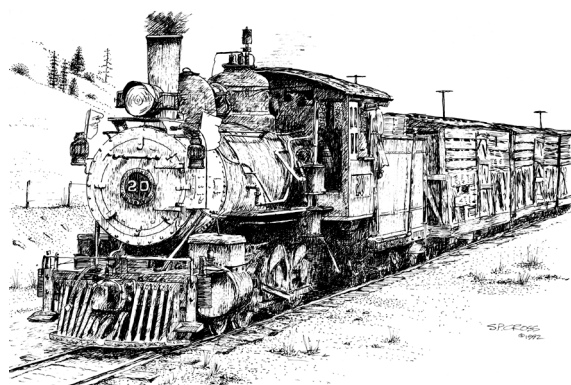


ROCKY MOUNTAIN RAIL REPORT



JANUARY 2004

No. 532

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Tribute To The Pacific (4-6-2)

Presented by Bob Andrews

January 13, 2004 • 7:30 PM

Pacifics were king of the passenger business until 1930. During their long reign there were some 6,000 Pacifics built. The first 4-6-2 with a narrow firebox was built in 1896 for the Milwaukee Road. By 1902, a wide firebox with outside bearing trailer for stability became typical when the Missouri Pacific received their Brooks Works 4-6-2s. The Missouri Pacific order gave the 4-6-2 type the name Pacific. Also in 1902 the Chesapeake and Ohio received their 4-6-2s from ALCO Schenectady. Although most were used in passenger service, some, as on the Lackawanna, were built with lower drivers and used in manifest freight service. The finest designs were completed by 1919 with the USRA heavy. The typical Pacific cost \$50,000 versus the \$400,000 diesel that replaced them.

Most fans would nominate the Pennsylvania K4s as the best design. It ran on 80-inch drivers and had an excellent boiler shared with the L1s Mikado that was nearly impossible to run out of steam. It lasted until the end of steam and commonly ran in the 90 m.p.h. range, for example, double slotted with "The General" before the ICC speed limits of 1947. A close runner up would be the Erie K5 USRA heavy 4-6-2s Pacifics that powered the Erie Limited from Chicago to New York. The difference between the USRA light and heavy designs was boiler and driver size. Lights had 73-inch drivers and the heavy had 79-inch drivers. The difference in boiler sizes resulted in different engine weights. The lights had a 54,000 pound driver axle loading and the heavy a 60,000 pound driver axle loading.

On the Santa Fe, 3400s resembled the USRA heavy in total weight and driver diameter. The earlier engines, like the 1200s, were lighter than the USRA lights and were very useful on branch lines, as they left mainline service. The Harriman roads initiated the Common Standard program. Their Pacific's had 77-inch drivers, a straight top boiler and weighed less than the USRA lights. Heavier Pacifics for Harriman lines soon were developed. The Burlington designed 4-6-2s with driver sizes and engine weights similar to the other prairie lines. The Rio Grande had one small class of Pacifics but quickly realized they needed eight driver power – their huge boilered, low drivered 4-8-2s.

Bob Andrews is one of our foremost railfan photographers. Photos by Bob Andrews can be found in many books on the Burlington, Union Pacific, Rio Grande and Santa Fe. Bob started taking photos trackside early in the late 1930s and continues to this day.

Join with us to learn about this ubiquitous steam locomotive. We meet in Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking on the south side of the complex. Enter into Barnes Hall, where we hold the meetings, from the south side doors. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

2004 RMRRRC Events Schedule

February 10 Meeting:	F&CC Terminals
March 9 Meeting:	Fun With Private Cars
April 13 Meeting:	Erie-Lackawanna East End
May 11 Meeting:	Slide Potpourri
June 8 Meeting:	Living Steam In Living Black & White
July 13 Meeting:	To Be Announced
August 10 Meeting:	To Be Announced
September 14 Meeting:	To Be Announced
October Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	To Be Announced

The deadline for items to be included in the February *Rail Report* is 1/19/04.

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

Annual Meeting Election Results

The following 2004 officers and directors were elected:

President	Mike Gailus
Vice President	Steve Mason
Secretary	Roger Sherman
Treasurer	Dave Goss
Director	Herb Edwards (2004 - 2005)
Director	Barry Smith (2004 - 2005)
Director	Robert Wilson (2004 - 2005)

Articles of Incorporation Change Approved At The Annual Meeting

The RMRRC Articles of Incorporation, as amended, will change from: "The affairs and management of our said corporation shall be under the control of a board of directors *consisting of eleven members composed of the president, the secretary, the treasurer, the immediate past president and six additional directors...*" to: "... a board of directors *consisting of the officers of the corporation called for in the bylaws and six additional directors...*"

Jeffco Train Show

The Jeffco Train Show will be on January 31st at the Jefferson County Fairgrounds. There is an early bird admission special for \$10 that allows entry to the show starting at 7:15 AM. Regular public hours are 9 AM to 5 PM. Admission is \$5 for an Adult, \$1 for Children 5-12, under 5 free, and there is a \$10 (maximum) for families.

