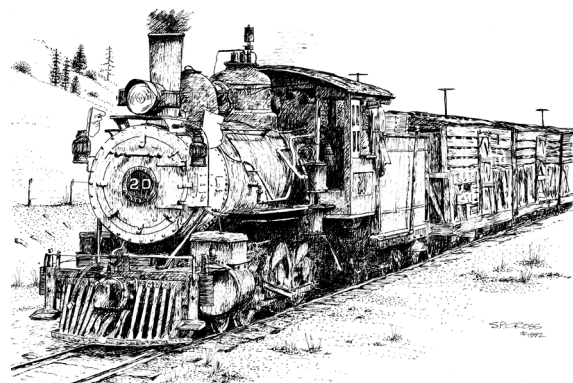


ROCKY MOUNTAIN RAIL REPORT



APRIL 2000

No. 487

ROCKY MOUNTAIN RAILROAD CLUB

Colorado Springs Trolley Status

By Howard Noble

April 11, 2000 • 7:30 PM

Howard Noble, vice president of the Pikes Peak Historical Street Railway Foundation, will present the April program. Howard will show the Colorado Springs trolley operations from their start in 1887. The system expanded and was soon electrified. Winfield Scott Stratton acquired the system in 1900 and rehabilitated the system to a first rate operation. The Colorado Springs & Interurban Railway ran until April 1932. He will also discuss the current status of the Foundation.

The Foundation has acquired 13 streetcars. They have nine 1947 Philadelphia SEPTA PCC's, a 1943 Toronto PCC, the 1934 Los Angeles PCC #3101 leased from the Rocky Mountain Railroad Club, a 1919 Laclede historic car and the 1919 Fort Collins Birney #22 historic car leased from the Rocky Mountain Railroad Club. They plan to run on Colorado Avenue into old Colorado City from downtown Colorado Springs and mesh with the Colorado Springs bus system.

Howard Noble went to MSU at Lansing, Michigan, graduating with a degree in economics and transportation. Howard retired in 1999 as the president and general manager of the Cadillac and Lake City Railroad. Howard has been involved with railroading for over 30 years. Now in retirement, he works full time as the vice president of the Pikes Peak Historical Street Railway Foundation.

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

Union Pacific Cheyenne Shops Tour

Please note that the Cheyenne shops tour is limited to those arriving on the RMRRRC chartered bus. Private vehicles are not allowed on UPRR property and may be removed by the Special Agent.

Only those arriving on the RMRRRC chartered bus will be allowed on the tour.

Slide Potpourri Night

The April 11 club meeting will be the last day to give Erwin Chaim slides for the Annual Slide Potpourri Night on May 9. Slides may also be submitted to Erwin at Caboose Hobbies before April 11. Call Caboose first to make sure he will be working when you want to deliver your slides. Erwin cannot accept slides after April 11 or on the May 9 meeting night.

2000 Events Schedule

May 9 Meeting:	Slide Potpourri
May 13 Event:	Union Pacific Cheyenne Shops Tour
May 20 Event:	Colorado Railroad Museum Club Work Day
June Event:	RTD Light Rail Trip
June 13 Meeting:	To Be Announced
July 11 Meeting: (Special Location)	Steam in China at the Broncos
August Event:	Colorado Springs Trolley
August 8 Meeting:	To Be Announced
September 12 Meeting:	Route of the Rockets - Rock Island
September 22-24 Event:	Deseret & Western Railway
October 21 Event:	Annual Banquet Passenger Trains
November 14 Meeting:	Video Potpourri
December 12 Meeting:	Winter on Rails

The deadline for items to be included in the May *Rail Report* is April 17th.

From the President

By Dave Goss

In case you haven't seen the inaugural issue of Classic Trains magazine, it's worth reading. Especially interesting is an article by Mallory Hope Ferrell about some of his experiences on Rocky Mountain RR Club trips in the 1960's. In fact, our very own Number 20 is featured in a full color reproduction of Philip Ronfor's painting "Photo Stop 1947." The author's comments certainly bring back many fond memories of the early trips the club arranged on the Rio Grande Southern and other narrow gauge lines more than forty years ago. Ferrell's article also brings a bittersweet point forward when we realize that many of these same lines are but abandoned rights of way or historic markers today.

