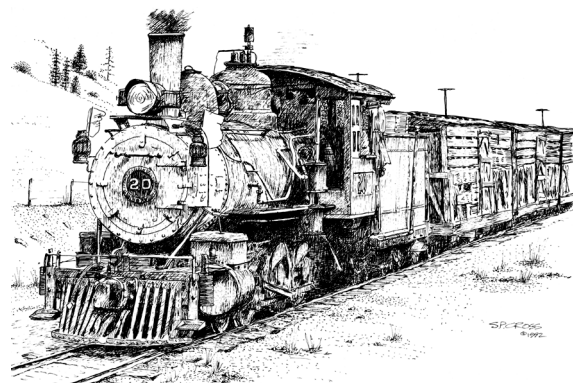


# ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 2001

No. 506

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## ROCKY MOUNTAIN RAILROAD CLUB

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### Video Potpourri

By Mike Gailus

November 13, 2001 • 7:30 PM

The November meeting will be Video Potpourri night. Now is the time to get your favorite video clips ready. Find those special clips and put them on a regular VCR tape (VHS format) and bring it to November meeting. Content should be of train subjects and the length should be about five to seven minutes in length. You should avoid excessive panning and zooming. Be prepared to narrate your video and the tape copy should be no more than a second generation. Be sure to label your tape with your name, phone number and subject. Contact Mike Gailus, phone 303-788-0403, with questions.

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.

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### ANNUAL MEETING NOTICE

In accordance with the club's bylaws, the Annual Meeting of the members will be held on Tuesday, December 12, 2000, 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	Treasurer - Fran Minnich
Vice President - Steve Mason	Director - Barry Smith
Secretary - Friend John Miner	Two additional directors - to be announced

Directors and trustees for the Foundation will also be announced.

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### Membership Renewals Are Due No Later Than January 1, 2002

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

### 2001 Events Schedule

December 11 Meeting: California Rails

### 2002 Events Schedule

January 8 Meeting:	Fumes Over Sherman
February 12 Meeting:	The Old Colorado & Southern Narrow Gauge and Engine #9
March 12 Meeting:	Great Trains in the Winter
April 9 Meeting:	To be announced
May 14 Meeting:	Slide Potpourri
June 11 Meeting:	To be announced
July 9 Meeting:	To be announced
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 December *Rail Report* is 11/15/01.

## From The President

By Dave Goss

As you may recall, nearly ten months ago we formed a committee to evaluate the relationship between the Club and the Foundation. Serious thought was being given to consider merging the Club into the Foundation so that the surviving organization would have a tax status, allowing members to deduct dues. That committee met several times with an attorney as well as researched the previous efforts to secure a tax-exempt status for the Club. The committee has completed its task and its recommendation to the Board was to retain the present structure of both the Club and the Foundation for now, but to create a planning process to define options for streamlining both organizations. We will keep you posted as that planning process evolves.

As a personal task, I have spent a lot of time reading past issues of the newsletter, in part to update the chronology of events and excursions that were assembled for the 25th Anniversary. As I was reading the history of the Club as described in terms of current events (at that time), each newsletter seemed to reemphasize the things that we've come to like so much

about this Club.

Instead of being a group with a single goal, we have tried over 63 years to reach out to members and guests with a wide variety of interests. We are not just preservation and restoration, but we are current happenings and foreign events. We enjoy standard gauge and narrow gauge, diesel, steam and electric. We like field trips as much as we enjoy excursions and we are proud of the books and videos we have published. We are generous in that we've supported other groups and built partnerships with organizations that could be in competition with us. We have received national recognition for our activities and our members are well-known respected authors, photographers and videographers.

The equipment we own is unique and we should all be proud of these historically significant pieces. And I believe that it is in this variety of interests that we have our greatest strength. As we look to next year, I think you'll see a continuation of the diverse activities and interesting meetings, trips and publications.



Enjoying the fellowship at the Annual Banquet before the food was served.



