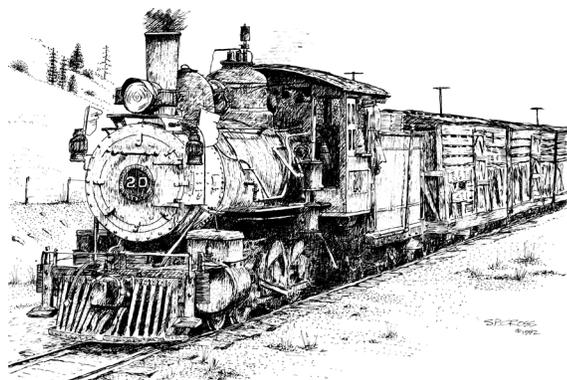


ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2004

NO. 533

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Fumes and Fuming Diesels Across the West

Presented by Tom Klinger

February 10, 2004 • 7:30 PM

The February program will be about diesels west of the wide Missouri and east of the Cascades and Sierra Nevada Ranges during the last 40 years. Most of the attention will be on main line action on such railroads as BNSF, Union Pacific, Santa Fe both the southern mainline and in Oklahoma, Rock Island, Rio Grande, Burlington Northern, BNSF through the Dakotas and Montana and the Milwaukee Road. There will be a sampling of short lines like the Cadillac & Lake City, Camas Prairie and Great Western to name a few. We will also see the old Northern Pacific mainline through Montana and North Dakota popularly know as Montana Rail Link, a line many fans have overlooked. We will see the end of the F units, GP7s, GP9s, GP35s, reign of the ubiquitous SD40s, and the new generation of GE AC4400CWs, SD90MACs, and the huge UP fleet of SD70Ms.

Tom Klinger has been an avid rail photographer since he started using a Kodak Brownie camera in high school. Later with a better camera, he took black and white prints and still later, color slides. Tom has a black and white print photography business. He has bought several collections and offers prints from them to us at ridiculously low prices. Tom has always supported the Club and can be counted on for helping out whenever he is needed. Tom and his wife, Denise, often combine photo safaris with his working rail fan shows he attends.

Join us and bring a guest to learn about the past forty years of motive power on Western lines. We meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking at the rear of the building. The entrance to the meeting in Barnes Hall is on the south side of the building. **All programs are intended to provide an educational experience. The general public is welcome to attend and there is no charge for this meeting.**

Upcoming Club Trip Plans

By Don Hulse

This spring, we are planning an Amtrak trip to Glenwood Springs. The scenery between Denver and Glenwood Springs is some of the best in the country and best viewed by train.

In May, plan for a Club picnic at Lakeside Amusement Park. Rides behind their

steam locomotives are possible.

In July, we would like to arrange a trip on the Manitou and Pikes Peak Railway with a return down the mountain in moonlight. It has been a number of years since the Club arranged a moonlight Pikes Peak trip.

2004 RMRRRC Events Schedule

March 9 Meeting:	Fun With Private Cars
April 13 Meeting:	To Be Announced
May 11 Meeting:	Slide Potpourri
May Event:	Club Picnic at Lakeside Amusement Park
June 8 Meeting:	Living Steam In Living Black & White
July 13 Meeting:	To Be Announced
July Trip:	Manitou and Pikes Peak Railway Moonlight Trip
August 10 Meeting:	To Be Announced
September 14 Meeting:	Pike's Peak Region Railroads 1870-1900
October Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	To Be Announced

The deadline for items to be included in the March *Rail Report* is 2/16/04.

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 Mike Gailus

The future for our two organizations is changing this year. This year begins a new chapter for our Club and Foundation. The first thing that has happened is the streamlining of the management of both associations. By the vote of the membership in December 2003, we are changing the language in our bylaws to allow better use of the time of our volunteer leaders. We will hold both the Foundation and the Club board meetings on the same night. This will cut down on an extra trip each month for many of us. I am looking forward to working with both boards and chairpersons this year.

As many of you know, the Foundation restoration team is nearing completion of Car No. 25. We are looking for and talking with other folks about possible places that we could run Car No. 25 on special occasions. What is the next project for the Foundation? At this time there is nothing on the table, but we are always willing to listen to your suggestions.

