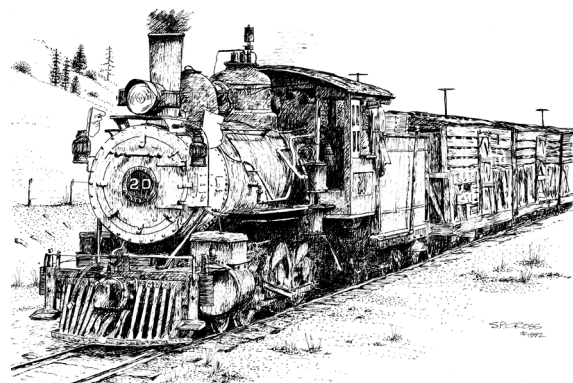


ROCKY MOUNTAIN RAIL REPORT



DECEMBER 2001

No. 507

ROCKY MOUNTAIN RAILROAD CLUB

California Dreaming

By Chip Sherman

December 11, 2001 • 7:30 PM

Visits to California in the mid-1980s yielded a vast variety of trains. Check out Union Pacific Centennials at Sullivan's Curve. US Marine switcher at Yermo. Missouri Pacific GP-38s doing street running. All this and more when we go California Dreaming with Chip Sherman. You'll never believe it until you see for yourself where Rio Grande tunnel motors once strutted their stuff with unit coal trains.

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

ANNUAL MEETING NOTICE

In accordance with the club's bylaws, the Annual Meeting of the members will be held on Tuesday, December 11, 2001, at the time and location specified herein for the regular monthly (December) meeting of the Rocky Mountain Railroad Club. This meeting is called for the purpose of electing officers and directors of the Rocky Mountain Railroad Club, who will also serve as Trustees (plus at least two non-board members will be elected) for the Rocky Mountain Railroad Historical Foundation; and any other business as may properly come before this meeting will be handled.

The nominating committee will recommend to the membership that the following persons serve in the Club positions indicated:

President - Mike Gailus	Directors and trustees for the Foundation:
Vice President - Steve Mason	
Secretary - Frend John Miner	Bruce Eller (2002 - 2003)
Treasurer - Fran Minnich	Dave Henker (2002 - 2004)
Director - Barry Smith (2002 - 2004)	Richard Eaton (2002 - 2005)
Director - Bob Wilson (2002 - 2004)	
Director - Roger Sherman (2002 - 2004)	

Membership Renewals Are Due No Later Than January 1, 2002

A renewal notice was included in the October issue of the *Rail Report*. Please note that you can now charge your membership dues on MasterCard or Visa.

2002 Events Schedule

January 8 Meeting:	Fumes Over Sherman
February 12 Meeting:	The Old C&S Narrow Gauge and Engine #9
March 12 Meeting:	Great Trains in the Winter
April 9 Meeting:	To be announced
May 14 Meeting:	Slide Potpourri
May Tour:	Cheyenne Shops Tour
June 11 Meeting:	To be announced
June Event:	BBQ at Colorado RR Museum
July 9 Meeting:	To be announced
July Trip:	3985 Steam to Cheyenne
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	To be announced
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the January *Rail Report* is 12/13/01.

From The President

By Dave Goss

I've recently been working on a chronological history of the Club and its activities. I've gone through almost all the records we have at Club Headquarters, and clearly our archives are not very complete. I visited the Colorado Railroad Museum and because of members like Dick Kindig, Jack Thode, Everett Roher, Irv August, Mac Poor, Jim Ehernberger and Ed Gerlits, many pieces of the early history of the Club have been saved. These individuals, and others, have donated personal items to the Museum such as trip tickets, flyers, certificates, brochures, newsletters, etc.

However, there may be members who have other club items which are simply collecting dust. We are particularly interested in any Club material from the 1940s, 1950s and 1960s to include in our historical chronology. Specifically, we would like to complete a set of the 3 by 5 postcards that were mailed to Club members before the formal establishment

of the Club newsletters. Also, separate mailings were sent to members announcing trips and special events, which preceded the newsletters. Many of the mailings have been lost, but we'd love to find any that survive. In the 1950s, Club presidents and officers would occasionally mail out letters announcing the upcoming events for a whole year or special actions taken by the Board of Directors. Many of these are also missing.