Only the CATS and the D&S survive today. But thanks to the work by the Friends of the CATS and to the

management of the D&S, we will be able to enjoy these two historic railroads for many more years.

One Sunday in March, the officers and directors held an informal brainstorming and planning session in the Richardson Library of the Colorado RR Museum. During that time, we talked about where we (as a Club) have been, where we are today, and where we might want to go in the future. Although no specific action plans have been developed yet, we see the focus of the Club has been and continues to be in four areas: membership, education, preservation and publicizing ourselves (through publications, videos and meetings). In the next few months, we plan to develop specific actions to support these areas and will be looking for members to help carry us into the next sixty years.

Heber Valley Railroad Great Western 75 Photographers Special

The Heber Valley Railroad's annual Photographers Special is planned for September 21, 2000. This special all day event is scheduled as the Great Western locomotive 75's first public photo excursion since 1993.

Photo Special tickets are now available for \$75.00. The one day ticket includes an eight hour train ride, lunch, a complete shop tour as well as a two hour night photo session with both of the Heber Valley Railroad's steam locomotives, the Former UP 618 and the Great Western 75.

In addition, this event on the Heber Valley Railroad is being held two days prior to the special Photo Train on the Durango & Silverton on September 23, 2000. The Cumbres & Toltec may also run a photo train on September 24. The spacing of these three events allows plenty of travel time



Great Western 75 on the Rocky Mountain Arsenal in Denver, Colorado, on October 10, 1987.

– Photo © Bruce Nall

between each railroad.

If you would like more information on this event write the Heber Valley Railroad, PO Box 609, Heber, UT 84032 or call 435-654-5601 or 801-581-9980.

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Club Information

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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	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

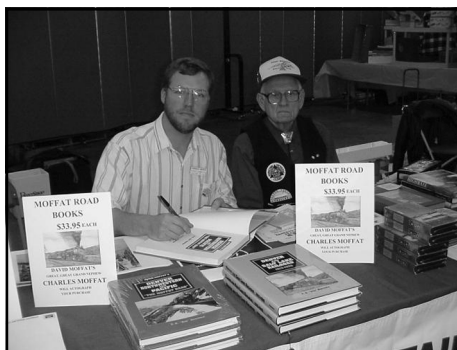
Club Books Still Available

DAVID MOFFAT'S DENVER, NORTHWESTERN AND PACIFIC

This history includes a David Moffat biography which relates his many banking, mining, and railroad ventures in early Denver. His years of leading the Denver and Rio Grande are chronicled before this history tells the story of his attempt to build his standard gauge railroad directly west from Denver through the Continental Divide to reach Salt Lake City. Moffat died before his completed railroad became a reality and was reorganized in 1913. The hard cover book contains 256 pages and more than 200 fine old photos including many superb McClure prints.

DENVER AND SALT LAKE RAILROAD 1913 TO 1926

This publication continues the Moffat Road history after its 1913 reorganization during the railroad's most difficult years, and it is the sequence to David Moffat's *Denver, Northwestern and Pacific. Denver and Salt Lake Railroad 1913 to 1926* is similar in format to David Moffat's book with many fine old photos and the same high quality paper between the hard covers and full color jacket. Also included are four extra features: our photo tribute to Otto Perry, William Gibson's



David Moffat's great-great-grandnephew, Charles Moffat (left), autographs author Bob Griswold's Moffat Road Books at the Great American Train Show on February 26, 2000.
- Sherm Conners Photo

1926 trip to Corona, ninety year history of Private Car MARCIA, and a history of Chapel Car EMMANUEL.

To order any of these books, send your name, address, membership number, the book title and check or money order to:

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Members pay only \$33.95 for each book plus \$3.50 shipping for the first book and \$1.00 shipping for each additional book. Denver residents please add \$2.48 sales tax for each book, Colorado residents please add \$1.02 sales tax for each book.

Cumbres & Toltec Scenic Railroad Update

Cumbres & Toltec Scenic Railroad will be ready to roll for its 2000 season, after the Rio Grande Railway Preservation Corp. was awarded a five-year operating contract by the bi-state commission which controls the railroad.

The C&TS has been without an operator since George Bartholomew lost his contract last October.