If you live in the Colorado Front Range area, we could use your help in filling a couple of key positions in our organizations. The Foundation is in need of a Vice President of Projects to help direct the Foundation's projects. You could also help the Club by becoming the Club's event chairperson. The Event Chair will organize and oversee the annual banquet, write press releases and help with local public events where the club meets the public such as the Great American Train Show. If you would like additional information, please contact me at 303-788-0403, mike@gailus.net or send me a letter to the Club's Post Office box.

Please consider getting involved with our organizations, as we **really do need the help**. You can help make changes in our two organizations and make a big difference in the Rocky Mountain Railroad Historical Foundation and Rocky Mountain Railroad Club.

We Need Legal Help Amending the Club's Articles of Incorporation

Your club needs some legal advice. At the annual meeting of the Rocky Mountain Railroad Club (Club) the membership approved a motion authorizing the Club directors to take a legal step. The legal step is to amend the Club's Articles of Incorporation. Please see page two of the January issue of the *Rail Report* for details.

Hiring a lawyer to perform this work would cost about \$500. If any Club member has expertise in this area and is willing to help, please contact Bob Wilson at 303-420-7127 (evenings) or e-mail bwilson@rmi.net. Under direction, members of the Board of Directors can help the volunteer by researching data or visiting county or state offices.

Membership Renewals and Equipment Fund Book Drawing

– 2004 Membership Renewals Were Due On January 1, 2004 –

Membership dues renewal forms have been mailed to all members. If you have not received your renewal information, please contact Dave Goss at 303-693-9933 or by e-mail at m1ck11@pcisys.net. Membership renewals for 2004 were due on January 1, 2004. Please consider upgrading your membership to one of the new membership levels to provide additional financial support to the Club.

Also included with the renewal notice are coupons for the annual book/video drawing. Drawing tickets are \$2.00 each and the funds raised benefits our equipment fund, which is used to care for the Club's equipment on display at the Colorado Railroad Museum.

The first raffle item is a two book set, *Union Pacific*, Volume 1 and 2, by Maury Klein. The second book is *Denver South Park and Pacific, Memorial Edition* by M.C. Poor.

Publishers Statement

Rocky Mountain Rail Report

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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.rockymtnrclub.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	Mike Gailus
Vice President	Steve Mason
Secretary	Roger Sherman
Treasurer	Dave Goss

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the third week every 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 Club Treasurer's Report – 2003

By David Goss

Income

Banquet	\$ 4,070.00
Books Sales	\$ 6,858.83
Donations	\$ 200.00
Dues	\$ 30,205.50
Equipment Fund	\$ 1,847.45
Interest	\$ 499.99
Leases (3101 / 22)	\$ 36.00
Merchandise Sales	\$ 1,786.39
Miscellaneous	\$ 2,302.00
Trips	\$ 62,959.50
Video Royalties	\$ 527.88
Video Sales	<u>\$ 6,447.95</u>
Total Income	\$ 119,108.99
(Cost of goods sold)	<u>(\$ 8,771.13)</u>
Gross Profit	\$ 110,337.86

Expense

Accounting / Bookkeeping	\$ 9,270.00
Advertising	\$ 1,283.37
Bank charges	\$ 2,117.81
Banquet	\$ 4,418.71
Cash donations	\$ 900.00
Goodwill / PR	\$ 713.42
Insurance	\$ 4,301.00
Meetings	\$ 293.81
Miscellaneous	\$ 566.74
Office	\$ 1,743.21
Postage	\$ 5,466.35
Printing	\$ 14,742.41
Rent	\$ 4,091.00
Restoration	\$ 536.73
Roster	\$ 2,562.34
Taxes / Licenses	\$ 494.47
Telephone	\$ 850.49
Train Shows	\$ 408.03
Trip Costs	\$ 55,691.32
Website	<u>\$ 280.00</u>
Total Expense	\$ 109,451.84
NET INCOME	\$ 886.02

This reflects the financial information for the Rocky Mountain Railroad Club. The financial information for the Foundation will be reported separately.

