



COMING EVENTS

- June 16 - 29 --- UP 3985 trek, Cheyenne to Pocatello to Salt Lake City and back to Cheyenne.
- July 9 - 18 ---- NRHS National Convention in Denver, with a wide variety of activities and events scheduled throughout the State.
- July 16 ----- NRHS excursion, Denver to Sterling and return with UP 8444.
- July 17 & 18 --- Mile High Railfair at the Jefferson County Fairgrounds.
- August 14 ----- Annual Rocky Mountain Railroad Club railroad grade field trip.
- September 3-6 -- Club excursion to Reno via Amtrak's San Francisco Zephyr.
- September 25 --- Rocky Mountain Railroad Club excursion to the top of Pikes Peak on the Manitou & Pikes Peak Cog Railway.

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FOLKS JUST NATURALLY SEEM TO KNOW A GOOD DEAL WHEN THEY SEE ONE, and so it is with the club's annual Rail Ramble. If you are one of the few who haven't already heard, this year's trip is to Reno and the legendary mining areas of the Comstock Lode. Even though the trip is not until September, reservations have already begun to arrive - and no wonder! After all, who could possibly resist a four-day, deluxe tour featuring round-trip transportation via Amtrak's San Francisco Zephyr, accommodations in one of Reno's premier, downtown hotel-casinos, a dinner show, museums, sightseeing, and much, much more?

At the risk of sounding like the proverbial broken record, we must urge those of you who are planning to attend, to send in your reservation requests as quickly as possible. In so doing, you will reduce the chances of being disappointed by an early sellout of the space you desire. Questions? Dick Lawrence or any of your Trip Committee members will be glad to answer any questions you might have, or if you prefer, leave your question on the club's answering machine, and someone will get back to you.

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BLACK BOX TESTED ON THE K.C.S. - Fuel savings of up to 22% have been reported by the Kansas City Southern after installation of "black box" devices, known collectively as the Sentry Power Dispatch System on lashups of test locomotives. The system consists of a box which is connected to the control stand of each locomotive and which controls throttle settings to match specific power requirements.

In order to understand how the system works, it is first important to understand some basics of a locomotive's eating habits. A diesel-electric locomotive, with its prime mover operating in the optimum RPM range (throttle notches 7 and 8), produces more horsepower per gallon of fuel consumed than it does at lower engine speeds (throttle notches 1 through 6). In the bygone days of 40 and 50 cent-per-gallon fuel prices, this was an interesting, but little cared about, fact. Today, though, with fuel prices pushing \$1 per gallon, the same fact provides a basis for real cost savings in over-the-road locomotive operation.

How the system works, then, is to effectively shut down one or more units in a lashup as power requirements dictate, forcing the remaining on-line locomotives

to operate at higher throttle settings. Therefore, rather than having, say, four units running in 5 notch to maintain a given speed on a certain stretch of track, the Sentry System might have three units running in the more efficient 8-notch throttle position, with the fourth unit shut down (actually running in throttle position No. 1, to eliminate traction motor damage). Train speeds are selected by push buttons on the control box. Once entered by the engineer, the speed is maintained by the system. As more or less power is called for by changes in terrain, the system automatically brings more units on or off line.

In operation, the system is considerably more sophisticated than the description given here would indicate. Each box contains a read-only microcomputer memory, which senses such items as the brake pipe (to automatically determine if the box is hooked to the lead or a trailing unit, and as a safety check to assure that power is not being applied while the brakes are set) and the other locomotives in the lashup (to see if they are equipped with a box or not). Time delays and overrides are provided so that train control techniques such as "power braking" can be manually applied when running over difficult stretches of the line, thus assuring a more positive control of slack action.

Why, you ask, is your Rail Report allotting space for an article on this state-of-the-art engineer's helper? Because, the black box is of local interest. You see, it's manufactured by American-Coleman (not the lantern people), in Littleton, Colorado.

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GEORGE W. CHAMPION, SR. -The "Grand Old Man" of the Rocky Mountain Railroad Club, George W. Champion, passed away at Lutheran Medical Center, on April 23, 1982. He was 98 years old, and had hoped to live to be 100. George Champion was born on February 22, 1884, on a ranch near the South Park town of Jefferson, CO, where his father operated a general mercantile store. He lived in Jefferson until 1898, when the Campion family moved to Como. There, George completed grammar school and a year or two of high school, before going to work in 1901, as a machinist apprentice for the Colorado & Southern Railway Co., in the Como roundhouse. After completing his apprenticeship, he went to work for the CB&Q in Curtis, Nebraska. In Denver, on New Year's Eve of 1906, George married Mayme Delaney, daughter of Jim Delaney, proprietor of Como's famous Delaney's Saloon (The Turf Exchange). The Champions were parents of three children, two of whom survive - George W. Champion, Jr., and Elaine Lichtenwalter.