The commission, at a meeting in Albuquerque on March 1, 2000, approved the contract by a 4 to 0 vote. The Rio Grande Railway Preservation Corp. is a newly formed subsidiary of Friends of the Cumbres & Toltec Railroad. The Friends

have been assisting in support and preservation for years, along with maintenance of the equipment over the winter months while the line is dormant.

"Without the Friends, we wouldn't have a railroad," said one commissioner. "Their hard work has kept the trains ready to run all this winter while we had no operator. With their expertise and knowledge and dedication, we expect a great 2000 season."

The Friends and Rio Grande Railway Preservation are also nonprofit, so all proceeds will go to operations, upkeep and preservation.

Out At The Museum

By Steve Mason

We normally work on the second and fourth Saturday's of the month at the Colorado Railroad Museum.

March 12th was cold, damp and cloudy. We elected to work in the CRRM machine shop where it is warm. Bob Tully and I laid out the 3/8 inch steel gussets to reinforce the center sills. Bob, Ken Gow and I drilled the 7/8 inch holes for the cheek plates. Matt Tomon and Phil Scholl straightened out the threads on all our bolts and nuts. Pat Mauro, a new volunteer, helped Matt and Phil. Mike Spera, our eighth grader, cleaned and polished C&S engine No. 4.

After we drilled the holes, we used the CRRM cutting torch to notch the gusset plates for a draft gear bracket. We also primed the finished plates. We added oak pieces to the center sill splices and left them in the wood shop with Lee Ritterbush. I came out later to take photos of the equipment, pick up photos from Bob Jensen, run the sills through the surface planer, and paint the gusset plates black.

Bob Tully ran the "fourth Saturday" work day on Sunday, February 27th, so I could attend an out of town wedding. The work crew also wanted to go to GATS on Saturday to get any bargains before they sold out.

Bob Tully, Roger Sherman and Ken Gow worked half a day on the center sill splices. It is important that the splices line up with the existing center sill lengthwise when installed. They also have to line up with the side sills widthwise. Bob hopes we can install the gusset plates next session.

Russ and Sue Stuska filled the oak buffer beam with epoxy and epoxy/saw dust like we did on the RGS engine No. 20 buffer beam. Mike Spera again worked on C&S engine No. 4, his pet project.

See page 8 for Steve Mason's drawing of the Center Sill Repairs to Caboose 0578.

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.

Private Varnish GEORGIA 300

Jack Heard's privately owned business car, also known as Private Varnish (PV), laid over in Denver 2/26, 2/27/00. The GEORGIA 300 arrived in Denver via Amtrak's California Zephyr the evening of 2/26. It was parked on the north end of Denver Union Station near the Denver Chop House Restaurant. The evening of 2/27 it resumed its eastward trip on Amtrak's train #6, returning to it's Florida base (Jacksonville, FL) via Chicago, IL, and New Orleans, LA.

The GEORGIA 300 began life built by Pullman in 1930 as a 10-section-lounge named GENERAL POLK. Georgia Railroad made it their business car 300 in 1954. The car was retired in 1982. Jack purchased the car in 1986 with additional upgrades in 1989 and again in 1995. The car has a master bedroom, a double bedroom, an enclosed section, an open section, two showers, a bar lounge area off the dining room, an observation room and open rear platform. The kitchen in the car is capable of serving full meal service. The car is painted dark blue.

– JAA and The Colorado Zephyr

Military Trains from Fort Riley on UP Kansas Pacific Line

Union Pacific operated two military unit trains for the Army via the Kansas Pacific (Sharon Springs, KS, Cheyenne Wells, Limon to Denver, CO, line) on 2/27 & 2/28/00. Both trains came from Fort Riley, KS, and were headed for the U. S. Army's National Training Center near Yermo, CA.

The UP 3590 and Rio Grande SD40T-2 5404 were the power on the westbound train arriving Denver on 2/28/00. The train (S-FRYR) had one car of tanks,



The Union Pacific handled a military train from Fort Riley, KS, bound for Fort Irwin, CA, near Yermo. 2/28/00 found the train running west on UP's Limon Subdivision at Mesa Siding, Aurora, CO. UP SD40-2 3590 and Denver & Rio Grande Western SD40T-2 #5404 were the power on the all desert camouflaged Army vehicle train.

– Photo © Jon Bockelman.

armored personnel carriers, Humvees, duce and a half's and support trucks. It met an eastbound coal load at Mesa Siding. At Denver these trains moved north on the UP's Greeley Subdivision to continue west via Sherman Hill.