Out At The Museum

By Denny Haefele

Bob Tully and I spent part of a nasty, cold, Saturday the last weekend of 2003 doing some work with the saw making more window trim. Even though the work was all done in the roundhouse, the wind bit at our hands and face going to and from the Rico. The second Saturday in January was certainly more friendly for doing work out at the museum. With the first Arctic blast of winter come and gone, the Club's usual cast of characters began to appear at the museum once the sun was out and things started to warm up a little for the normal work session.

Denny Haefele had not had the Rico unlocked for long when Russ and Sue Stuska showed up and began work on the interior of the car. Denny cut some more pieces of wood to fit the windows while Russ used some finishing brads to fasten the frames to the paneling. Sue decided that the kitchen needed a fresh coat of paint around the frames we put up in a previous session. Sue also says if there is no historical basis for the "yucky" yellow in the kitchen then it may officially become another color at a future date.

Roger Sherman arrived and began to help Russ with the frames. Denny went to the roundhouse and cut a half dozen more frames to fit. Whoever came up with the phrase "measure twice and cut once" must have been using square pieces of lumber on a flat surface. This is not the case with the Rico. Measure twice and cut twice, then cut it again and then hammer it into a snug fit.

With some money taken from the donation jar, Roger and Denny went to town to find some dark tinted polyurethane in an effort to get the new frames and the old paneling to match. Roger got out the sanding block and smoothed over some rough spots and sanded the spots on the paneling that haven't seen any light for the last fifty years. He then applied a coat of the tinted polyurethane to the frames and the match was incredibly close. We'll be able to tell more when the stuff dries.

We continue to give out cookies and left

over coloring books to the kids that come and see us while we are working. Museum visitors are continuously intrigued with the history of the Rico and the 20. Seems like the enthusiasm for fixing old train cars is contagious. While we are working, donations keep flowing in to the collection jars to such a point that the last purchases made for paint and nails were not charged to the Club but paid out from the money taken in on site.

Each month in the newsletter we try to paint a picture in words so that you may get a feel for the work that goes on. As each piece of wood or brush full of paint goes on our equipment, it looks better and better. Our reward comes in the form of compliments on the good appearance of the Club's equipment both from museum hosts and visitors alike. You are invited to bring your experience and skill and add to the mix. We are at the Colorado Railroad Museum the second and fourth weekend of each month.

Rocky Club volunteers logged in excess of 700 hours at the museum in 2003! The volunteers who put in the most time this year were honored at the December meeting with "Certificates of Merit" from the Club, as well as a 16 by 20 inch print of a R. H. Kindig picture of the 20 crossing a trestle near Ophir on the Rio Grande Southern taken on a 1947 RMRRC excursion.

Special thanks in 2003 to Bob Tully, Denny Haefele, Ken Gow, Roger Sherman and Russ & Sue Stuska

Both the RMRRC and the Colorado Railroad Museum maintain volunteer logs of the hours worked. At the end of the year, the Museum adds the hours that we put in on our equipment to their totals. To keep hours from being added in twice, you are asked to put time in only ONE of the logs. In the past we have logged in both books but this practice only makes totaling things up confusing. In 2004, if you work on the Club's equipment, please put your hours only in our log book so we can acknowledge your contribution.

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.



