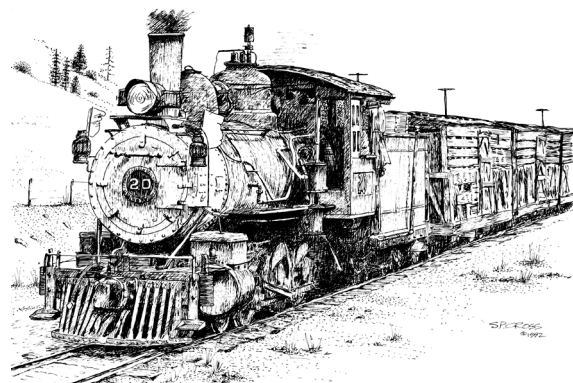


ROCKY MOUNTAIN RAIL REPORT



AUGUST 2002

No. 515

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION
– Preserving Colorado Railroad History Since 1938 –

Rocky Mountain Railroad Club's 1984 Chicago Tour

Presented by Erwin Chaim

August 13, 2002 • 7:30 PM

The Club went to Chicago on June 8, 1984, eighteen years ago, on a tour to see and ride lots of railroads. Trip leaders for the ten day tour were: Darrell Arndt, Keith Kirby, Carl Carlson, and Erwin Chaim. Please join us to re-live this trip through Erwin's multi-media slide show set to music. Bring a pillow to sit on as this is a long show.

The program starts with the air travel to Chicago from Denver. Next is a ride in the private railroad car "Cedar Rapids" (See der Rabbits) of Hiawatha fame for a trip to Galesburg for the Galesburg Days festival. See the visit to the Museum of Science and Industry where Club representatives presented a plaque for the record breaking run of the first Pioneer Zephyr. A six hour tour of the Chicago Transit Authority through the "Windy City" follows. Then travel through Chicago, the Amtrak coach yard, the City of Pullman and on a harbor cruise.

Slides from the sixth day include Michigan City, Indiana on the South Shore Railroad, the La Porte County Steam Historical Museum and an evening visit to the John Hancock Building for drinks and sight seeing. Next was a bus trip to Milwaukee to visit Kalmbach Publishing, home of *Trains* and *Model Railroader* magazines, then a stop at the East Troy Trolley Museum to ride on their trolleys. A tour of the EMD plant in La Grange, Illinois, was next. Finally, we traveled by rail to Crystal Lake to tour the Illinois Railway Museum followed by a farewell dinner party in the evening. On the tenth day we left the venerable old Bismark Hotel for travel back home.

We will meet at 7:30 PM in the southwest wing of Christ Episcopal Church in the air conditioned choir room, 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 as usual. Guests are always welcome to attend the meeting.

2002 Events Schedule

| | |
|--------------------------|-------------------------------------|
| September 10 Meeting: | The Super Chief |
| September 27 to 29 Trip: | Crawford Hill Trip |
| September 28 Event: | D&IM Car #25 Roll Out and Operation |
| October 12 Event: | Annual Banquet |
| November 12 Meeting: | Video Potpourri |
| December 10 Meeting: | Christmas Card Memories |

2003 Events Schedule

| | |
|----------------------|-----------------|
| January 14 Meeting: | To be announced |
| February 11 Meeting: | To be announced |
| March 11 Meeting: | To be announced |
| April 8 Meeting: | To be announced |

The deadline for items to be included in the September *Rail Report* is 8/16/02.

Join Us For The Next Club Tour – The Crawford Hill Trip

By Dave Goss

The Rocky Mountain Railroad Club is pleased to announce a motor coach trip to explore railroading and historic sites in Northeastern Colorado and the Panhandle of Nebraska. The Club's three-day trip will depart Denver at 8:30 AM on Friday,

September 27 and travel northeast on Interstate 76 to Sterling, Colorado. After a brief rest stop at the historic Union Pacific Depot, we will continue north to Sidney, Nebraska. We will stop for lunch at Cabelas (or other restaurants). After a

brief visit to the former Sioux Army Depot we will stop in Bridgeport and Northport to see the Union Pacific/BNSF crossing. Our first night, with a Club hosted dinner

Continued on page 7, column 1

Rocky Mountain Railroad Historical Foundation

By Bob Wilson

Please Help Bring All Foundation Records Into the Storage Depot

Your Foundation officers (Rich Loveman, Bob Wilson, Ken Gow and Dave Henker) are looking for all Rocky Mountain Railroad Historical Foundation records and files. The officers will be sorting these records during August. Please contact any Club or Foundation officer if you have any records and we will arrange to pick them up. Thank you for helping keep the Foundation's tax-exempt status.