If members would be willing to donate their old tickets, newsletters, flyers, meeting notices, publication announcements, etc., especially for the period from 1938 to 1960, we would be most grateful. The Club would copy these items and either return them to the member or place them at the Colorado Railroad Museum for future historians. If you are interested, please call me directly at 303-693-9933 so we can make arrangements. Thanks for your consideration of this request.

No. 20 In The Hall Of Fame

By Dave Goss

On November 17, Locomotive No. 20 was inducted into the Jefferson County Historical Commission Hall of Fame. This honor was accorded because of the locomotive's designation on the National Register of Historic Places and since it resides in Jefferson County itself. A heavy brass plaque was also presented, which states:

This Property has been placed on the National Register of Historic Places by the United States Department of the Interior.

All recipients of these awards are identified in a notebook located in each public library in Jefferson County. The page accompanying the recognition of Number 20 is reproduced on page 3 (with the permission of the Jefferson County Historical Commission). Club member Ruth Koons did the sketch and Bob Tully prepared the narrative.

Locomotive No. 20, Caboose 0578 And D&IM Car 25 Featured In *Historically Jeffco*

By Dave Goss

Locomotive Number 20 was recently recognized by Jefferson County for its historical importance. In the Fall 2001 issue of the publication *Historically Jeffco*, three separate articles illustrated with photographs discuss No. 20, Caboose 0578 and Car 25.

The article on Car 25, written by Milly Roeder, contains a map and four nicely reproduced photos. One photo accompanies each of the articles on No. 20 and Caboose 0578. Several Club members helped review these articles.

Members can purchase this booklet for \$5.00, plus \$2.00 postage, by sending a request to the Club at:
PO Box, 2391
Denver, CO, 80201-2391
Please indicate you'd like Issue 22, 2001 of *Historically Jeffco*.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Mike Gailus
Secretary	Freund John Miner
Treasurer	Fran Minnich

Newsletter Contributions

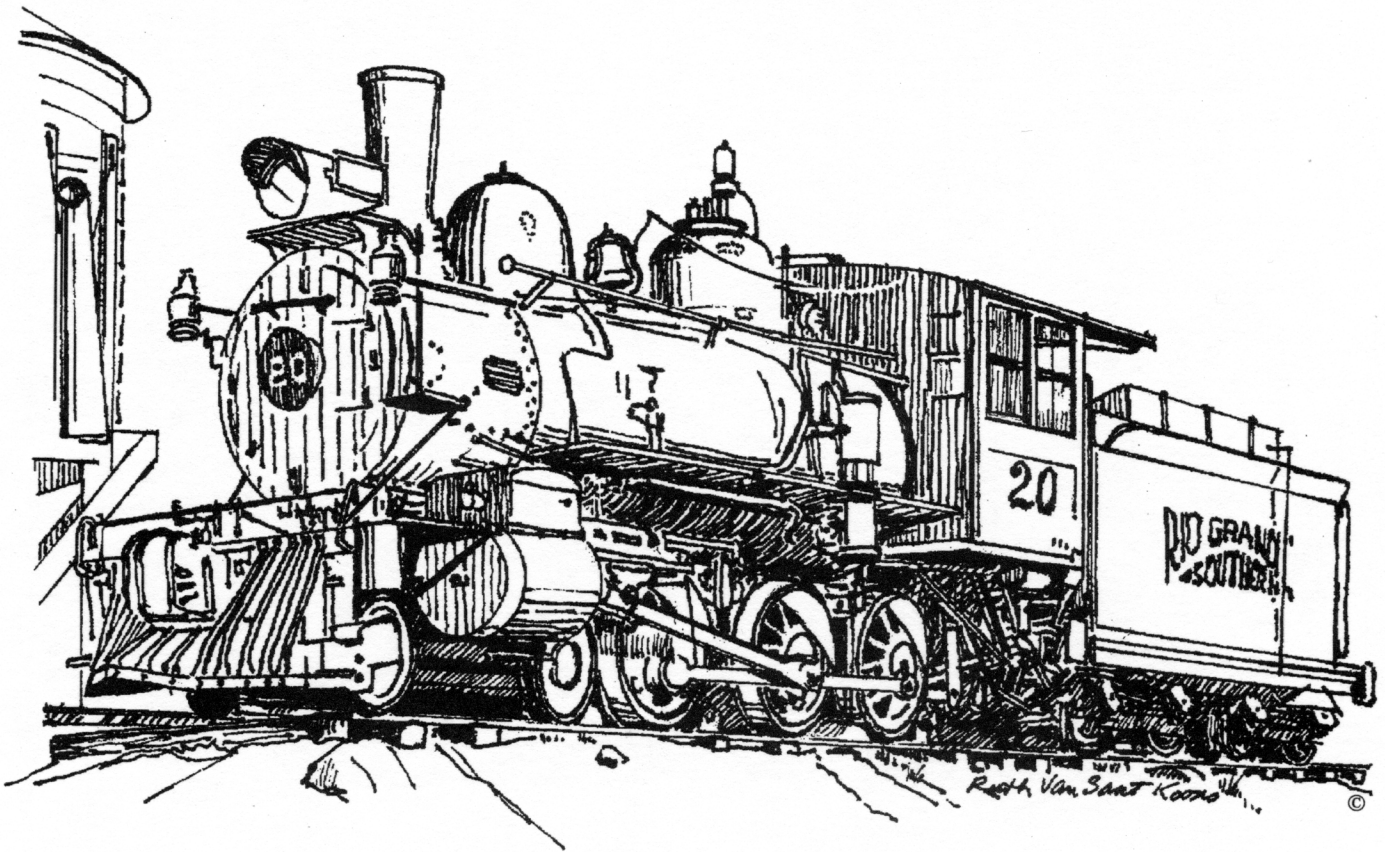
Newsletter contributions and items for publication should be sent to:

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

Fax: 303-978-0402
E-mail: selectimag@aol.com

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

Rio Grande Southern Railroad Steam Engine No. 20



Engine 20 is a rare surviving example of a narrow gauge, ten-wheeler steam locomotive. It is an important example of nineteenth century engineering and the only remaining old Schenectady Locomotive Works steam engine in Colorado. Only three narrow gauge 4-6-0 engines exist in the state. They are D&RGW No. 168 displayed in Colorado Springs, D&RGW No. 169 on display in Alamosa and Rio Grande Southern Engine No. 20, the largest and most powerful, on display in Golden. It has served Colorado residents and visitors to this state for over 100 years, first hauling passengers and freight in the central front range, then in the southwest mountains during the historic development and decline of gold and silver mining. It operated on three important railroads, each of which are no longer in existence, but remain a significant part of Colorado's growth and prosperity. Engine 20, on display for 6 years in Alamosa County and now for 44 years in Jefferson County, remains available for education and enjoyment due to the dedication, contributions and efforts of railroad enthusiasts from Colorado, all other states and many other nations. RGS #20 is owned and maintained by the Rocky Mountain Railroad Club and displayed at the Colorado Railroad Museum in recognition of Colorado's history and to benefit current and future generations of our citizens.

Engine 20 was listed on the National Register of Historic Places on December 14, 2000.

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.

Building a High-Speed Passenger Locomotive

U.S. Secretary of Transportation Rodney E. Slater in 1999 announced the award of \$7 million in federal funding to continue the partnership between the Federal Railroad Administration (FRA) and Bombardier Transit Corporation in producing a prototype non-electric high-speed locomotive by the year 2000.

“High-speed rail is an important part of President Clinton’s transportation vision for America in the 21st century,” said Secretary Slater. “This successful public-private partnership is developing the technology which will enable safe and efficient high-speed rail passenger service.”

The FRA and Bombardier are currently constructing a 5,000-horsepower, self-propelled locomotive that will permit high-speed rail passenger service without requiring installation of overhead electrical wires to provide power to the train. Bombardier, Inc., an international company, is headquartered in Saint-Bruno, Québec. The prototype was assembled in Bombardier Transportation’s Plattsburgh, NY, plant.

“This high-tech 21st century locomotive is taking shape, a product of our partnership with Bombardier,” said FRA Administrator Jolene M. Molitoris. “The high-speed non-electric locomotive will greatly advance the introduction of high-speed rail services in many parts of the country.”

The locomotive will use gas turbine and advanced electrical propulsion technology. It will weigh about 100 tons - about half the weight of some current diesel freight locomotives. Passenger trains powered by



The Union Pacific (UP) Railroad, former Southern Pacific business car UPP 140 STANFORD at Denver Union Station in late October 2001. The STANFORD was on the rear of Amtrak’s California Zephyr on 11/1/01. – Photo © Chip.

the 69-foot-long locomotive will be capable of traveling at speeds up to 150 m.p.h. In the future, the prototype locomotive’s acceleration capability will be augmented by integrating a flywheel energy storage system being developed in a FRA-funded project at the Center for Electromechanics at the University of Texas at Austin.