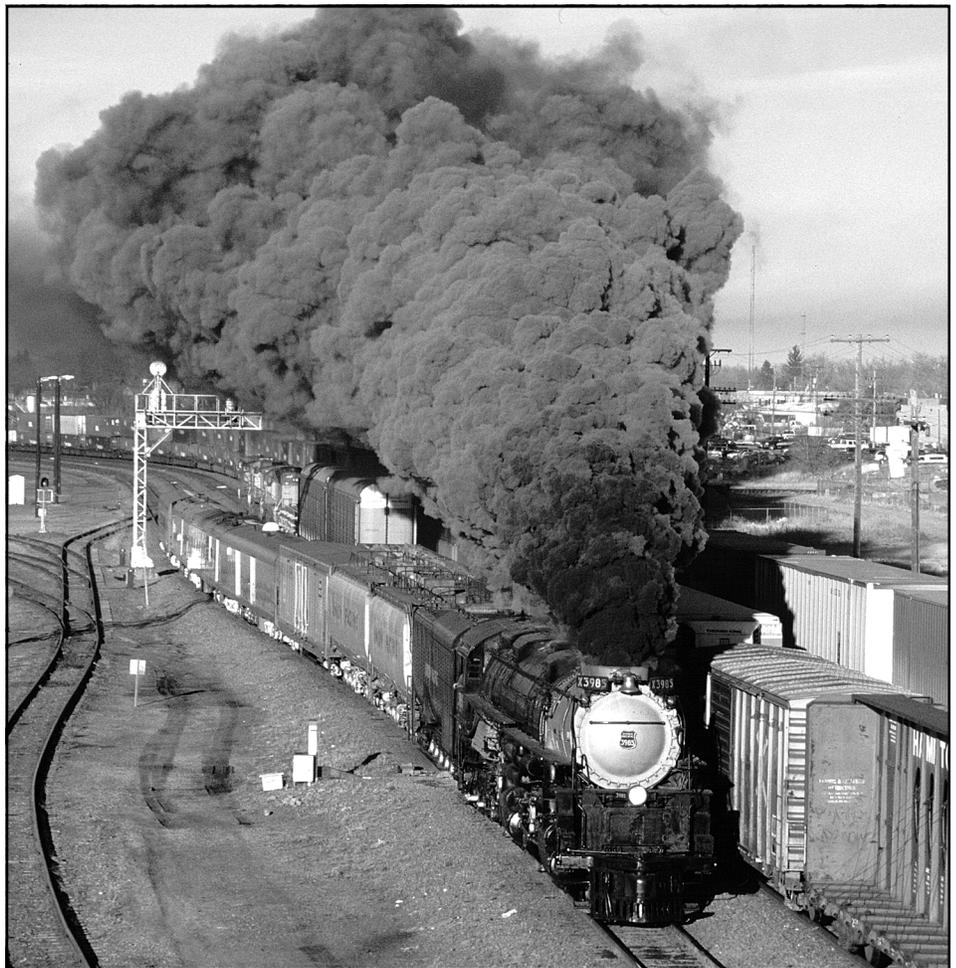
Club member and Union Pacific employee Bob Fryml was on the scene at UP's Cheyenne, WY, yard on 1/12/04 to see a rare UP 3985 winter departure.

– Photo © Chip.

UP 3985 Starts Super Bowl XXXVIII, Houston, Texas, Tour

Union Pacific Railroad's "Challenger" steam locomotive 3985, the world's largest operating steam locomotive, started a nine-state, 3,500-mile tour departing east from Cheyenne, WY, on 1/12/03. The short train left its Wyoming home about 8:45 AM under the watch of Denver television station, News 4, Bell 407 helicopter, N14TV. The UP 3985 was headed for Houston, TX, where it will be on public display during Super Bowl XXXVIII activities.

The News 4 helicopter and the few fans out that crisp, upper 20's, January morning, caught 3985 performing a dramatic departure. The 3985 billowed smoke as it passed the Cheyenne Depot and blasted out of town. The climb up Archer Hill produced a white plume that made many an admirer's day. One gentleman commented it took him back to his youth when in the early 1950s UP operated steam and diesel. During this rare



Steam billowed skyward when UP's 3985 departed Cheyenne, WY, headed for Super Bowl XXXVIII (game was Sunday, February 1st) at Houston, TX. UP 3985's six car train included parts box car UP 9336 and concession car SHERMAN HILL. Denver TV station, News 4, video taped the departure from their helicopter. Photo © Chip.

winter tour, the 60-year-old locomotive will be on display in Kansas City and St. Louis, Missouri, and North Little Rock, Arkansas.