UP 6774 and UP SD90/43MAC 8190 were on an eastbound coal load (C SMCSR 25, Somerset Mine, CO, to the TVA - Shawnee Power Plant in Chiles, KY) which made a meet with the military train at Mesa Siding under I-70. The train had the typical distributed power 2-1 power combination (two units up front with one remote rear unit). – Robby & Jon

UP Derailment on Moffat Subdivision, Azure, West of Kremmling, CO

A westbound Union Pacific coal empty, the C-MSEY-29 (Mississippi Power from Gulfport, MS, to Energy Mine, CO), derailed around noon, Mountain Time, 3/5/00 at Azure Siding, west of Kremmling, CO. Seven cars derailed. UP 6767 was the lead unit. A wreck train was dispatched from Denver's North Yard to the wreck site. Azure Siding is at milepost 111 – that's 111 rail miles from Denver. The minor derailment was west of Gore Canyon and Kremmling, CO. The siding was clear that evening to continue train operations.

– The Colorado Zephyr



BNSF had the Trough Train running between the Antelope Mine, WY, to the Southwestern Public Service Harrington Generating Station at Amarillo, TX. BNSF train C-ATMAMH0 65 had its train of 138 loads, no empties, 21,390 tons at 6,402 feet in length rolling westward around Keenesburg (CO) curve. BNSF SD70MAC 9990, 8850 and BN 9689 are up front with BNSF 9975 on the rear.

Photo © Chip Sherman

More BNSF DPU Coal Trains

In early March 2000, noted many more BNSF coal trains than just those going to Texas with Distributed Power Units (DPU) (Public Service of Colorado (PSCX) report marks) to Comanche for example). The majority of BNSF coal trains now have DPU configurations. Also, several BNSF trains had two units on the rear – a 2+2 configuration.



Burlington Northern Santa Fe's Trough Train was put to work starting mid-February 2000 on the Antelope Mine, WY, to Southwestern Public Service Harrington Generating Station, Amarillo, TX, run. BNSF SD70MAC 9953 leads the unique BN developed Trough Train south by Castle Rock, CO, 2/15/00. — Photo © C.W. Edinger.

Along those lines, several UP coal loads have not had DPU units or a single unit on the end, just the usual one or two mid-train. They must be taking the rear units off at Denver's North Yard (usually at Utah Junction).

Also, the Denver to Pueblo, CO, manifest (M-DVPU) had another 25-35 older traditional coal hoppers once or twice a week lately. They have been the first block of cars behind the head end. The M-DVPU is used for moving up to six of the "unit coal power" units south. Those units come north later on a Colorado Springs Department of Public Utilities coal empty. — *Herb*

BNSF Steel Coil Unit Train

BNSF's steel coil train Joliet, IL, to Pittsburg, CA, train symbol U-JOLPIT1-17 passed Tonneville Siding west of Hudson, CO, about 2:10 PM, 3/19/00. The train had three units; BNSF 9-44CW 4935, ATSF 945 and ATSF 346 handling 73 loads. Steel coil cars like BNSF 529796 were on the train.

The BNSF's U-JOLPIT1-17 departed Denver the evening of 3/19/00 moving south on the Joint Line. The coil train

passed Littleton, CO, as it moved south with two pushers on the rear. A BNSF SD40 in Heritage paint and BN SD60M 9206 with crew were the rear units.

The morning of 3/20/00 found the unit steel coil train at Pueblo, CO, around 6:30 AM. The train continued southwest towards Albuquerque, NM, and west to California.



UP AC4400CW 6610 and SP 149 were leading a Public Service of Colorado coal load east out of the Colorado Rockies, 3/17/00. Mid train swings were UP 7073 & 7186. On the rear were SP AC4400CW's 135 & 208. The C-EYPS-16 was passing the Crescent, CO, siding.

Photo © Chip Sherman

While the haze and smoke filled the Denver Metro area, Crescent was sparkling clear with the dramatic Rockies as a backdrop. The mountains offered fresh air, Ski Train with Amtrak 403 leading, two eastbound UP trains and one eastbound BNSF train.