The FRA and Bombardier are sharing prototype development costs on a 50-50 basis. This award of \$7 million combined with \$3 million in FRA funds awarded in

fiscal year 1998 brings the total federal investment to \$10 million. Bombardier also has contributed \$10 million.

Currently, Alabama, California, Florida, Georgia, Illinois, Indiana, Louisiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, New York, Ohio, Oregon, Pennsylvania, South Carolina, Texas, Virginia, Washington and Wisconsin have programs in place to address upgrading existing rail corridors to provide improved passenger rail service.



The Union Pacific (UP) Railroad had two West Coast based, former Southern Pacific business cars at Denver Union Station in late October 2001. UPP 140 STANFORD and UPP 150 SUNSET came west on the Kansas Pacific line arriving in Denver on 10/30/01. They departed west on the rear of Amtrak's California Zephyr on 11/1/01. They were caught at Coal Creek Canyon crossing Blue Mountain Drive. – Photo © Chip.

Building on the upcoming Acela high-speed service in the Northeast, Amtrak is working with states and other partners to expand and increase speeds on corridor services in other parts of the country. The high-speed non-electric locomotive will make high-speed rail possible in many corridors where the costs and physical challenges of electrification are prohibitive.

The high-speed gas turbine locomotive is a principal element of the FRA's Next Generation High-Speed Rail Technology Development Program which began in 1995. The aim of the program is to adapt existing technologies to reduce the cost of initiating high-speed rail service on existing rail lines. Central to these efforts are partnerships among the FRA, state

transportation agencies, Amtrak, and the private sector. The High-Speed Rail Program also facilitates the use of advanced technologies through the development and demonstration of advanced computerized train control systems and the elimination of hazards at highway-rail grade crossings in designated corridors.

–Federal Railroad Administration

FRA / Bombardier Gas Turbine

The 2200 is an FRA paid for experimental "Fossil Fuel", gas turbine (G/T) powered "POWER CAR". There are also going to be three or four "Acela like" tilting coaches which will also demonstrate the capability of providing non-electrified territory high speed rail.

The major engineering problem was packaging the G/T and extremely high capacity electric generator called MEG-GEN, into the identical modular package as their electric versions which power Acela Express. The unique MEG-GEN, for MEGA-GENERATOR, developed in conjunction with the University of Texas has the potential of delivering "volume" electric power. The AC / DC / asynchronous AC "power train" is identical to the Amtrak power cars. Look for extensive tests to be conducted at Pueblo – maybe for a year or more, provided the G/T MEG-GEN package holds up and is reliable.

This is only the start since G/T's are "gas guzzlers" and are not efficient under varying loads with constant throttle changes. Plans are afoot to have a tender – probably a modified Acela coach, which will utilize a "flywheel" energy storage device. Such an application would allow significantly better G/T utilization and significantly improved performance. Should all these tests work out and if overall reliability and cost effectiveness is demonstrated, then such a trainset may go into full production.

–CharlieA



Bombardier (BBRX) 2200 moved via UP, Denver to North Platte, NE. The train was out of Denver on 10/20/01, on the very back of a UP manifest train going from Denver to Cheyenne. There was an FRA car behind it and both were coming north from the Pueblo test facility.

–Photo © Paul Ziemba

UP STANFORD and SUNSET

West Coast based business cars (both ex-Southern Pacific) STANFORD UPP 140 and SUNSET UPP150 were at Denver Union Station, Denver, CO, track 3, starting 10/30/01. UP SD70M 4124 brought them into Denver via the Kansas

Continued on page 6, column 1

OS-Colorado

Continued from page 5, column 3

Pacific line (via Limon, CO). Cars rolled westward on 11/1/01 headed for San Francisco, CA. UP's Northern Region Vice-President Verhaal was visiting the Denver Region. Great way to travel.

—*The Colorado Zephyr*

American Orient Express Buys Two Full-Length Dome Cars

American Orient Express purchased two ex-Amtrak, Budd built in 1955, full-length dome cars in September 2001 for \$700,000. These cars had 57 coach seats and an 18 seat lounge under the dome when built. They also contained 34 bar-lounge seats downstairs.