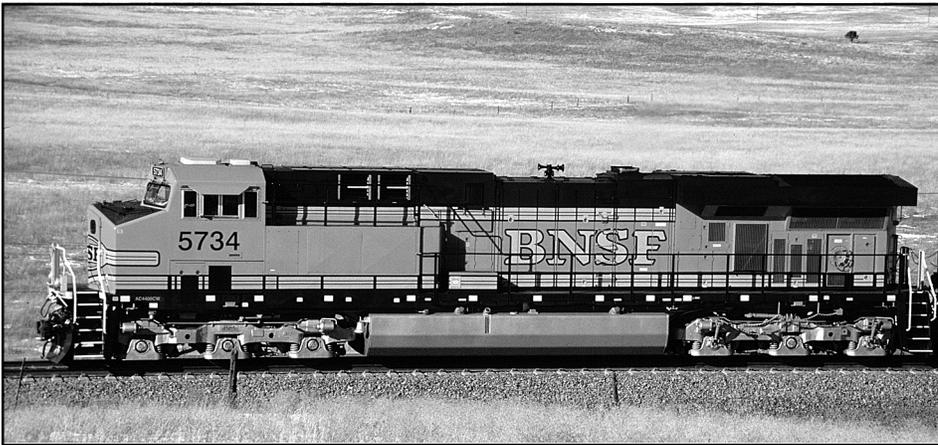
The tour celebrates the railroad's heritage. Houston is steeped in railroad history and having the world's largest operating steam locomotive on display during the Super Bowl seemed a natural fit. Union Pacific's 3985, an articulated locomotive with a "hinged" frame to allow it to negotiate curves, is 122 feet long. It weighs more than one million pounds, has six-foot diameter drive wheels and can reach a top speed of 70 miles per hour.

Union Pacific Challenger No. 3985 was designed by Union Pacific and built by the American Locomotive Company. It is one of 105 Challengers built for Union Pacific between 1936 and 1943 and is the only

operating engine of its class in the world today. No. 3985 was built in 1943 and last operated in "regular" train service in 1957. It was retired and stored in the roundhouse in Cheyenne, Wyoming, until 1975 when it was placed on display near the Cheyenne depot. A group of Union Pacific employees volunteered their services to restore the locomotive to running condition in 1981. The Challenger is based in Cheyenne, WY. – *Thanks to UP for this unique experience.*

For route information on the UP Challenger 3985 trip to Houston, TX, for the Super Bowl see:
<http://www.uprr.com/notes/corpcomm/2003/graphics/superbowl1.pdf>

The train schedule is at:
http://www.uprr.com/notes/corpcomm/2003/super_schedule.shtml



General Electric is testing their new 12-cylinder locomotives on BNSF. BNSF 5734 is a GE demonstrator painted BNSF's Heritage II scheme. The Tier II emissions compliant GEVO AC4400CW was leading a Vancouver, WA, to Hutchinson, KS, empty grain train south on the Joint Line at Palmer Lake, CO, on 12/23/03. – Photo © Chip.

Unit Steel Coil Train to California

BNSF 9-44CW 4829 & DPU 4574 were added at Denver, CO, on 12/18/03 for the run over the Colorado Rockies to Pittsburg, CA. Train U KCKPIT1 11 (Kansas City, KS, to Pittsburg, CA) departed Prospect Junction with 56-cars about 12:40 PM. Power set up was three up front with BNSF 4574 on the rear. It used Union Pacific trackage rights. The train met UP's West Local at Rocky Siding. The West Local's power was UP (ex-D&RGW 3155) GP-60 1901, DRGW GP40 3097 and UP (ex-DRGW 3154) GP-60 1900.

A Great Day On The Ski Train

AnSCO Investment Company's Ski Train with leased Amtrak F40s 242, 283 & 289 pulled a full train with over 750 passengers on Saturday, 12/27/03. The train was delayed about five minutes leaving Denver Union Station, Denver, CO, due to freight traffic.

Crossing BNSF's 23rd Street crossing, two locomotives in Santa Fe schemes (with BNSF sub lettering) and trains were waiting. One was the Kountry Job with a blue and yellow unit. The other train on main one had warbonnet painted BNSF 717.

The Ski Train sped west to Leyden, where it stopped briefly. No train was met, so we continued climbing the Front Range. At

Clay, Ski Train 242 West took the siding at 8:15 AM for an eastbound UP coal load. Loaded trains are not allowed on the Clay Siding. Once back on the main we kept going all the way to Winter Park.

Two other trains were noted enroute. The first was an eastbound BNSF train with about eight units at Rollinsville. This could have been a Stockton, CA, to Denver manifest. The second train was a westbound Union Pacific freight UP 7256 on Tolland Siding.

Despite our delayed start, we emerged from Moffat Tunnel at 9:15 AM, and were on the ground at the Winter Park Ski Resort by 9:25 AM.

Snow all morning added to the skiers' delight. However, temperatures were in the single digits with a brisk wind all morning. The afternoon saw the snow cease, but mostly cloudy skies prevailed.