New Foundation Board Trustee

At the Foundation meeting on June 22, the Trustees elected Mr. John Braselton to replace Mr. Bruce Eller who had to resign from the Foundation board. John previously served on the Club Board of Directors and brings a wealth of experience and enthusiasm to the Foundation. Welcome, John!

D&IM No. 25 Operation Scheduled For September 28th

Mark your calendars for Saturday, September 28th, when No. 25 will be operated between 10:00 AM and 3:00 PM. All members of the Club and the general public are encouraged to visit. Details about this year's rollout will be in the September newsletter.

Get Your Videos Ready For Video Potpourri Night

By Mike Gailus

It is time to start thinking about what video clips you want to show at the Club's Video Potpourri night on November 12th. Content should be of train subjects and the length should be about five minutes. Be sure to label your tape with your name, telephone number and subject.

We need a host for the video potpourri night. If you would like to coordinate this event, please contact Mike Gailus at a Club meeting or telephone 303-788-0403.

Trolley Art

By Tom Peyton



Denver Interurban trolley history seems to pop-up in the most unusual ways sometimes. The City of Lakewood commissioned some artwork recently at the intersection of 13th and Harlan Street in Lakewood, Colorado, as a traffic calming device. The artwork is located on a center island next to the old Denver & Intermountain Route 84 trolley tracks. The metal sculpture that rotates in the wind was made by Donald C. Mitchell and is done in a "Toonerville Trolley" style.

Few people know that a building that was once used by the Denver, Lakewood and Golden steam railroad before the Denver & Intermountain Railroad bought the line in 1904 is also at this intersection. RTD is studying this location as a possible Light Rail storage facility for the future west side line running along the old Route 84 Interurban line towards Golden.

– Photo © Thomas Peyton.

RMRRC Annual Banquet

Plan now to enjoy the Club's annual banquet on October 12th. Dinner will be followed by a special slide show.

See the flyer in the next issue of the *Rail Report* for prices, dinner choices, program information and other details.

Publishers Statement Rocky Mountain Rail Report

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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 | Mike Gailus |
| Vice President | Steve Mason |
| Secretary | Frend John Miner |
| Treasurer | Frend John Miner |

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Rocky Mountain Rail Report
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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.

From The President – UP 3985 Steam Trip Report

By Mike Gailus

One of the big highlights for the Club this year was our trip on the Union Pacific's 3985 4-6-6-4 Challenger on July 21, 2002. From all the e-mails, telephone calls and comments that I have received, this trip was an outstanding success. We left Denver on time and proceeded on the UP outbound track on our way to Cheyenne. The train did have to take the siding near Platteville for a southbound freight with a crew that was about to time out. Most seemed to enjoy the delay spending time just sitting and enjoying the train and the countryside.



Francis Derick enjoys the ride.

I met Francis Derick, age 92, from Aurora, Colorado, who was on the train as a guest of his daughter. Francis had many great stories about working on a railroad track gang in his youth. Other train passengers I met were from Lawrenceville, New Jersey. Dick Hague and his wife Gail rode with us last year and again this year. This year they brought their grandchildren, Soloman and Misty, for their first train ride.



The Carr, Colorado, photo run-by.

The 3985 did two great run-bys near Carr, Colorado. It had rained just before we arrived and that made the air smell great.

Passengers really enjoyed the photo run-by and hearing the mighty Challenger work as it passed the crowd. At the Terry Ranch the train stopped, and about two-thirds of the passengers left the train and loaded up on the ranch wagons and trucks for the two-mile ride to the Terry Ranch for an excellent BBQ supper. The food was good and the ranch hands were there to help out.

The train backed up and did another photo run-by for those that headed to the ranch. The 3985 went on to Cheyenne where we waited to get into the yards. The crew cut the steam engine off and took her to the roundhouse and the rest of us boarded our motor coaches and headed for the Terry Ranch for supper.



Car Host and Club Director Bob Wilson talking to guests in the dome lounge car "The City of San Francisco".

