1800s and early 1900s.

He is willing to interview members. He is also doing site explorations of the old town sites.

E-mail jackanthony78@aol.com if you have any information or able to provide any information.

In Remembrance
Willard L. Peck

Willard L. Peck, long time member of the Rocky Mountain Railroad Club, died December 29, 2004 at home. He was a member of the Club for 49 years, joining in 1955 and held membership number 35.

His career was in the railroad industry retiring in 1983 after serving as General Counsel of the Colorado and Southern and Regional Counsel of Burlington Northern. The Rocky Mountain Railroad Club has received monetary contributions in memoriam as suggested by the published notice.

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.

Light Rail Vehicles Start Running on T-REX as Part of Integrated Testing

Light rail vehicles started operating on part of the Denver Metropolitan area's Transportation Expansion (T-REX) Project starting 12/20/04, but riders can't hop aboard just yet. The first segment of the T-REX light rail corridor between Broadway and Steele is now ready for the required integrated testing. For three months, empty light rail vehicles will run intermittently on the tracks from Broadway to Steele, to test the various elements of the new light rail system.

The track, signals, sub-stations, and Overhead Contact System (OCS) are among the systems that will be tested in an operating environment to ensure that the elements are all working together properly and safely.

In March 2005, after the integrated testing is scheduled to be complete, RTD will begin using this same rail segment to test the 34 new light rail cars being provided through T-REX. Each new vehicle must operate successfully for 1,500 miles before being put into service. So, periodically for the next two years, empty light rail vehicles will be running in the segment from Broadway to Steele.

The start of light rail testing is an opportunity to revisit some key light rail safety messages: Do not trespass in the light rail right of way and contact with live overhead electrical wires is dangerous.

T-REX construction is on schedule to be complete in September 2006. The Southeast Corridor Light Rail is on track to open to the public in December 2006. Visit www.trexproject.com for more information about the T-REX Project.
-T-Rex, 12/17/04



Denver's Regional Transportation District's diamond just south of the South Broadway Street Station is seeing more train movements as the new Southeast Corridor comes on line. The tracks, signals, substations and overhead contact system (OCS) that design-build contractor Southeast Corridor Constructors installed saw testing start on 12/20/04. In March 2005 the 34 newly delivered light rail cars will commence testing on the Southeast Corridor. Those tracks are the ones at right. The southbound train at left was headed for Littleton on a D line run. - Photo © 2005 Chip.

NRG Energy Announces Long-term Coal Transport Agreement for Its Big Cajun II Facility

NRG Energy Inc. has entered into a long-term coal transport agreement with Burlington Northern Santa Fe and affiliates of American Commercial Lines LLC (ACL) to deliver Powder River Basin coal to its Big Cajun II facility in New Roads, Louisiana, beginning 4/1/05.

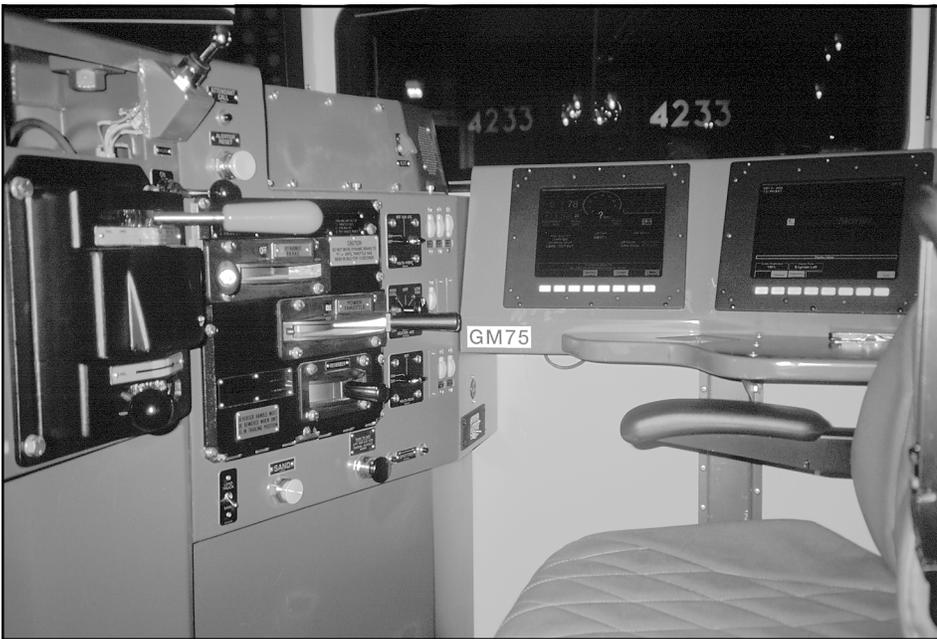
“This agreement represents another important step in the implementation of our long-term coal strategy which is predicated on managing risk through an integrated approach to the procurement, transportation and handling of our key fuel commodities,” said David Crane, NRG president and CEO. “In addition, Powder River Basin coal transported under this agreement is naturally low in sulfur and thus provides our customers in the South Central United States with environmentally responsible, low-cost and reliable electric power.”