George and Mayme Champion returned to Como in 1907, where they lived until 1910. During this period, although regularly employed as a machinist in the C&S roundhouse, George was, at times, called out to work as a fireman. One of the road trips he made was to Pitkin on the last run of a rotary snowplow through Alpine Tunnel, just prior to its closing in 1910. Soon after this trip, the Champions moved to Denver, where George went to work for the Denver & Salt Lake (Moffat Road), and was in charge of the wrecker. He remained with that railroad until 1919, when he opened a garage in Denver. During the CCC days of the Great Depression, he worked for the US Forest Service, at Hill City, South Dakota. In 1941, he went to work as a machinist for the McFarland-Eggers Company in Denver, retiring in 1949. In retirement, George spent the summer months at his cabin in Como, and the place was a mecca for all those interested in the South Park Railroad and Como's early days. He was preceded in death, by his wife in 1968, and his daughter, Dorothy, in 1967. Funeral services were held at Berkeley Park Chapel in Denver, with concluding services and interment at Como. George Champion will be warmly remembered and sadly missed by his many friends and fellow club members.

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THE NEWS THAT FORMER RIO GRANDE SOUTHERN'S Galloping Geese, Nos. 6 and 7, have been purchased by a Durango, Colorado man, ends a series of events that involved the Rocky Mountain Railroad Club. Representatives of the club had negotiated with their former owner for about a year and a half, in an effort to bring the Geese to the Denver area for restoration and display. The two venerable survivors of a unique fleet of narrow gauge equipment had stood on a Durango hillside overlooking the Animas River, since the mid-1950's, when they were last used in the dismantling of the D&RGW's mountain lines.

Galloping Goose No. 6 was built by the RGS in 1934, and served almost exclusively as a maintenance-of-way vehicle. Its "Master 6" Buick body carried a Buick 6-cylinder engine and the flat bed was used to haul a variety of tools and equipment. No. 6 was later rebuilt with a Pierce-Arrow body and a Pierce 6 engine, in the continuing series of modifications that characterized the whole flock. Built in 1936, Goose No. 7 was the largest of the fleet. At 46' in length, and 16,500 pounds, it was powered by a Ford V-8 engine. And, No. 7 had the distinction of retaining its Pierce-Arrow body, unlike Geese 3, 4, and 5, which were rebuilt with Wayne Bus bodies to accommodate passengers more comfortably.

In the 1950's, Nos. 6 and 7 were acquired by Durango businessman, Jack Brinkerhoff, for use in the scrapping of various narrow gauge lines. After serving this purpose, they were moved to his property in Durango, where they became the object of many pilgrimages by scores of railfans and a few potential buyers, some with, but most without the necessary resources for their purchase. In July of 1980, representatives of the club contacted Mr. Brinkerhoff and commenced a series of talks that rival the British-Argentine negotiations in number and changes of position. At one point, Bill Gould, acting for the Rocky Mountain Railroad Club, was authorized by the Board of Directors, to make a firm offer for the Geese. With certified check in hand, Bill visited Mr. Brinkerhoff in Durango, only to learn he was not yet ready to sell. During all this, rumors abounded that No. 6 and 7 would go to the Durango & Silverton Narrow Gauge Railroad or a variety of other buyers. Finally, it was learned that Mr. Shank had purchased them, and they would join his considerable collection of narrow gauge rolling stock. For Rocky Mountain Railroad Club members, the results were bittersweet. The futility of the project was offset by the knowledge that the two aged and declining veterans of the Rio Grande Southern Railroad would, at last, receive the attention they so deserve.

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TURNING BACK THE CLOCK - Two engines used on the Silverton run, have been overhauled this winter in the Alamosa shops. They are Nos. 473 and 478. The ten-passenger coaches have been repainted. Break-in runs will take place on two excursions from Alamosa to Silverton, in the days just prior to initiation of daily service, June 9. This will include the Rocky Mountain Railroad Club in Silverton on Monday, May 28, and the Illini special a week later.

- From the Silverton Standard and The Miner - May 4, 1962

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THE MOPAC INDIAN - PART II - In the May Newsletter, we reported on the theft of a 15-foot tall, 2-ton bronze statue of an indian from the rooftop dome of the old Missouri Pacific train depot in San Antonio. We are now pleased to announce that the statue was recovered just two weeks after the theft, abandoned in a litter-filled vacant lot, just 500 yds. from the MP Station. However, it seems that the statue is really only 8' tall, weighs only about 200 lbs., is hollow and not cast in bronze, but a hammered and soldered work in copper. And, although the owner was pleased to recover the historic piece, he was unsure just what the fate of the statue would be.