From left: Carolyn and Jimmy Blouch, Bob and Susan Wilson before the banquet.  
— Two photos © Mike Gailus

## RMRRRC 2001 Annual Banquet

By Mike Gailus

The Club's 63rd annual banquet was held at the Arvada Center for the Performing Arts. We had over 110 members and guests attending this year's dinner. The evening's slide program, "Cuban Adventure" was presented by club members Dave and Jean Goss and Jim Ehernberger. They traveled to Cuba earlier this year and shared their slides. They provide a first hand account of railroading in Cuba, where most of the power is still provided by steam! The program showed the country, the people and the railroads from two different viewpoints.

A special recognition award was presented by president Dave Goss to longtime club member Jim Ehernberger. President Goss

Continued on page 3, column 1

## 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.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	Frend 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](mailto: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.

## RMRRC 2001 Annual Banquet

Continued from page 2, column 2

called Jim a quiet, behind the scenes type of guy who just gets the work done. Jim works on many projects, with a focus on publications and trips. Thanks to Jim for many jobs well done. He has set the mark high for those who are following him in club activities.

In addition to a check for \$250 made out to his favorite project, the Wyoming Transportation Museum in Cheyenne, We presented Jim a certificate which read:

### For Meritorious and Exceptional Service to the Rocky Mountain Railroad Club.

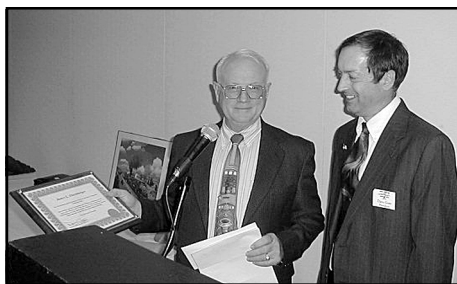
This award is given in recognition of a lifelong commitment to the goals and mission of the Club. Because of your extraordinary contributions to Club publications, willingness to coordinate special field trips and excursions and outstanding leadership, we are truly grateful!

Everyone enjoyed a great dinner, catching up with old friends and meeting new ones. We are planning on having our 64th annual banquet next year on October 12, 2001, again at the Arvada Center.

### Thanks from Selena and Charles Moffat

We had a great banquet this year! We would like to thank many people and businesses for door prizes. Thanks to Jim Ehernberger, Joe McMillan, Caboose Hobbies, Tom Klinger, Machines of Iron, Pentrex, Mizell's Trains, the Ski Train, the Durango and Silverton, Forney's Museum, the Cripple Creek and Victor, the Colorado Railroad Museum and all the other supporters. We would also like to thank club members Bruce Nall, Fran and Joe Minnich, Mike and Joy Gailus, Dave and Jean Gross and Dave Goss for their logistical support.

Thank you to everyone who attended the banquet. We'll see you next October at the 2002 Annual Banquet.



Jim Ehernberger (left) receiving special recognition and an award from Dave Goss, the Club's president.



Neal Reich (right) presented a tribute to Jim Ehernberger about all the years of friendship and working with him on various club projects and trips.



From left: Steve Snook, Jim Ehernberger and Roger Clark. Steve and Roger are members of the Great Plains Chapter of the NRHS from Grand Island, NE.  
- Three photos © Mike Gailus

## Is Amtrak Always Late?

By Eva Hoffman

How many times have we railfans found our favorite trainwatching spot and waited for Amtrak 5 or 6 to arrive? Sometimes the wait is a very long one.

Out of curiosity, I monitored the Amtrak website for a month just to see exactly how many times Amtrak's 5 and 6 had delays. My methods were simple. Every day at noon, I checked on the train status for the Zephyrs and recorded them.

Based on the dates between August 27 and September 30 (except for the week of September 11), here are my study results:

TIME	Amtrak 5	Amtrak 6
On time	3.5%	7.0%
Less than 30 min late	14.1%	17.1%
30 min to 1 hour late	25.0%	17.1%
1 to 2 hours late	42.8%	14.1%
2 to 3 hours late	10.7%	17.1%
3 to 4 hours late	0	14.1%
4 to 5 hours late	0	7.0%
More than 5 hours late	3.5%	3.5%

This suggests that 14.2% of the time Amtrak 5 was more than 2 hours late and 42.3% of the time Amtrak 6 was more than 2 hours late.