Amtrak's westbound California Zephyr was running on time. It emerged from Moffat Tunnel about 10:40 AM lead by two P42DC's. On the rear were several material handling cars (Amboxes).

During our layover, four trains operated. Two west: UP 7256 and an empty coal train. The afternoon saw two coal loads struggle up Winter Park Hill: UP 7171 and SP 333.

The Ski Train returned early to pick up

passengers, about 3:30 PM. They said they'd be back at 3:45 PM. The passengers were happy to be back aboard after their cold day on the mountain.

There were no train delays going back. There were no trains seen during daylight on the sidings coming down the Moffat Tunnel Line. The Ski Train passed Union Pacific's North Yard at 5:50 PM, and stopped to align switches at South Platte River and into Denver Union Station. We stopped at Denver Union Station at 6:15 PM.

This is a fine way for family and friends to visit the Colorado Rockies in the winter. Coach seats are \$45 per person and the Club car is \$70 per person which includes Continental breakfast and après-ski snacks. Check out the Ski Train's website at www.skitrain.com.



The eastbound Ski Train arriving at the Winter Park Ski Resort to pick up passengers on 12/27/03. The train arrived at the pickup point fifteen minutes early and provided a smooth trip back to Denver. We were on the platform at Denver Union Station by 6:15 PM. The Ski Train advertises a return time of 6:30 PM. – Photo © Chip.

New BNSF Power from General Electric

General Electric (GE) will deliver to BNSF AC4400CWs 5654-5717 and 5748-5750 in 2004, along with the last of the 30 GEVO's. BNSF will then have 151 GE alternating current (AC) locomotives later this year. Watch for them in coal and grain train service.

Continued On Page 6, Column 1

Letter to the Editor

A Personal Account of The Wreck of Burlington's Advanced Exposition Flyer and Exposition Flyer in Naperville, Illinois

By Peter Bulkeley

I read with interest the "ICC Speed Limits of 1947" article in the January *Rail Report*. My parents, sister, brother and I were on the Burlington's Advanced Exposition Flyer when it plowed into the stopped Exposition Flyer in Naperville. We had been at my mother's parents in Chicago for, I believe, Easter and were returning home to Abingdon, Illinois, just south of Galesburg. We were in the dining car when the accident occurred.

My brother and I hit the edge of the table and were knocked out momentarily, as we were facing the direction the train was traveling. I'm not sure where my father was sitting, but my mother and sister were kept from falling backwards by some servicemen who were in the dining car. My recollection was the left side of the diner was reserved for service personnel. We weren't injured even considering the force of the collision. Our table remained upright although some tables came loose

from the wall and fell on diners' legs injuring them. I recall confusion and mess everywhere in the diner.

We went back to our seats and remained there for what seemed like an eternity to a hungry six-year old. My father went forward to see what had happened and wisely refused to let me go with him. We watched the shoofly track being built around the two sections of the Flyer. Finally a steam engine pulling commuter cars stopped along side and we got on for a very noisy trip back to Union Station in a car with wicker seats.

We boarded another Burlington train late in the afternoon and got to the wreck site about dusk. Of course we were in the diner once again. My sister had hysterics when we saw the huge piles of wreckage and the equipment working to restore the line. When we arrived in Galesburg, one of my father's brothers met us and had

tears streaming down his face. "I've never been so glad to see someone in my whole life," he said to my dad. At the time, I had no idea what this was all about.

One humorous aspect of this whole event occurred when my grandparents heard about the train wreck. Of course they had no idea which section of the train we were on, so they raced out to Naperville from their Rogers Park home to look for us. The next day a Chicago paper reported an "elderly couple" was at the crash site looking for their daughter and her family from Abingdon. My grandfather was highly incensed to be called "elderly." Of course he seemed ancient to me at the time, but he probably wasn't much older than I am now at 63.

Oh yes, World War II had been over for almost 8 months by the time of the accident. Few, if any, calendars now note VE Day in May and VJ Day in August.

OS Colorado

Continued From Page 5, Column 3

Unit Pipe Trains Head for Texas

Union Pacific operated the first of several unit pipe trains south via the Greeley line on 12/16/03. The train had UP SD70M 4975, AC6000 7578 & SD70M 5012.