Earlier this year, NRG announced an agreement to lease 1,540 rail cars, some of

which will be used to transport coal by BNSF and ACL affiliates to the Big Cajun II facility. Big Cajun II is a three-unit, 1,700 megawatt coal generating station that is owned and operated by Louisiana Generating, a wholly owned subsidiary of NRG. NRG co-owns unit three with Entergy Corporation, which owns a 42 percent share. Louisiana Generating serves all the electricity needs of Louisiana's 11 electric cooperatives.
-BNSF Today, 12/14/04

Unit Ethanol Train

BNSF operated an 84-car Lincoln, NE, to Watson, CA, (train symbol G LINWAT7 23A) unit ethanol tank car train over the Joint Line on 12/28/04. The BNSF 9-44CW 4754 led the 10,796-ton southbound train. It arrived Palmer Lake, CO, about 9:00 PM. The corn derived ethanol is gathered at Midwest processing plants and shipped to California refineries. There it is blended into gasoline. Note the use of the G prefix that typically signifies a BNSF covered hopper grain train. The BNSF grain desk handles the ethanol producers tank car needs. BNSF



Electro-Motive Division (EMD) has placed an updated engineer console in their new SD70M-2 demonstrator, GM 75. Recent years have seen engineers getting the desktop console. GM 75's console puts the controls back on the left side. Unit was in Colorado in late December 2004 moving to the Transportation Technology Center (TTC) near Pueblo, CO. Two computer screens are in front of the engineer. Railroads can choose different engineer console arrangements on their unit orders. Older engineers usually prefer controls on the left.

unit ethanol trains have been noted using the Colorado routing since May 2004.

BNSF Power on UP Grand Junction Train

Union Pacific's Grand Junction to Denver North Yard train left Grand Junction 12/30/04 with four BNSF units as sole power. The M GJNY 30 passed Glenwood Springs, CO, on 12/30/04 at 1:25 PM with BNSF power; BNSF 5010 Heritage II paint, 1080 painted Heritage I, 4581 and 5244 (both painted Heritage II). It's rare to see BNSF power on a UP train without any UP units. At Bond the train added two former Southern Pacific AC4400's, now patched as UP 6369 and 6273.

Union Pacific's SD70M Fleet Wrap: UP 3779-5231

It appears that Union Pacific's SD70M fleet will achieve completion with the delivery of the UP 5231. As of a day before Christmas 2004, UP 5189 was the newest unit on the property. There's still plenty left to deliver before completing the

order. Some may well be delivered in early 2005, but they will have builder's dates before 2005, making it OK for them to be Tier One compliant. But the final tally for the whole fleet will be road numbers UP 3779 - 5231.

The exact number of units the fleet will comprise looks like something over 1,400 units. A good, solid, huge fleet of the best units on UP's roster. The earliest of the original UP order, the early 4000-series, are still in good shape, having about 400,000 miles plus on them, and are still in nice shape inside the cab. They have a ways to go before their first rebuild, as the 25 former SP SD70Ms are just now getting their Class C's with full repaint at Jenks, North Little Rock, Arkansas.

The SP SD70M units logged over 900,000 miles before their first major overhaul, and were still not having any reliability problems even with this incredible amount of mileage. It's nice to see them being freshened up inside and out (though we'll miss the SP paint). They were starting to look grubby and most of them were patched anyway. Once you've got the

patch, might as well go all the way and get the full treatment and a nice coat of fresh yellow paint). I've noticed that Jenks repaints tend to have better quality paint on them than units fresh out of the EMD factory. Jenks does quality work.