Great Northern ordered five full-length dome cars in the 1950s and Chicago, Burlington & Quincy had one for a total of six for GN's Empire Builder. All domes were painted GN's green and orange scheme including the CB&Q car, 1395, which was their share of the Empire Builder "pool."

The Burlington Northern merger found all six cars retaining their original Great Northern and Burlington numbers. BN sold them to Amtrak where they were renumbered 9360-9365. Amtrak rebuilt three cars for Amtrak Auto Train service. Three cars were rebuilt and renumbered to 9300-9302.

The two cars acquired by AOE are Amtrak 9302 and 10030 MOUNTAIN VIEW. Both cars were at Western Junction, WA, with AOE's other equipment, and 9302 was used in the POTB excursion (on lease from AOE in Fall 2001).

Great Northern 1392

Great Northern/BN 1392 became Amtrak 9362. The MOUNTAIN VIEW was rebuilt with Head End Power (HEP) in Feb. 1985 and renumbered 9301 (second car to carry that number). It was assigned to Amtrak's Auto Train service - car name was retained. The car was renumbered 10030 in 1998 (name STILL retained) and was assigned to the Special Services Unit,



The American Orient Express purchased two full-length dome cars from Amtrak in September 2001. Amtrak 9302 and 10030 MOUNTAIN VIEW will likely see service on AOE trains in 2002. Amtrak's MOUNTAIN VIEW was in Denver for the Cheyenne Frontier Days train on 7/23/00. — Photo © Chip.

and was active in Amtrak "San Diegan" pool service in 2000, as well as seeing a large amount of "special train" service (Cheyenne Frontier Day train July 2000, used around Seattle in fall 2000 for football specials, excursions, and Reno Fun Train in winter). Shipped to Beech Grove mid-2001 for truck replacement, then sidelined due to budget cuts. Sold to Henry Hillman/Oregon Rail Corp for American Orient Express service in September 2001.

Chicago, Burlington & Quincy 1395

CB&Q/BN 1395 was sold to Amtrak becoming Amtrak 9365. The RIVER VIEW was also rebuilt for Amtrak Auto Train service in December 1984 with the addition of HEP became the 9302 (name removed). It was in active Amtrak service in 2000 in the "San Diegan" pool, and moved to Chicago in September for special train usage. Amtrak shipped it to Beech Grove mid-2001 for truck replacement, then sidelined due to budget cuts. Sold to Henry Hillman/Oregon Rail Corporation for American Orient Express service 9/2001. (Thanks to Dome Lurker

for helping with this article)

—*Phil "Vista" Dohmen /*

WebLurkersDOMEmain at domecars.com

UP SD70M's Display U.S. Flags

New UP SD70M units 4526, 4527 and 4528 were released from London, Ontario, Canada, in November 2001. A large U.S. flag waving on the long hood was introduced on these units. The UP shield is under the radiator section and the words "Building America" are on the lower radiator section.

The three units were at Proviso Service Track in Illinois on 11/6/01. They headed for Council Bluffs, Iowa, that week.

It was Union Pacific CEO Dick Davidson who directed that we come up with a flag scheme of some sort for the locomotives. The scheme was designed by Bailey Lauerma, an advertising agency in Lincoln, NE. We rushed the first decals to production and applied them to the 4526 and 4527 at the EMD plant in London, Ontario, on 10/31. The 4528 was still in the paint shop that day and was decal



The ex-Kyle Railroad, now RailAmerica operation over the ex-Rock Island, was moving unit gondola rock trains from Granite, WY (via Union Pacific to Limon, CO) to somewhere on the old Rock Island line. Kyle lettered C30-7 5821 and SD35E 2503 were eastbound at Flagler, CO, on Sunday, 10/7/01.
 – Photo © David A. Phillips.

later. It's on its way to Omaha, NE, as of 11/8/01. We drew quite a crowd right there in the plant as the workers kept coming over to watch.
 – UPRR, Don Z and Iowa Rails

Over and Under Coal Trains



Union Pacific eastbound coal load (moving to the left) atop double track bridge west of Morrill, NE, Nov. 13, 2001. UP Distributed Power Unit's were 8122 and 8094. Below BNSF coal empty rolls west towards the Wyoming Powder River Basin. The coal trains really move on these two western railroads nowadays. Gone are the 1996-97 parked trains.
 –Photo © Chip.