Virginia Railway Express Cars

Amtrak's California Zephyr, train 5 (departed Chicago 3/7/00) had two deadheading Virginia Railway Express (VRE) cars, 306 and 401. The train moved across Colorado on 3/8. The VRE cars rode all the way west to Emeryville, CA, located directly behind Amtrak P42's power. They had started their trip 3/5/00 from Washington, DC, to Chicago on Amtrak train 51.

Caltrain is leasing 14 "Boise Budds" from VRE for Pac Bell Ball Park Service with the option to purchase the cars. The cars are leased for the entire baseball season. There will be two cab-control cars and 12 straight coaches. The cars were used by Metropolitan Boston Transit Authority (MBTA) and other eastern commuter operations prior to purchase by VRE. The cars were delivered with VRE lettering but are being repainted by Caltrain.

— *Flimsies, issue 276, 3-7-2000 & The Colorado Zephyr*

Repaired Amtrak Cars Move East

Early 3/1/00, (Wednesday) a northbound BNSF freight had three Amtrak painted and lettered cars as its second, third and fourth cars from the end (last car was a covered hopper). They were labeled cafe, club and dinette respectively. Two had what looked like a Northeast Direct logo on the side in the center under the windows and one had a Metroliner logo.

Amtrak train 6 (3/5/00) picked up Amfleet cars 20225, 20029 and 20238 at Denver enroute back to the Northeast Corridor, Washington, DC. These are part of a group that derailed on the Joint Line while moving in a BNSF freight train from the Transportation Technology Center. The six Amtrak cars involved in the BNSF derailment were repaired at a contract car

Continued on Page 7, Column 3

Looking Back at a 1955 Trip to the RMRRC Meeting

By Jim Ehernberger

At our regular club meetings some members have inquired about my monthly trips to Denver. Of course, I am the only one who can relate unique experiences I had during these past forty-seven years. One trip especially is quite clear in my memory and when told recently some members asked me to share this story.

The Union Pacific operated a local passenger train between Denver and Cheyenne, making its final run on January 31, 1956. Since I worked for the U.P., the crew knew me so they let me commute to Denver (without a ticket or a pass) to attend club meetings. This involved getting someone to cover the last hour and a quarter of my shift because the train departed Cheyenne at 2:45 PM. In 1955, the last Pacific (4-6-2) class steam locomotives were used on this run. The schedule between Carr and Denver averaged 41.9 MPH, and included 5 regular stops and about 9 flag stops enroute. Those engines could really scorch the ballast with their high 77-inch drivers!

Easter Sunday, April 10, 1955, was a gorgeous day. However, an up-slope condition along the front range the following afternoon brought in a brief but nasty blizzard making it impossible for me to get to work that night. After dumping over fifteen inches of snow, the storm cleared about noon on Tuesday. My work schedule was to report at 11:59 PM that night and pull a sixteen hour (straight time) shift through 3:59 PM Wednesday, a long hard shift every week.

Club meetings were then held the second Wednesday of the month in the Courtroom (with terribly hard wood benches) located off of Cherokee Street across from The Mint. Meetings started at 8 PM and usually ended around 9:30 PM. Time now prevents me from being able to remember what the program was, but regardless, the camaraderie among us was the best part of all. Irv August was our club president in 1955.

Arriving Denver on time at 5:20 PM, it



Otto Perry made a sojourn to Keota, Colorado where he caught the last Burlington ten-wheeler (4-6-0) number 919, pushing a wedge snowplow through a snow filled cut. The prairie was clear of snow by April 15, 1955, when this view was taken.

was the usual long hike up 17th Street (including crossing Larimer, then considered a dangerous area), stopping for a snack and then getting to the meeting location was typical for this brave 17-year old! You could bet that I was always first to arrive at meetings!

Taking along a few photos that I had taken of the February snow storm, sparked Otto Perry to inquire about the possibility for another snowplow operation on the Burlington's Sterling to Cheyenne branch line. Due to Monday's storm, the line was shut down and Otto desired to take some pictures whenever it was to be reopened. I told him I would inquire when I returned to Cheyenne and then let him know the circumstances.