The website is careful to admonish its users that trains can make up time en-route and late trains can arrive on time. This can happen, but late trains are just as likely to get later in practice.

Continued on page 6, column 3

## The Video Committee Announces Three New Videos and Special Prices for Members

November is video night and we will have three new video productions from the Club's film archives available at the meeting for purchase. The new videos feature the works of Otto Perry and Irv August. These tapes, produced by Machines of Iron, are *Gunnison Rio Grande Narrow Gauge*, *Otto Perry's First Generation Diesels*, and *Otto Perry's Moffat Route*. Please see the enclosed flyer for detailed information about each

tape and the special prices for members.

We now have 14 tapes on the market. Your purchases support the film archives both from the profit on the sales and the royalty paid by the producers. These tapes are offered to the Club members at discounted prices. Please lend your support to this project so that we can continue to make these films available to the rail fan community. Thank you!

## 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.

### BNSF Wyoming Operations

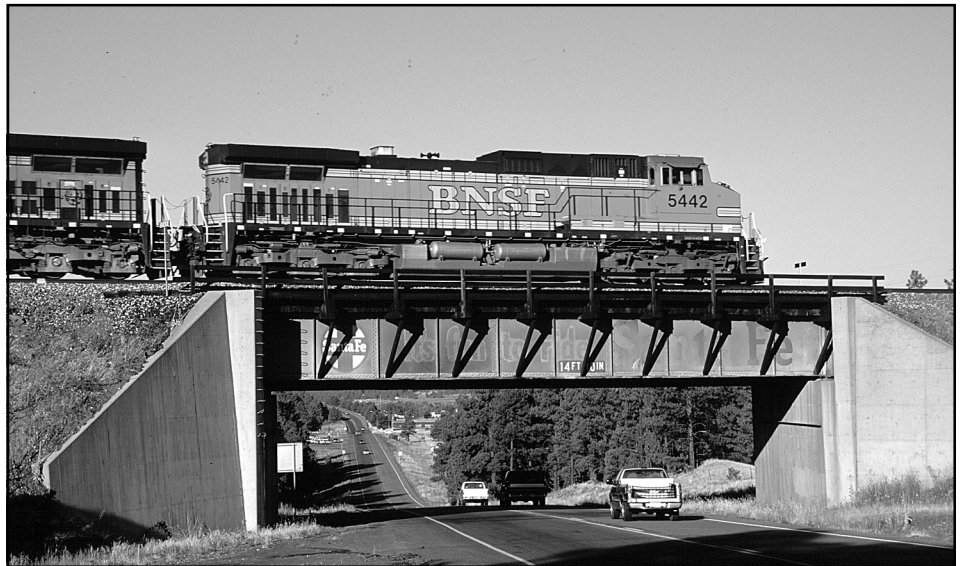
BNSF's main line goes right through the middle of the F.E. Warren Air Force Base near Cheyenne, WY. Starting in mid-September, BNSF is allowed four trains per day through the missile base. Two in each direction and each must follow immediately behind the other. All trains must pass during daylight hours only. Each train is completely searched before entering the base. Bomb sniffing dogs and security police search each car. As you can guess this takes a long time.

BNSF consolidates trains into one big massive train to run through the base. At Federal Siding the west bound trains are taken apart and left on the siding for a crew hauled out of Cheyenne. Anywhere around the base and yards is a good place for railfans to avoid. Since the trains can only run during the day through the base almost all our trains come through during working hours. The week of September 17-21 had five hours of train delay before we could start our work.

The Boeing trains were still running. They usually run in the mornings Wednesdays through Sundays. We don't get a Boeing train on Monday and Tuesday because they don't load planes at Wichita, KS, on Saturdays and Sundays.  
— Art

### DW&P 5905 Going West to California

Duluth, Winnipeg and Pacific SD-40 5905 rolled westward on BNSF train U DENPIT (Denver, CO, to Pittsburg, CA), a unit steel coil train. The steel coil train with EJ&E and Burlington Northern coil cars behind the power was at BNSF 31st Street, Denver, CO, on 10/16/01. Train was routed west via UP trackage rights via Grand Junction, CO, and Salt



Burlington Northern Santa Fe still shows signs of its predecessor Santa Fe. The old Santa Fe main Route 66 highway overpass once proclaimed, “It's fun to ride Santa Fe.” BNSF 5442 West rolls another intermodal train over the bridge east of Williams, AZ, on 10/3/01. — Photo © Chip.