This steam excursion trip would not have happened without lots and lots of hours that were put into it by the Club's volunteers. The chief of the trip committee was Steve Mason. He was the person that made this great trip happen. Steve, you are to be commended for your outstanding leadership and serving the Club. I want to say a special thank you to his wife Cindi for her support of Steve during the last few months of trip preparation. Key members of Steve's



The Union Pacific 4-6-6-4 Challenger 3985 at Carr, Colorado.
– All photos this page © Mike Gailus.

team were Jim Ehernberger, who handled all the details in Cheyenne and at the Terry Ranch. Ed Gerlits was the Train Manager.



Reed Jackson, UP Conductor at Carr.

Roger Sherman, a director on your club board e-mailed me with this comment about the trip: "I had compliments throughout the journey about how nice it was. Today, quite unexpectedly, a friend, a longtime rail fan, called to offer his congratulations because it was 'a class act.' The trip information packet came in for special mention." I believe that comment defines the whole trip.

I hope to see you on our steam excursion next year or on any future Club trips.

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.

UP Rebuilding Sable Siding

Union Pacific tore up the short Sable Siding (4,132 foot long) on the Kansas Pacific (Limon Subdivision) on or about 7/20/02. Yes, crews worked over the weekend. Siding is at milepost 630.5 in Aurora, CO, under I-225. It's located 7.7 miles east of Pullman Junction (36th Street Yard), Denver. Grading was underway as well as work to bury a fiber optic cable about 8 feet deeper.

Believe the siding will be rebuilt and lengthened. Previous usage has been by short trains such as empty ballast, empty rail trains and the Salina to Denver (M SIDV) trains. This is the siding located between Roydale and Mesa.

—*The Colorado Zephyr*

“Super Chief” Documentary Premiere

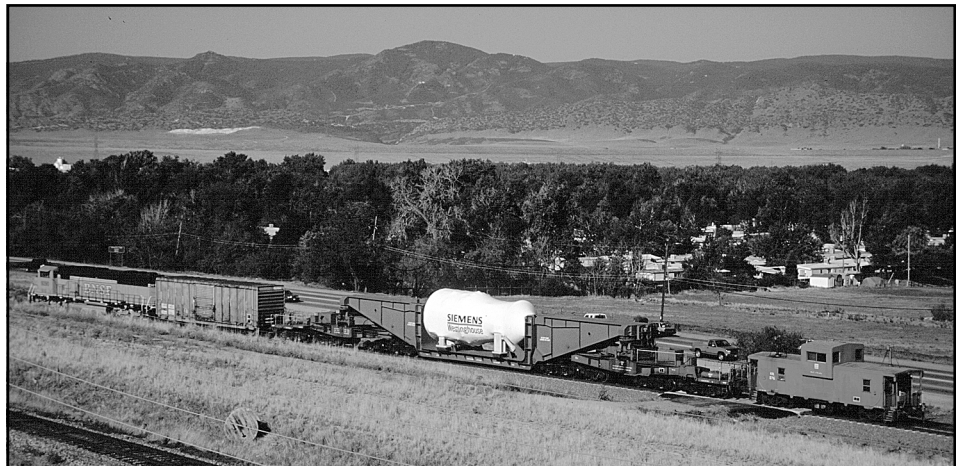
Amtrak will be holding a premiere of the award winning documentary film “Super Chief” on board the Southwest Chief in August of this year. Michael Gross and Richard Luckin will be on board to sign autographs for Amtrak passengers. They will be selling the video on board to generate some additional revenue. The film will be shown on the Southwest Chief as part of the on-board entertainment package. The tentative schedule for the big premiere will be on Train 4 of 8/14/02. Additional special shows will take place on train 3 (8/17) with Mr. Luckin and on 3 (8/25) with Mr. Gross.

San Luis Valley Report

On 7/5/02, the Pueblo to Alamosa freight pulled into Alamosa about 6:30 AM with a massive train. Six locomotives handled the empties to the Valley. Four SPs, one UP, and D&RGW No. 3105 handled the assignment west that day. The Antonito



BNSF's Denver to Los Angeles, CA, train B DENLAC3 27 had SD75M 8288 leading EMDX GP38-2 799. It's rare to see a unit intermodal train moving on the Joint Line. The train was repositioning empty Intermodal equipment to the ports at Los Angeles. Several SD75M's have been noted during July 2002 on BNSF coal trains including one now painted Heritage II scheme. — Photo © Chip.