This hogger finds UP's newest batch, UP 5127 - 5231, tickled pink that they have AAR standard control stands and nice, METAL 26L standard brake valves with non-removable handles. Analog duplex air gauges with one ICE LCD display screen in front of the hogger show speed, amperage, and End of Train (EOT) data. Fortunately, this will be the cab interior/control stand arrangement on the 2005 model SD70ACe's on order. I don't know how the 2005 GEVO General Electric's will be set up inside. I'd like to see them have a similar arrangement, similar to the Norfolk Southern C40-9Ws. I haven't heard what the plans are for the GE's. But the AAR standard control stand will now be standard equipment from here on out, with the desk controls available as an extra-cost special order.

The future: 315 new units for 2005, a large chunk of which will be Tier Two compliant SD70ACe's, which will basically be an extension of the existing SD9043AC fleet. 2005 will be the year of AC power. I won't be surprised, however, if in 2006 or 2007, some DC powered SD70M-2s will be ordered. And they'll be good engines, both the SD70ACe's and the SD70M-2s.

But the straight SD70M order is nearing completion, a huge historic order nearing completion, UP 3779 - 5231. They'll be around for a long, long time, and this UPRR hoghead is glad to have them.

What a sleeper the EMD SD70M turned out to be. Years ago, I wished the UP had gotten some of its own (they did lease a batch from EMD around 1995-1996, painted EMD in maroon and silver, but it didn't appear that the UP was going to get any of this excellent model, as they went straight from SD60Ms to the SD9043ACs). I like the GE Dash Nine just fine, but am glad that the SD70M, and

Continued on Page 6, Column 1

OS-CO

Continued from Page 5, Column 3

not the GE C44-9W is the backbone of our fleet. Let the BNSF and NS roll with the Dash Nines. I'll keep my good old SD70Ms.

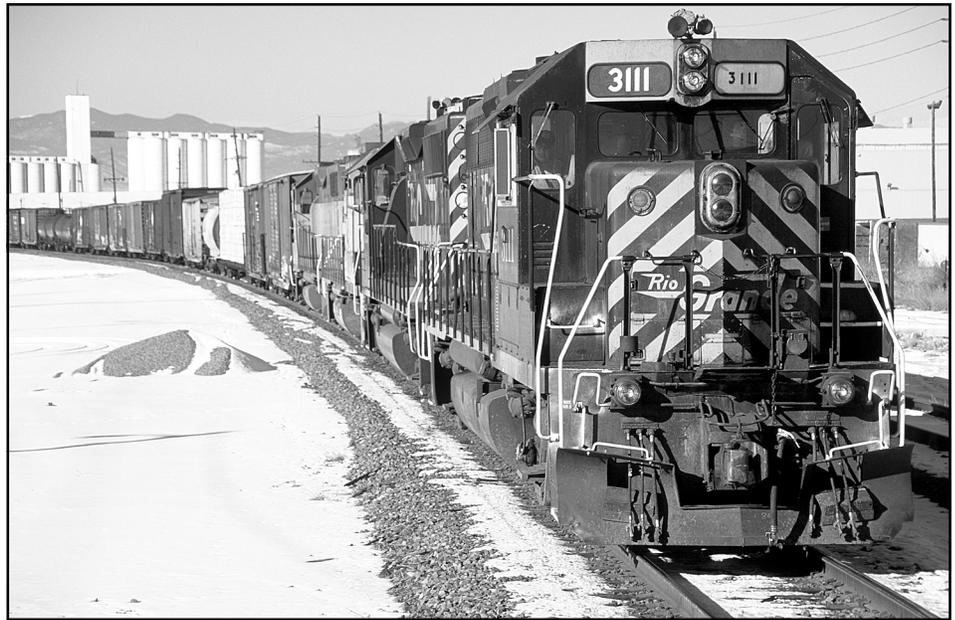
Don't count out DC SD70M-2 orders in future years. The need for new DC units has been satisfied for now with the extra unplanned SD70Ms ordered at the end of 2004. There are still plenty of DC units that will need replacing in the next few years. Right now, for example, the UP is getting their last nickels worth out of the former Denver & Rio Grande Western SD50s. Their lease will be up in a few years and you can count on them being dropped when the lease is up.

The un-rebuilt SD40-2s are being run into the ground. As major mechanical failures occur, they will be retired. Count on the batch of SD40-2Rs that were zero-lifed in 1999 with a top to bottom rebuild and addition of cab air conditioning to be around for several more years. They're still in good shape. A few former SP SD40T-2 Tunnel Motors were also put through the Life Extension program. They'll be around for awhile. I don't know the exact number that got the Class C treatment, but I had one as a leader recently, the UP 8702. It was in excellent shape with good paint, fresh cab interior - great-looking and running unit.