BNSF runs numerous intermodal trains on its former Santa Fe transcon line across Arizona. BNSF 9-44CW 4376 was moving a double-stack train east at Williams Junction, AZ, on 10/3/01. The Santa Fe signal bridges are coming down fast. — Photo © Chip.

Lake City, UT. Power was BNSF 9-44CW 4959, DWP 5905 and BNSF 4528.

—The Colorado Zephyr

### UP SD70M 4037 on Amtrak Train 5 with Private Varnish

Amtrak's westbound train 5, The California Zephyr, had Union Pacific's SD70M 4037 departing Denver on 10/7/01. The UP unit lead two Amtrak

P42's, 132 and 185, with five privately owned cars in the train. Behind the power was POINTE ST. CHARLES. Near the rear sandwiched between the passenger cars and rear express boxcars/roadtrailers were NORTHERN NITES, SILVER IRIS, dome PLAZA SANTA FE and open platform car TAMALPAIS, based in California.

The private cars were returning to the west



The Grand Canyon Railway (GCR) offers riders two domes. Budd built dome coach for Great Northern, #1326, now is GCR KOKOPELLI 2097, mostly silver in appearance. It was coming into Williams, AZ, on 10/2/01. – Photo © Chip.

coast from American Association of Railroad Car Owners (AAPRCO) Denver 2001 Convention. The cars were at Denver Union Station starting October 2.

Union Pacific dispatcher 82 told both trains 5 & 6 that they were restricted to 50 M.P.H. that day. Concerns about Afghanistan and the outbreak of American bombing prompted the speed restriction.  
–*The Colorado Zephyr*



Here's your next vacation – northern Arizona! Grand Canyon Railway offers domes and open platform parlour car CHIEF. Train is at the former ATSF Grand Canyon Yard. Two domes are COCONINO (ex-Northern Pacific 554, ex-Amtrak 9405) and silver KOKOPELLI 2097 (ex-Great Northern 1326). Quite an operation with plenty of variety both for power (steam and diesels) and passenger equipment. You've got to experience the Grand Canyon Railway to appreciate it all.  
– 10/4/01 photo © Chip.

### BNSF on Red Alert

While chasing trains over near Belton (West Glacier), MT, on 10/8/01, the dispatcher came on and gave a form "C" to a couple of BNSF trains in the area. The "form" stated that BNSF was on "Red Alert." This is a new rule and it supercedes a number of General Code of Operating Rules. Basically employees are not to leave the cab unless they absolutely have to. All roll by inspections are to be made from the cab. Trains will no longer have to be walked if a detector reports a integrity failure, but they will still have to if a detector reports a hotbox or dragging equipment at a specific axle(s). There were also other guidelines.

–*funnelfan*

### Centennial Moved West

The westbound Union Pacific Centennial DDA-40X 6936 lead an engineering special through Thistle, Utah, on 10/5/01. The day before, the 6936 was placed on the train at Denver and spent the night in Grand Junction, CO. It departed Grand Junction at 5:45 AM and arrived at Salt Lake City at 12:01 PM.

After a crew change, the train departed for Elko, Nevada. The consist was as follows: Power car 204, Green River, Portola,

Omaha, Feather River, Promontory, City of Los Angeles, Harriman, and track inspection car Idaho.

The 9-car engineering special arrived in Roseville, CA, on 10/6/01. This was the same train that ran from Denver to Alamosa, CO, on October 4 and 5.

–*Nick and Stephanie Lyon via Altamont Press*

### Rock and Rail

Just a quick update on Rock & Rail operations/power. The EMD units that we received in interchange from the Union Pacific on 10/15/01 were at Parkdale, CO, for setting up. These units were GP15D 1501; GP20D 2001 and 2002. EMD conducted road tests on the rock train to Colorado Springs, Agile Stone.