Train arrived Denver North Yard about 3:30 PM. Train continued south via Joint Line after sunset. It was turned over to BNSF at Pueblo for movement south to Singleton, TX. Train likely originated on the California Northern and was interchanged to the UP at Suisun, CA.

The train had three empty auto racks behind the power with about 40 cars of pipe. On the rear were two empty auto racks. One of the flatcars was JTTX 136208.

Another loaded pipe train passed Colorado Springs, CO, on the Joint Line 12/29/03. Winged UP SD60M 2265 lead UP 7880 and 9296. The train had an empty auto rack car between the power and one on the rear of the train. UP turned it over to

BNSF at Pueblo.

The pipe trains are likely carrying new pipe for a water or wastewater line under construction in Texas.

UP Slug UPY 910 in Colorado

A former Missouri Pacific switcher rebuilt by Missouri Pacific into a slug arrived Denver, CO, on 1/15/04. UPY 910 is considered a yard slug, model SL-1. It once worked the Missouri Pacific lines as SW-7 1211. MP rebuilt the switcher to a slug at the Pike Avenue Shops at North Little Rock, Arkansas, during August 1980. It emerged as MP 1407. UP renumbered MP 1407 to UP S16 in August 1988. UP renumbered the B-B truck slug to UPY 910 during 2001 or 2002.

UPY 910 arrived Denver as the second unit on the North Platte, NE, to North Yard, Denver, CO, train. Power on the M NPNY 14 was UP AC4400 6476,

UPY 910, 8133, SP 357, UP 6681, 6691 and 7076. The SL-1 yard slugs once numbered 23 units; UPY 903 to UPY 925. About half of these units have been retired between 2000 and 2002.

-Thanks to Don Strack for background.

New Irontdale, CO, Grupo Cementas de Chihuahua-Dakota Cement Plant

BNSF will be adding a new rail served cement customer at Irontdale, CO, near Commerce City in 2004. The Grupo Cementas de Chihuahua-Dakota Cement Plant construction began in 2003. BNSF Denver Terminal Superintendent Jim Perdew expected the plant to become operational during the first quarter of 2004.

BNSF currently serves another GCC-Dakota facility in Denver off the Jersey Line. The company was planning

Continued On Page 8, Column 1



The Amtrak crew's temporary door cover.

An Adventure On Amtrak

Photo and Story By Jean Gross

I boarded Amtrak No. 5 in the rain and snow on December 9, 2003, in Mount Pleasant, Iowa, headed home to Denver. I had upgraded my sleeper to deluxe and was looking forward to a good dinner and a peaceful nights sleep rocking and rolling over the rails that Amtrak follows between Iowa and Denver. The on-board crew was especially cordial and the sparse number of passengers in the diner visited over dinner. We observed the deteriorating weather outside, while appreciating the quiet determination of the diesel locomotive pushing its way West. I retreated to enjoy the ride in my compartment that was the last in the first car behind the engine and baggage car. I decided to retire as we left Omaha, Nebraska, about 11:30 PM.

My next conscious moment was arising when I thought we should be at Ft. Morgan, CO, yet there had been no call to breakfast! I hurried into the dining car only to see just two couples having breakfast and sharing the excitement of the night. They evidently had considered waking me to observe the more than capable crew shoveling snow outside my compartment door and forward down the



Denver & Rio Grande Western's Krauss-Maffei Diesel-Hydraulics

By Joe Priselac

In this 18 by 24 Acrylic/Gouache painting by Club member Joe Priselac, it's December 1961 and the clouds are breaking up from an overnight snowstorm that blankets the rails of the Denver & Rio Grande Western's Moffat Road along South Boulder Creek. The first train through is a freight powered by three brand new 4,000 horsepower diesel-hydraulics built in Germany by Krauss-Maffei.

The ever present dynamometer car for testing purposes is coupled to the third unit led by No. 4001. Due to costly heavy maintenance costs and many modifications, the units were sold to the Southern Pacific and in 1964 became SP

No. 9103-9105. They did not work out for the SP either and were sold for scrap in September 1967.

Just recently, Colorado Railcar Manufacturing Company in Fort Lupton introduced a self propelled commuter railcar with a propulsion system similar to the Krauss-Maffei where power is transferred to the trucks through a transmission system and a series of drive shafts.