Nebraska, Kansas & Colorado at Paoli, Colorado

Nebraska, Kansas & Colorado RailNet is leasing HLCX SD-40 5001 & 5005, ex-Detroit Edison DE 001 & DE 015. Train passed Paoli, CO, headed west for BNSF interchange at Sterling, CO, on 11/12/01.

BNSF SD70MAC 9412



BNSF SD70MAC 9412 now sports Heritage II scheme. Unit lead three units on a westbound coal load at West Tonville Siding west of Hudson, CO, on 11/12/01.
 –Photo © Chip.

Ex-Southern Pacific Full-Length Dome to Royal Gorge

Union Pacific moved an ex-Southern Pacific full-length dome south on the Denver to Pueblo train (M DVPUX 03) on 11/3/01. Royal Gorge RR acquired this dome from Copper Canyon, Mexico, area in 2000. The coupler on the car was pulled out while being shipped on UP. The dome was the last car. It had CRRX 9374 and was named LAURA, SP heritage. –*The Colorado Zephyr*

SP 101 West on KP Line

Union Pacific moved a six-car heavy

transport special from Houston, TX, on the Kansas Pacific (KP) line in Denver on 11/20/01.

The special movement was westbound at Roydale (Aurora, CO) near the old Stapleton Airport. The eight-axle flatcars were pulled by Southern Pacific AC4400 101. Loads were believed to be equipment for a new power plant south of Rocky Flats, west of Arvada, CO.



The Santa Fe search light signals between La Junta and Pueblo, CO, are being replaced by BNSF. New tri-light signals were installed on this line over the summer. Manzanola, CO, still shows strong Santa Fe heritage as of 8/27/01. The closed depot is seen in the distance at left. – Photo © Chip.

The Zephyrs Meet To Solve A Fork Crisis

By Eva Hoffman

On November 10, the east and westbound Zephyrs met in Radium to hand over forks. Amtrak 5 asked Amtrak 6 if they could spare some plastic forks. Amtrak 6 then wanted to know if the plastic forks were for the cafe car or the dining car. (There's a difference?) Although Amtrak 6 was short on forks too, they agreed to share and the meet was arranged. The meet was at Radium and took about 15 minutes.



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Remember, Membership Renewals Are Due No Later Than January 1, 2002.

Out At The Museum

By Bob Tully

Progress is slow but the accomplishments of the past three work sessions are showing results. We regularly receive comments on how good caboose 0578 looks in its new paint. This is despite the lack of identification markings.

Following the late October pressure washing of the wheels, axles, springs, air system and the rest of the undercarriage, we painted all the lower wood and metal a deep black. This was the second pressure cleaning of the year. While Denney Haefele and Roger Sherman worked on the couplers and end portions with brushes, I ran the spray gun under the frame. We used about a gallon and a half of black enamel on the car, with considerable additional amount on our hands, faces and clothes. The red is completed as is all the white trim. A few

spots of aluminum on the roof will be done before this report is published. Then the last few nails will be put in to secure the roofing and top of the car trim. Finally we are ready to start re-lettering!

During a short afternoon on October 7th, the regular crew of Denney and Roger accompanied me putting bolts in the wood along each side of the tender to engine 20. This upper frame was added by the Rio Grande Southern to increase coal capacity by about five tons. We used the old bolts wherever possible as their heads are well pitted, thus retaining a historic look. During November we plan on doing a bit of metal repair and replacement on the bunker part of the tender, and it's likely some touch up paint will be done on both the tender and locomotive if the weather cooperates.

Club Trips Planned For 2002

By Joe Minnich

The following trips and events have been approved by the Club board:

In May 2002, we will repeat the successful Cheyenne Shops Tour. This year 94 people visited the shops, Cheyenne Union Station and the park engines Big Boy 4004 and 4-6-0 #1242.

In June 2002, we will host the Second Annual Rocky Club BBQ at the Colorado Railroad Museum with possible steam operation using Georgetown Loop 2-8-0 #40. This year 109 people enjoyed a day of visiting, fellowship, photography and good food catered by Bennett's.

In July 2002, we plan to repeat the 3985 one way trip from Denver Union Station to Cheyenne with a bus return. This year all twelve cars, 340 total seats, sold out.