The 300-400 1993 and 1994 former SP SD40M-2s rebuilt by Morrison Knudsen (MK) will probably remain in the fleet for a good long time giving us some variety. MK did an excellent, total rebuild on these units. They emerged from Boise, ID, as basically brand new units out of SD40 and SD45 carbodies. A sign that UP intends to keep them in the fleet is evidenced by the fact that some of these are being cycled through Jenks for Class C overhauls and repainting. -Red

Amtrak Train 5 Derailed by Ruby Canyon Rock Slide

Amtrak's train 5, The California Zephyr, was derailed by a rock slide in Ruby Canyon on 1/11/05. The train hit a rock



Two former Rio Grande GP-40's, 3111 and 3129, were working the Roydale Local, UP train ID LDJ03-07, on 1/7/05. Train was climbing out of 36th Street Yard, Denver, CO. Come 2007, UP's 36th Street Yard will likely cease operations as a new expanded yard at Watkins, CO, opens. Change is in the wind with the coming of Denver RTD FasTracks. This portion of the line will likely become Denver RTD east line as UP shifts to the old Chicago, Rock Island and Pacific alignment. - Photo © 2005 Chip.

about 10:40 PM Mountain Time. Train 5 was on the ground near Mack, near the Utah border and west of Grand Junction, CO. The train hit a 12 foot high boulder. This occurred on Union Pacific Green River Subdivision, ex-Denver & Rio Grande Western RR.

It is unclear if weather played a role in the accident. It was wet and rainy at the time. The damaged Amtrak locomotives, P42 99, 31 and 195 along with the damaged Superliner cars were moved to the Grand Junction Yard by 1/14/05.

We can look for three P42 units, a Transition Sleeper, and a Sleeping Car from the recent wreck of the California Zephyr in Colorado, to be out of service for a while, though none are probable scrap candidates.

The AMTK 31 and 195 were originally described as "leaning" but that really meant they were leaning about 2/3 of the way over. The Transition/Dorm and Sleeper 32013, the 0532 car, were jackknifed, almost upright. Sleeper 32075, the 0531 car and a rebuild complete with red stripe on the bottom, did derail despite early reports that it

didn't, but damage was relatively minor.

Damage estimates:

P42 99	\$ 95,000.00
P42 31	\$ 175,000.00
P42 195	\$ 150,000.00
Bag 1246	\$ 99,000.00
T/Dorm 39039	\$ 182,000.00
Sleeper 32013	\$ 172,000.00
Sleeper 32075	\$ 10,000.00

-GenePoon

Amtrak Suspends Service Account Weather Related Operating Problems

Amtrak temporarily suspended service west of Denver starting January 13, 2005 for seven days. Passengers ticketed on the California Zephyr going further than Denver were offered refunds or chose to be rerouted on the Empire Builder route through Portland, Oregon.

Winter storms in the Rocky and Sierra Mountain ranges caused the temporary Amtrak service suspension effective at least through 1/28/05. The delay in service came three days after an Amtrak train hit a boulder near Grand Junction.

Continued on the Next Page, Column 1

OS-CO

Continued from Page 6, Column 3

They resumed freight operations west of Grand Junction on 1/14/05.

The California Zephyr normally operates daily between Chicago and Emeryville, CA, with stops in Omaha, Denver, Salt Lake City, UT, and Reno, NV. West of Denver the Amtrak train uses Union Pacific rails.

When Amtrak 5 derailed in western Colorado January 11th, Amtrak 6, deadheading another train (nicknamed the "Super Zephyr") was between Provo and Helper, Utah. The Super Zephyr returned back to Ogden and ran across Wyoming over UP's main. It ran south over UP's Greeley Sub and arrived in Denver on January 12th.

Amtrak 5 (of the 11th), arrived in Denver at 7:30 AM, 1/12/05. It was terminated (as Amtrak 5) due to all the problems out west. That Amtrak 5 became Amtrak 6 (effectively becoming 6(10)) and picked up passengers that have been waiting since the previous evening. The "new" Amtrak 6 left for points east departing Denver at 9:30 AM, 1/12. Thus, Amtrak 5 didn't operate west of Denver starting 1/12/05.