BNSF moved a Siemens Westinghouse high/wide load from Kansas City, MO, to Phoenix (Buckeye), AZ, in July 2002. BNSF SD60M 9290 in Heritage II paint scheme pulled Schnabel car KWUX102 carrying a 501G, 240-megawatt combustion turbine for the new \$500 million, 1040-megawatt, natural gas-fired Harquahala Generating Project in western Maricopa County, AZ. The train operated via Brush into Denver early 7/8/02. It then rolled south on the Joint Line via Colorado Springs, CO, that morning. Train is seen just south of Littleton, CO. — Photo © Chip.

Local then pulled out of Alamosa about 9:30 AM with a good size train and headed south complete with a caboose on the rear. Glad some things don't change in the Valley! The Monte Vista Local was not run that day.

The log business is alive and well for sure in Alamosa! The stripped logs are loaded on bulkhead flats just southwest of the freight office. I saw three semi-trucks pulling into the yard Friday morning waiting to off load their logs onto the

flatcars. The machine operator was very busy that day with the loads and was hard pressed to keep up. I assume the logs are coming from the Chama area as usual.

The South Fork to Creede tourist operation is still trying to get off the ground and maintenance continues on equipment and track. Talked with Don Shank, President of the Denver and Rio Grande Railway in South Fork, and he explained that work continues on the line preparing for future operations. I must

A Report On The UP Moffat Line

By Russ & Sue Stuska

admit he has done an incredible job on the line from South Fork to Creede removing rocks and trees and replacing much rail. The line has never looked this good, believe me! Much of the upper portion of the line, just east of Creede, is now visible. Much of the sediment and rock has been removed.

Coming back from the Valley I came by way of Buena Vista and Leadville and noticed a motor car on the Tennessee Pass route at milepost 260, just east of Kobe. I was a bit shocked to see it and I do mean motor car, not a highrail UP pickup truck. I'm not sure what the track patrolman was doing, especially on a motor car, but it appeared he was checking the drainages along the railbed making sure they were clear of obstructions.

All in all it was a great trip to the San Luis Valley as usual. —*Steve Rasmussen*

Privately Owned Dome BELLA VISTA On The California Zephyr

John Kirkwood's dome with added rear platform transversed the Colorado Rocky Mountains on 7/19/02 on the rear of Amtrak's westbound California Zephyr. Unfortunately, on board power generator trouble developed in the Radium Siding area, east of Bond, CO. Amtrak's crew called the Union Pacific dispatcher requesting permission to switch the car from the rear of the train to behind the Superliner cars at Radium. Amtrak did stop the train east of Radium in an attempt to resolve the power trouble, but didn't switch the car at Radium.

American Car & Foundry built the dome car in 1955 as Union Pacific 9006. It was initially assigned to the "City of Portland." The car was acquired by the original Auto-Train in 1973 as car 905. The dome car was purchased from Auto-Train by Ken Nichols, named ANBEL and numbered ANBX 2041 in December 1981. David Rohr/Golden Spike Rail Tours Inc. bought the car in 1983. It was rebuilt in 1984 by Lon Orlenko as the NATIVE SON (800212) and repainted in Union Pacific colors. It was then leased to the Northwestern Pacific RR/North Coast Rail Authority (1997-1998). They sold the car

We traveled along the route in June 2002, from the West Portal to Craig. The "new" railroad station in Granby looked good and as if it is maintained and policed. High Railers in Byers Canyon were spraying weeds along the track. The old depot in Kremmling is still there and used for maintenance and equipment. It looks forlorn. BNSF trainmen are lodged in a new hotel in Kremmling and Renzenberger Suburbans come and go.

We drove over the Trough Road Highway 1 from South of Kremmling to Radium and State Bridge. From the view area high above the railroad and Colorado River in Gore Canyon, we watched and photographed a long eastbound coal train.

The Bond train crew lodging building is no longer used and we were told that it was, or is to be, torn down. However, the biggest changes can be found at Yampa and Phippsburg, both old railroad towns. The train crew rooms and cafe known as the "Golden Spike Motel" on the grounds of the Phippsburg yard, which for a time rented rooms to the public, was being torn down as we watched.