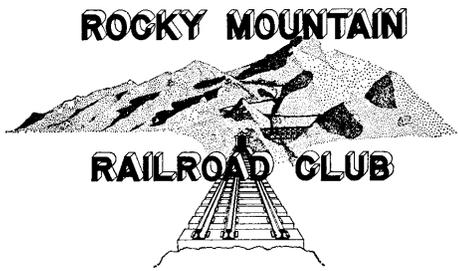
A Shade Tree Books publication *Southern Pacific Diesel-Hydraulic Locomotives* by Joseph A. Strapac gives a real good short interpretation on the operational features of the hydraulics.

aisle, along with the ruckus being made as how to deal with this incident. It was a first for the car attendant!

Somewhere just west of Lincoln, Nebraska, a crew change point, our train hit a 10 foot long, 7 foot high, drift of snow. Our young engineer had just transferred from California and had never run in snow. The run through was fine except that the chunky snow went over the engine, along the baggage car roof and hit our high profile car. The impact of the snow bent the door and broke out the door

window. Evidently, we stopped "dead in our tracks" when the Assistant Conductor, who was in my car at the time, heard the hit and found the damage.

The crew spent the next two hours finding wood and other materials in the middle of nowhere to build the barricade. The conductor still doesn't know how I slept through it all! By the time we arrived in Denver, word had spread to the rail fans on board and we were all observing the seemingly untouched exterior of the train. It was still a great trip!



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OS-Colorado

Continued From Page 6, Column 3

on a third cement plant south of Pueblo, CO.

Cement unit trains containing up to 54-cars each, originate at Moorcroft, WY. Trains are unloaded at one of the two Denver plants. BNSF delivers the cars where GCC-Dakota employees using hy-rail vehicles move them for unloading on their property. A pneumatic vacuum system removes the cement from the railcars.

BNSF Joint Line Helpers Based at Sedalia, CO.

BNSF stationed a pair of SD60s at Sedalia starting in December 2003 to shove Joint Line coal loads up over the Monument Divide. BNSF SD60 9276 and 9277 were noted at Sedalia on 12/18/03. BNSF runs trains with 128-cars south via the Joint Line from its Wyoming Powder River Basin coal mines. – *The Iron Horse*

Colorado Railroad Museum 2004 Scheduled Operations

For information call 303-279-4591

Intermountain Chapter, NRHS 2004 Event Schedule

For information call 303-298-0377

<p>February 20: Dinner meeting at Rossi's Catering. The program will be David Pitts, presenting "The Adventures of a Private Railcar Owner", which chronicles restoring the Colorado Pine.</p>	<p>March 19: Dinner meeting at Rossi's: "Hatch Wroton Presents."</p>
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Reservations are required. Cash bar at 6:30, dinner at 7:00, program at 8:00. \$12 per person for dinner and program. Program only is \$5 per person.

Trains Unlimited, Tours 2004 Trip Schedule

For TUT information call 1-800-359-4870

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

<p>April 15-18 Domes To Reno</p> <p>April 22-May 6 Great Canadian Rail Adventure</p> <p>April 26-May 3 Canadian Steam</p> <p>May 1-2 Caribou Express</p> <p>May 15 McCloud Steam</p> <p>June 10-20 Alaskan Railfan Adventure</p> <p>June 10-13 White Pass Steam</p> <p>July 2-8 Domes To The Pacific Northwest</p> <p>July 4 Domes To Canada</p> <p>July 6 Stampede Pass Rail Adventure</p>	<p>August 7-9 Pacific Coast Domes</p> <p>Aug. 19-Sept. 2 Great Peruvian Rail Adventure</p> <p>August 27-29 Domes To Feather River RR Days</p> <p>Sept. 19-Oct. 2 China Steam Spectacular</p> <p>Sept. 27-28 Rio Grande Photo Freight</p> <p>Sept. 29 Durango Photo Special</p> <p>October 2-3 Nevada Northern</p> <p>October 2-9 New England Fall Colors</p> <p>Oct. 28-Nov. 12 The Old Patagonian Express</p> <p>November 11-17 Mexican Copper Canyon</p>
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