THE SHORT SHEET - CHARLES BRADSHAW AND HIS D&SNG DESIGNATED MAY 13, as "Silverton Appreciation Day," and ran a special train from that town to Durango and back, with a fare of only \$5 per person for Silverton residents ... The ICC received about 600 requests for authority to abandon rail lines in 1981, so wants to shorten the process, which now takes at least six months, down to an abbreviated procedure of one week ... RAILFANS shelled out \$179,000 recently at an auction in Webster, N.Y., bidding on equipment once owned by the bankrupt Adirondack Railway Corp. Thousands of items were sold, including a locomotive, baggage car, and an old Pullman parlor and buffet car, the latter going for \$23,500 ... DEMOLITION of the old back shop section of the Union Pacific's Cheyenne roundhouse will commence in July. After its razing, only 7 stalls of the passenger house will remain for storage of the 5 steam locomotives, 2 rotary snowplows, wooden caboose, and Diesel Locomotive 951.

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A MODELER?? - A visitor to New York had a few drinks too many before going off to meet a friend at Times Square. By mistake, he stumbled down the stairs to the subway, and wavered around for some time before finding his way out. Upon reaching street level, he met his friend. "Where have you been?" the visitor's friend asked. "Somehow, I ended up on someone's basement, and BOY, does he have a set of trains!!" was the reply.

- M.T.C. Dots and Dashes

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GOOD FOOD, GOOD WEATHER, GOOD COMPANY - two days of train riding, and relaxation!! Who could ask for more? Certainly not the 90 club members and guests who attended the club's April 24 and 25, Glenwood Weekend Excursion. Since most of our members (the local ones, anyway) have ridden on the Rio Grande Zephyr, we won't spend any more space regaling you with the joys of the train ride portion of the trip. Suffice to say that Amtrak should do half as well. As in past years, excursionists had ample time to enjoy both the train and all of the points of interest that Glenwood Springs has to offer, during the weekend event.

This year, the traditional Saturday evening banquet was held in the Hotel Colorado's Red Steer Room. After an excellent dinner of prime rib, with all the trimmings, three full-color 16 mm movies were presented. Two movies, one of the 8444, and the other on the Big Boy Engines were supplied by the Union Pacific. The third movie, "Portrait of a Railroad," was supplied by the Burlington Northern. Between movies, the results of Keith Kirby's mind-flogging on-board quiz (prepared with the aid of a computer, no less!) were made public. To help save face for all you "serious" railfans who took the quiz, we're not going to print the age of the winner! Prizes ranging from books to T-shirts to postcards were handed out to the smartest (or luckiest).

As is always the case, the trip committee did a superb job of planning and running the trip, and the results of their efforts were well received by all who attended.

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THE COLORADO STATE HISTORICAL SOCIETY has received a \$1,000,000 grant from the Boettcher Foundation to assist in the completion of its Georgetown Loop area project. The Boettcher money will be used to complete work on the railroad portion of the project, a 4½ mile line, joining the towns of Silver Plume and Georgetown. The grant was made in memory of E. Warren Willard, a one time leader

in both the foundation and the historical society. Included in restoration of the rail line, will be the rebuilding of the famous Devil's Gate viaduct, a spectacular span, 300' long, rising almost 100' above Clear Creek. The original bridge was constructed under the supervision of the Union Pacific Railroad Co., for its Georgetown, Breckenridge & Leadville Line. Opened to traffic in 1884, the entire Georgetown Loop became a must for tourists visiting the Denver area from all parts of the country. The decline in mining and other traffic in the area resulted in the Clear Creek line being abandoned and the high bridge being dismantled in 1939. In 1967, the Colorado State Historical Society decided to restore the area as an example of Colorado's once booming silver mining empire. Under the guidance of curator, Ed Gerlits, three miles of the rail line were rebuilt on the original grade, and passenger trains began operations in 1975 on the Georgetown Loop Railroad. The Colorado State Historical Society hopes to have the high bridge built and trains once again running between Silver Plume and Georgetown by the summer of 1984, in celebration of the 100th anniversary of the completion of the original railroad.

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FORNEY'S FUTURE - THE REDEVELOPMENT OF A NORTH DENVER neighborhood has been proposed that would include the rehabilitation of the Forney Transportation Museum. The facade of the museum would remain the same, but two or three floors would be added to the existing structure to accommodate restaurants and convenience shopping, as well as boutiques and specialty item retail stores. The rest of the site would "combine the locomotives and train cars as exhibits in a glass pavilion, with sidewalk cafes and activity centers, resulting in a 'farmer's market' atmosphere." Other buildings in the area would also be rehabilitated, several parking garages constructed, three high-rise office buildings erected, a "transportation hub" built for bus-shuttles to downtown, and eventually a residential component added. The Forney Transportation Museum is located in the old Denver Tramway Power Plant and houses an extensive collection of antique automobiles and a number of pieces of railroad rolling stock, including a private railroad car, ex-D&RGW passenger cars, rotary snowplow, C&NW 4-6-0 #444, and UP Big Boy 4005.

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