In Yampa, the old town with street lights down the center of a wide non-paved street, we found a new (opened November 2001) three floor, beautiful hotel, named the "Oak Tree Inn." The second and third floors are reserved for train crews and the first floor rooms are available to the public. The rooms are very nice and we stayed there. Renzenberger Suburbans arrive and depart with train crews.

We were told that all of the trainmen

to Rail Ventures and rebuilt it (2000-2001) at Northern Railcar in Milwaukee, WI, as a sleeper-dome. It was renamed BELLA VISTA and now sports a rear platform.

The interior is entirely new. There is an open platform at the rear, two large bedrooms in the former rear lounge space, two smaller bedrooms and a crew room under the dome. A large kitchen occupies the forward end of the car. All lounge and

(except a few in Kremmling) from Bond and Phippsburg stay at this new hotel.

For use by the train crews on the first floor of the hotel are a hot tub, exercise room, computer room, lounge room with snacks and with the largest TV we have ever seen.

Along with the hotel is a separate diner with 1950's decor, named "Penny's Diner", open 24 hours for the trainmen and open to the public. We ate there both going north and south on Highway 131. Great selection and food.

The facilities are non-smoking and an outside smoking gazebo is provided for smokers. These new facilities sure look strange in little old Yampa! We were told that UP contracted with a separate company to build and operate these facilities for the railroad and public. There are similar facilities in Green River, WY.

The railroad depot in Steamboat Springs is well maintained and used as an art studio. When last seen there was a Caboose on display. Long coal trains are still loaded at the "20 Mile Mine" area, south & west of Oak Creek and run to and from Bond and beyond. We were surprised to find switching in the Craig yards and watched and photographed those operations. We saw a mixed freight out of Craig, the next day in the rail yards at Phippsburg.

The railroad yards at Phippsburg are busy, as usual, with long empty and full coal trains. The old Moffat Depot in Craig is still there, but fast succumbing to the weather and vandals. Other than that, the Moffat line has a healthy coal traffic base.

dining space is in the dome.

The BELLA VISTA was painted to match their non-dome YERBA BUENA. John Kirkwood/Rail Ventures is a director of American Orient Express but the NATIVE SON/BELLA VISTA is a completely separate Rail Ventures joint project with Dave Rohr. The primary purpose of the car is for public charter on Amtrak trains. —*Thanks to Web lurkers DOMEmain*

Club Barbecue Picnic Report

By Charles Moffat

The second annual RMRRC Barbecue at the Colorado Railroad Museum was a huge success! 150 folks came out, which was more than last year's total. Bennett's served up a great meal, so thanks to Bennett's!

While enjoying the Barbecue, folks also enjoyed touring the Colorado Railroad Museum exhibits and looking at the Club's equipment. There was the opportunity to experience the days of the Rio Grande Southern while riding behind a "Galloping Goose." The Garden Railway and the Denver HO Club also operated their equipment. Thanks, Colorado Railroad Museum, the Garden Railway Group and the Denver HO Club! Thanks also to Steve Mason for helping us set up this great event.

The kids who won the Costume Contest were delightful! Author and club member, Bob Griswold, signed his books, *David Moffat's Denver, Northwestern and Pacific*



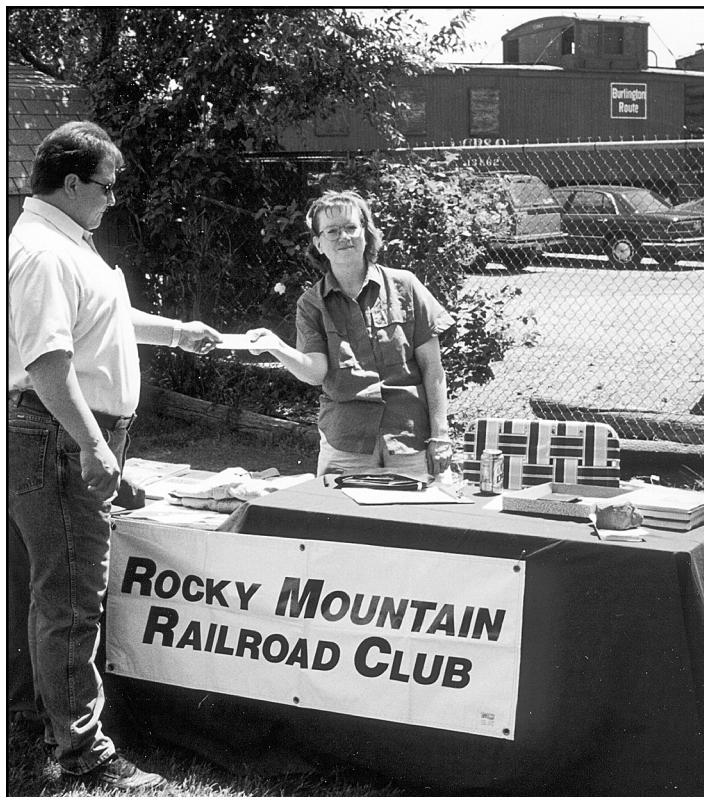
A barbecue feast greeted members and guests who attended the second annual Club BBQ picnic held on June 15th at the Colorado Railroad Museum.