When taking the train I had three choices for returning to Cheyenne. One would be to stay with friends in Denver and return on the UP Cheyenne local the following morning. Another was to leave the meeting early enough to catch a Greyhound bus that departed at 10 PM. The third was to visit after the meeting and take a Trailways bus at 11:59 PM. On this occasion the third option was my choice. The Trailways route was a local bus that made stops at Lafayette and every

other front range community along highway 287 to Ft. Collins, through Wellington, reaching highway 87 to Cheyenne for a 2:45 AM arrival on Thursday morning. One must remember I had not had any bed rest since about 11 PM on Tuesday night! A brief nap on the train and bus may have been a possibility (very slim) until station stops were made.

The Trailways busses shared the Burlington (C&S-CB&Q) train station in Cheyenne at that time. My first chore was to inquire with the telegraph operator regarding status for opening the branch line from Sterling. As it turned out a snowplow extra (fourth time that winter) was going to operate the following day (Friday). By this time the weather had moderated considerably, and all roads were open, leaving only snow drifted into cuts.

I had no choice other than call Otto as soon as I got home, even though it was an awful hour, so he could make plans and arrangements to take time from work.

As you can see those were exciting days! After all that it was then time for a long sleep! My next shift was at 3:59 PM later that afternoon.



After the 2897 was retired, 800 (4-8-4) class locomotives were used on these trains. Engine 801 departs Cheyenne for Denver with the final run of train 52 on January 31, 1956. Jim Ehernberger photo.



The last Pacific (4-6-2) class locomotive operating on the Union Pacific was used on the Denver-Cheyenne local trains 57 and 52. This view shows engine 2897 (Lima built, 1914) at LaSalle only eight days prior to being vacated from the roster. Neal Miller snapped this view on January 8, 1956.

Swap And Shop

Member Jack Jordan is offering mostly Colorado railroad books, records, conductor's registers and hardware for sale. Send a self-addressed, stamped envelope to Jack Jordan, 1017 E. Maryland Ave # 239, Phoenix, AZ 85014 for a list.

Rail Industry Website

The rail industry's new, common website (www.steelroads.com) was launched by the Association of American Railroads. Intended to eventually bring new business to railroads, Steelroads.com is a high-tech business tool that is integrated with individual railroads' websites.

OS Colorado

Continued from Page 5, Column 3

repair facility in Pueblo, CO.

Behind that train on 3/1/00 was the empty BNSF northbound Trough Train. It was crossing over to go into Denver on Main One and went through crossover much slower than do the other coal trains and freights. – *Herb*

PSC Arapahoe Generating Station

Public Service of Colorado's Arapahoe Generating Station in South Denver has completed most of its new railroad unloading loop as of late March 2000. The 246-megawatt power station is served by Burlington Northern & Santa Fe Railroad's Kountry Line. Its located south of West Evans along South Platte River Drive West. BNSF delivers Wyoming Powder River Basin coal to the generating station. The \$12 million dollar project is scheduled for completion in May 2000.

According to Richard Roe, Manager Engineer and Support at the Arapahoe Generating Station, the new railroad loop will greatly reduce unloading times from the 4-5 days to about eight hours. Their PSC switcher #14 (a GE 80-tonner, serial number 32372) is out of service due to drive train problems. The unit will not be repaired and is available for sale. The generating station is leasing BNSF locomotives. BNSF SW-1200 3517 (ex-Burlington Northern 249) was the unit working the unloading tracks on 3/19/00.

Track loop construction on the west side of the Arapahoe Generating Station has resulted in the old west side yard tracks being taken out of service in March. The new loop track swings through the old yard. Public Service of Colorado anticipates a May 2000 completion.

The Industrial Company (TIC) is constructing the approximately 3500' railroad loop. March 2000 found the unloader about 70% completed. Once its done, trackwork can be completed and train unloading tests can get underway. –*Thanks to Public Service of Colorado and Ken Ardinger for their assistance*

ROCKY MOUNTAIN



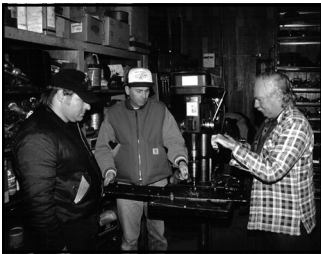
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From left; Pat Maury, Ken Gow and Bob Tully work in the CRRM machine shop. Photo © Steve Mason



February 12 work crew at the CRRM. From left; Phil Scholl, Matt Tomon, Mike Spera, Steve Mason, Bob Tully, Pat Maury and Ken Gow. Photo © Steve Mason