California was hardest hit with snow and rain closing rail lines and highways. Weather-related track closures along the former Santa Fe route disrupted all Amtrak Pacific Surfliner service. It was temporarily suspended. On 1/14/05, a Metrolink train operated on Amtrak schedules between Los Angeles and San Juan Capistrano. The round-trip service operated on Amtrak Pacific Surfliner #578's schedule (departed Los Angeles at 2:00 PM) and train #583's schedule (departed San Juan Capistrano at 4:23 PM).

All other Pacific Surfliner trains remain temporarily suspended with no alternative transportation. Amtrak stations at Anaheim, Santa Ana, Irvine, San Juan Capistrano and Oceanside will not be staffed until regular Pacific Surfliner service resumes.

Continued on Page 8, Column 1



Diesel #15 is seen here just before leaving the Silver Plume yard for the last time. The only rolling stock left there are a few cars belonging to the Colorado Historical Society, some with bad brakes. – December 15, 2004 photo © Dave Schaaf.



Georgetown Loop Shay #14 is crossing the Devil's Gate High Bridge on 9/5/04. While no longer operating on the Loop, the shay has been lettered "Argentine Central" and is operating occasionally at the Colorado Railroad Museum (CRRM). Over 20 pieces of Georgetown Loop equipment are currently at the CRRM including Shays #12 and #14, 2-8-0 steam locomotive #40, 47 ton diesel #15, 54 ton diesels #130 and #140 and ex-RGS short caboose 0400. Coach LAKE TAHOE and a number of other pieces of rolling stock are also at the museum. Club members are welcome at the CRRM and admission is free with the RMRRRC membership card. – Photo by Kneadmor Fotos.



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OS-CO

Continued from Page 7, Column 1

New Albuquerque Commuter Rail Locomotives to be Constructed by MotivePower

Wabtec Corporation (www.wabtec.com) announced that its MotivePower subsidiary has signed a \$12.7 million contract to build commuter locomotives for the Mid-Region Council of Governments in Albuquerque, NM, which is planning to initiate commuter rail service in the region.

The contract includes five MPXpress® locomotives, spare parts and training to be delivered in 2005. The locomotives, to be manufactured in MotivePower's Boise, Idaho facility, will be similar to those built for San Francisco's Caltrain commuter line in 2003. Compared to earlier-model commuter locomotives, the MPXpress units feature higher-horsepower engines, greater fuel efficiency, reduced emissions, microprocessor controls and compliance with the latest crashworthiness standards.

Intermountain Chapter, NRHS 2005 Event Schedule

For information call 303-298-0377

Friday, February 18, 2005: Dinner Meeting at Rossi's Catering. We are pleased to have Chapter member Ron Vander Kooi, Ph.D., as our guest speaker. He'll present a program "Railroading's Three 'Es' (and Three Enemies)." Railroads are Ecologically responsible, Environmentally sound, and Enjoyable. He'll compare this philosophy against the powerful politics of the "Pavement People", the "Petrol Pushers", and all who give themselves to the "Car Cartel." He will address the question, "Why are we so wasteful of our earth and our lives?" Should be most interesting and thought provoking.

Menu: Fried chicken, a second entree, mashed potatoes with gravy, green beans, dessert, decaf coffee and iced tea. Dinner reservations required. Call the Chapter office (303-298-0377). No drop-ins. All reservations and any cancellations must be made by 5:00 PM, Wednesday, February 16. After that, call Rossi's directly (303-296-1144). No-shows are billed by the Chapter. Cost for dinner meetings is \$12 per person. Cash bar opens at 6:30 PM, dinner is at 7:00 PM and the program is at 8:00. If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program, and you should arrive by 7:45 PM.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

March 6-19	China Steam Spectacular I	September 10-25	Andes Rail Adventure
March 20-April 2	China Steam Spectacular II	September 26-27	Rio Grande Photo Freight
May 7-8	Carrizo Gorge Adventure	September 29-30	Durango Photo Freight
July 2-4	Pacific Northwest Adventure	October 1-17	Rocky Mountain Fall Colors
July 10-11	Cascade Rail Adventure	October 2-16	Great Canadian Rail Adventure
August 20-28	Steam in the Andes	October 15-19	Fall Colors Express
August 26-28	Domes to Feather River		(One Way and Round Trip)
	Railroad Days Festival	November 5-21	Patagonian Rail Adventure
August 29	Cumbres Photo Special	November 10-16	Mexican Copper Canyon