– Photo © Charles Moffat.

and *Denver and Salt Lake Railroad 1913 to 1926* given as prizes to winners of the costume contest. A copy of Jackson Thode's book, *A Century of Passenger Trains ... And Then Some ...* was also

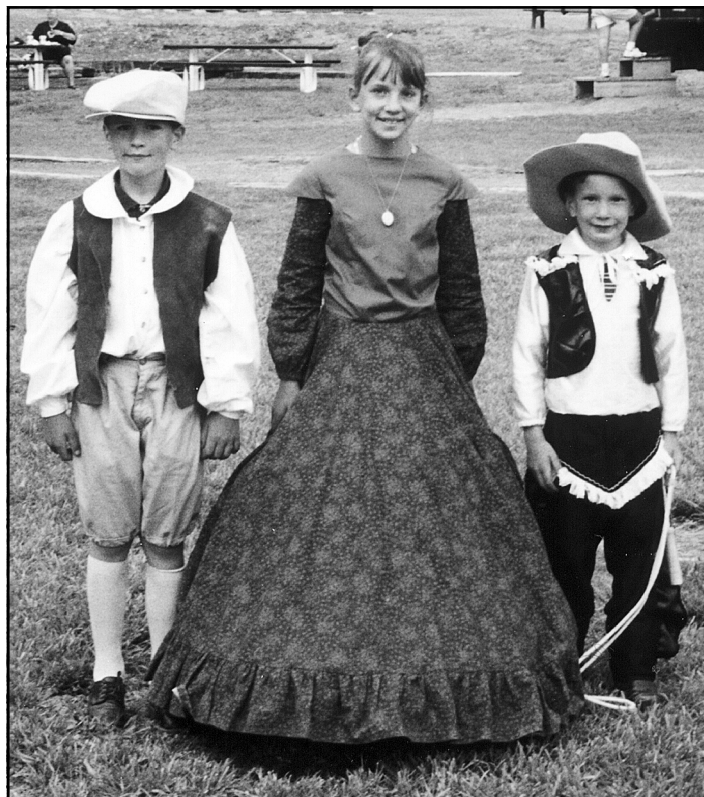
awarded to a costume contest winner.

Everyone had a great time, and we look forward to seeing you all next summer for the third annual Club Barbecue!



Selena Moffat staffs the ticket table at the barbecue Picnic. David Odom is on the left.

– Photo © Charles Moffat.



Proud winners of prizes in the costume contest at the Club's Barbecue picnic.

– Photo © Charles Moffat.

Crawford Hill Trip

Continued from page 1, column 3

and slide presentation, will be in Scottsbluff, NE.

The next morning we will go through the Scottsbluff National Monument enroute to South Morrill to see the UP operations there. Next, weather permitting, we will follow a portion of the abandoned C&NW Cowboy line through the White River Valley to Fort Robinson and Crawford. After watching helper action in Crawford, we will ascend Crawford Hill to Belmont to watch trains. Our next night will be spent in Alliance.

On Sunday, we will watch the busy BNSF activity around Alliance before we return to Denver. Our route back through Sidney will follow the UP's busy mainline to Kimball and then south to Fort Morgan and Denver. We plan to be back in Denver around 4:30 PM.