What is to become of the LMX/CEFX B39-8s? Well, we are going to keep these also. Two of them worked a loaded rock train north on the joint line to Peter Kiewit in Aurora, CO, on 10/27/01.

As for our other power, the 201 and LMX 8572 are being used on the local based at Portland. The 301 is also at Portland for now. The 401 is again back in Pueblo at the C&W for repairs. The SD9s are being sent to Trinidad along with one from the CKP. LMX 8506/8531 are currently in use on the Rock train to Colorado Springs. Traffic is still good for now and some things are coming down the line not too far in the future.

Regarding the Trinidad, CO, operation, don't know how soon this operation is going to start up but that is exactly where they are heading. This operation is affiliated with the CKP and to a lesser extent RRRR. As of 10/26/01, the 202 and 203 were in the BNSF yard at Pueblo for forwarding. The 4390 which is over on the CKP is the other one that is heading that way.

### DAIR Andersite SD45's at Carr, CO

The two Andersite SD-45's, DAIR 2701 and 2801, had to be set out at Carr, CO, after dynamic brake trouble occurred

Continued on page 8, column 1

## The American Association of Passenger Car Owners Convention



The American Association of Passenger Car Owners (AAPRCO) held their 2001 Convention in Denver in early October. The eastbound train passed Byers, CO, after leaving Denver on Union Pacific's Kansas Pacific line on 10/7/01. Amtrak P42s 129-137 handled the 14-car train east towards Kansas City, MO. – Photo © David Phillips.



The 14-car AAPRCO special rolled eastbound at milepost 579 on 10/7/01. – Photo © L. DiMattia .



Open platform GEORGIA 300 wore the rear markers on the eastbound 14-car AAPRCO special out of Denver over UP's Limon Subdivision on 10/7/01. Five domes were on this train; NORTHERN SKY, Northern Pacific VISTA DOME, BELLA VISTA, SIERRA HOTEL and SILVER SOLARIUM. – Photo © L. DiMattia.

## Is Amtrak Always Late?

Continued from page 3, column 3

Here is an example, again from the Amtrak website:

Status of trains leaving SLC and Denver on September 26th:

TIME	Amtrak 5	Amtrak 6
Noon	1:32 late	1:00 late
3:05 pm	2:05 late	1:01 late
6:30 pm	3:17 late	1:01 late
7:38 am(next day)	4:23 late	3:34 late
11:49 am	4:59 late	3:51 late
3:37 pm	5:12 late	4:54 late

Moral of this study?

1. Check before you go.
2. Build in plenty of time for connections if the Zephyr is your choice for travel.
3. Patience, patience, patience.

Ironically, I found that the trains are not the only thing about Amtrak that is late. One day I logged onto the website and found that the website was off-line for its routine maintenance. No big deal. But the note said that the routine maintenance was scheduled to last between 3 AM and 6 AM Eastern Time. I had logged on at 8 AM Mountain Time. The website was 4 hours late at that point. Somehow, I was not surprised.



Denver, Leadville & Gunnison # 191 on display at the Colorado Railroad Museum. – Photo © Bruce Nall



Rocky Mountain Railroad Club's Birney Car #22 on loan to the Pikes Peak Historical Street Railway Foundation as it looked on October 20, 2001. New steel ends and the roof ribs are starting to go into place. – Two photos © Thomas Peyton

A view of all the new pipe work that has gone into the Birney's under carriage. Smiling proudly are Grant Harrison, Patrick Ayers, Gary Harrison, Vince Morris, and Jeff Smith. These workers are the main volunteers working on car #22. They are proud of the work that they have already put into the car.

## Restoration Progress of Birney No. 22

By Thomas Peyton

Darrell Arndt, Dick Kremmers, and Thomas Peyton, along with Cindy and Ardie Schoeninger attended the annual membership meeting of the Pikes Peak Historical Street Railway Foundation on Saturday, October 20, 2001. The meeting was in Colorado Springs at the Rock Island roundhouse.

The group reviewed the progress of work on the Rocky Mountain Railroad Club's Birney #22, which is on loan to the Foundation. A lot of work has been done under the car. The trucks and motors have been overhauled and all new steel under carriage bracing is now in place. In

addition, most of the air pipes are back in place. The electrical wiring will be next. New roof ribs are being made and put on the car and new steel siding is already on the ends of the car. The Colorado Springs volunteers are doing a first-class job.

The open house started with coffee and donuts followed by a BBQ lunch at noon. They had Brussels car #1245 on display. The car is on loan from Pueblo. At one time the car was to be used on Pueblo's new Riverfront walk, but those plans fell through. The Colorado Springs group would like to buy it for their planned system if they can raise the money.

The Pikes Peak group gave us trolley car rides with PCC car #2129 on their 500 feet of test track. We also enjoyed their museum and their store in the roundhouse.

At 1:30 PM Mr. Roger Hukle talked about the Lowell Development project, a housing and business project south of downtown Colorado Springs. They want to include trolleys in their development, and have asked the Pikes Peak Historical Street Railway Foundation to help in the planning of vintage trolleys running from Downtown to their development. An old concept coming back too life in this modern age of transportation.

## Denver, Leadville & Gunnison Engine # 191

by Steve Mason

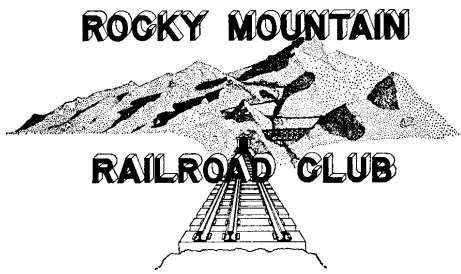
Richard Brachtenbach has been working since last fall on restoring DL&G 191 to it's appearance in the mid 1880s. He has completed the roof on the cab, made and installed the transition sheets to the cab/boiler, made a new sand dome cover, worked on trim for the steam dome. He located the injectors and valves to feed them and worked on brackets to mount them. He removed the single stage air compressor and had it cleaned and

repainted by Andrew Dahm. A new set of pony wheels have been located and are ready to be shipped to CRRM.

Rick Greer, who made the cab some time ago, also painted a lot of window parts and they are ready for glass installation. Believe it or not, there are original paint chips from the Baldwin Color books at Stanford University. They were varnished over so in the last hundred plus years they

have yellowed, but they are still a good reference. Baldwin had color schemes of how their engines were painted so the color scheme for #191 is known.

Richard will prepare a drawing of the cab doors so they can be built. Then the cab can be shut and secured so the inside gauges and parts will be safe. We are looking forward to Richard's progress on this rare engine.



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

**OS Colorado**

Continued from page 5, column 3

descending hill between Speer, WY, and Carr, CO, on October 16, 2001. They were on a rock train from Granite, WY, headed south to their Old Rolla siding near Commerce City, CO, plant. These units are ex-Denver & Rio Grande Western RR power.

DAIR reporting marks are for the Dakota & Iowa Railroad where they once worked. Andesite operates it for rock operations in South Dakota.

**Garden City, KS, ATSF Depot Renovation**

It is finally going to happen! The Santa Fe Garden City, KS, depot will be renovated. Contracts have been signed, funding approved and equipment should move onto the site in November 2001.

D&D Builders of Garden City, was awarded the bid. This is the firm that is doing renovation on the Dodge City ATSF depot and the Liberal Rock Island Depot.

Bad news for the local economy. The Garden City Coop has not operated its feedmill, located just across the street north from the depot, for over a year and it doesn't look like they will open it back up for some time.

– Clarence Matthews

**Indicators of Terrorism**

The Association of American Railroads (AAR) is putting together a list of "Indicators of Terrorism" to help railroad employees increase awareness of suspicious activities on railroad properties. Some of what employees are encouraged

to look for:

- 25-35 year old males extremely interested in specific railroads and resources.
- People soliciting detailed railroad information in casual situations.
- People showing up immediately prior to a train arriving and departing immediately (after) it leaves.
- People who are in the wrong place or dressed inappropriately along the rail line.
- Suspicious vehicles, motorcycles or mopeds at crossings and along right-of-way.
- Automobiles that move with you along your route.

Sounds like a railfan! Be careful out there. – *The Colorado Zephyr*