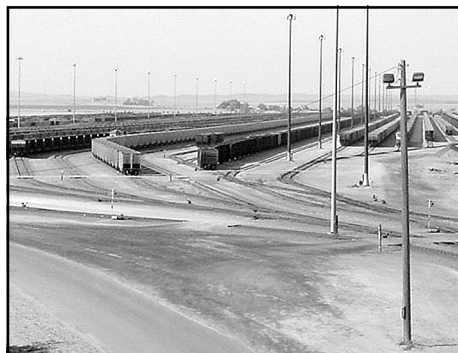
The price of the trip will include three days luxury coach service, two nights accommodations, dinner on Friday night and lunch on Saturday, snacks and beverages while on the coach. Both motels have pools and hot tubs so bring your swimming suits. See the trip brochure included in this *Rail Report* for more details. Supplemental brochures and maps will be provided.

Two daily quizzes will offer participants the chance to win prizes. This educational field trip will interest not only railroad enthusiasts, but the history buffs as well. The scenic beauty of the Panhandle of Nebraska creates some remarkable vistas. The North Platte Valley is steeped in history with markers and monuments noting countless locations and events pertaining to the Oregon Trail, the California Trail, the Mormon Trail, the Black Hills Trail and the Pony Express route. This part of America is off the beaten path, but one that should be traveled more frequently.

See the enclosed flyer for pricing and ordering information. You can order tickets by mail or on the Club website. MasterCard and Visa are accepted.



Helper locomotives 9280, 9244 and 9211 cut off on the fly at the summit of Crawford Hill at Belmont, Nebraska, after helping an east bound coal train up the 13-mile climb. – Photo © Dave Goss.



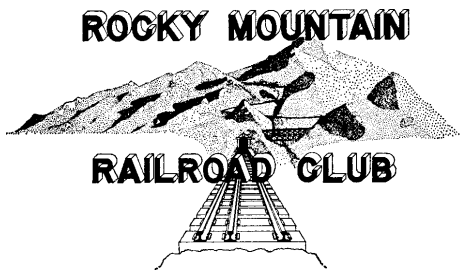
We plan to see the busy Alliance, Nebraska, yards. – Photo © Dave Goss.



Three helpers give an extra boost to a southbound coal train starting up Crawford Hill. – Photo © Dave Goss.



Crawford, Nebraska, is the western terminus of the Dakota Minnesota and Eastern. Here units 6069 and 6076 wait for the interchange with the BNSF on 6/22/02. – Photo © Dave Goss.



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Raffle Upgrade

By Steve Mason

We want to thank Jim Ehernberger for last month's raffle books. We also want to thank Duane Miller of Caboose Hobbies for the donations he has made to the raffle.

We have upgraded the raffle to offer better material for members. An informal poll at the June meeting gave permission to raise ticket prices from 50 cents to a dollar. This money goes to maintaining the equipment at the Colorado Railroad Museum. Since we started the raffle, prices for the material we buy has steadily risen. We want to thank the membership for their understanding and continued support of this worthwhile effort.

Rail Report Copies Received

A special thanks from Dave Goss goes to Greg Bates, Bill Brandon, Charlotte Briber, Bruce Nall and Don Zielesch who donated their personal *Rail Report* copies to complete the Club's archives.

Thanks to the Club From Last Year's President

Dave Goss and his wife want to thank the Club for their generous gift of two club car seats on the Summer Ski Train. The Club presented these tickets to Dave when he stepped down as President last December. Dave and Joann used the tickets on July 6th, their 34th wedding anniversary. The weather was beautiful in Winter Park and the trains numerous. Again thanks for the great day.



At Rocky, the Ski Train meets an Xcel Energy coal train destined for the Valmont Station in Boulder. The 17 car Ski Train waited for the 108 NSPX cars to pass. – Photo © Dave Goss

Narrow Gauge Steam Runs Again In Colorado

By Bruce Nall

The Cumbres & Toltec Scenic Railroad, The Durango & Silverton Narrow Gauge Railroad and the Georgetown Loop Railroad were all closed earlier in their summer season due to wildfire concerns.

The Cumbres & Toltec Scenic Railroad resumed limited service in mid-July after closing for 38 days. An estimated 10,000 riders and nearly \$500,000 in revenue were lost during the closure.

The Durango & Silverton Narrow Gauge Railroad is now running three trains a day between Durango and Silverton after a 23 day closure. The train lost an estimated 50,000 riders which contributed to a loss of 25 to 30 percent of its annual business.

The Georgetown Loop Railroad is offering discount tickets to attract more riders now that operations have resumed. Revenue is down 12 percent due to the closure.