Membership Renewals and Equipment Fund Book Drawing – 2004 Membership Renewals Are Due No Later Than January 1, 2004 –

Membership dues renewal forms have been mailed to all members. If you have not received your renewal information, please contact Dave Goss at 303-693-9933 or by e-mail at m1ck11@pcisys.net. Membership renewals for 2004 are due no later than January 1, 2004. Please consider upgrading your membership to one of the new membership levels to provide additional financial support to the Club.

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

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

Foundation Donations Update

By Jean Gross

THANK YOU THANK YOU

Due to a delay in the mail delivery, not all names were included in last month's newsletter. We apologize for the delay. The following individuals have given most generously to the Foundation's project, the restoration of Interurban Car No 25. Every single donation helps us to accomplish our ultimate goal. Keep those checks and charge donations coming!

We received a memorial donation from Herbert Poynter in memory of Henson Poynter, his father, who was a streetcar conductor for 43 years with the Monongahela West Penn in West Virginia.

Donations were also received from: Roy E. Altenbach, Robert L. Bartholic, Richard Berens, Richard G. Burlingame, Thomas E. Caldwell, Fred Carlson, William F. Cox, Dan M. Davis, MD, James L. Ehernberger, Donnelly G. Elliott, Richard Essenberg, Robert J. Fryml, Ed F. Gerlits, Ken Gow, Johanna Harden, Robert Harmon, MD, Allen Heyl, Jeanne Hickman, Michael H. Hoenig, Harold Huber, Jr, John D. Keller, Ray F. Kilcoyne, Brian Lamping, George Landon, Bud Lehrer, Richard Loveman, John Manley, William Plume, Mark Price, David A. Rainey, Richard M. Ralston, Dan Sherer, John Templeton, Michael M. Tinetti, Jim Titsworth, Thomas V. Toft, Charles Ulmann, Robert Vicek, and R. Michael Walker.

Publishers Statement

Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

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 club address listed above. Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 for each month remaining in the year. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

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

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the third week every month. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579
Fax: 303-978-0402
E-mail: selectimag@aol.com

No. 25 In The Year 2004

Work on D&IM No. 25 during the coming year will certainly have a different “flavor” now that most of the interior restoration is complete. We look forward to working in the platform areas to mount the exterior doors, door traps and miscellaneous hardware and add electrical components and wiring inside and under the car. Recently we spent time organizing parts and materials in Building 78 to improve our working environment.

Another important area that we need to focus on is working with the Denver Rail Heritage Society to help them enhance the Platte Valley Trolley operation to provide a good home for No. 25. Thanks to all of you for your continued support as we press on with this worthwhile endeavor.

Denver Rail Heritage Society Quarterly Meeting

The Denver Rail Heritage Society will hold their quarterly membership meeting in the REI Sporting Goods Store near 15th Street and the Platte River on Tuesday, January 27th at 7:30 PM. Please park in the underground garage. Rob Thain will present a program of his personal movies of the last days of electric interurban operations on the North Shore Railroad in the early 1960s near Chicago. The public is welcome. Contact Darrell Arndt at 303-797-8444 for more information.

Foundation Holiday Gifts

A 12-Month, 2004 calendar featuring black and white and color photos of Denver area Trolleys, past and present are \$14.00 each, including shipping.

A 55-minute video of the history of *The Cars That Built Our Cities* from early day movies to the present is yours for a donation of \$18.00 or more.

All profits help with the restoration of Denver and Intermountain Interurban car No. 25. Send Check or Money Order to: RMR Historical Foundation, c/o Thomas Peyton, 13561 N. Sheridan Blvd. Broomfield, CO 80020-2510



No. 25 at 13th and Arapahoe Street in Denver on May 1, 1947. – John Horan Photo



No. 25 at Smiths, looking east at Garrison Street on May 1, 1947. – John Horan Photo



No. 25 on December 12, 1988, heading for the Denver Federal Center and restoration. The car is on 6th Avenue approaching Simms Street in Lakewood. – Darrell Arndt Photo

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.

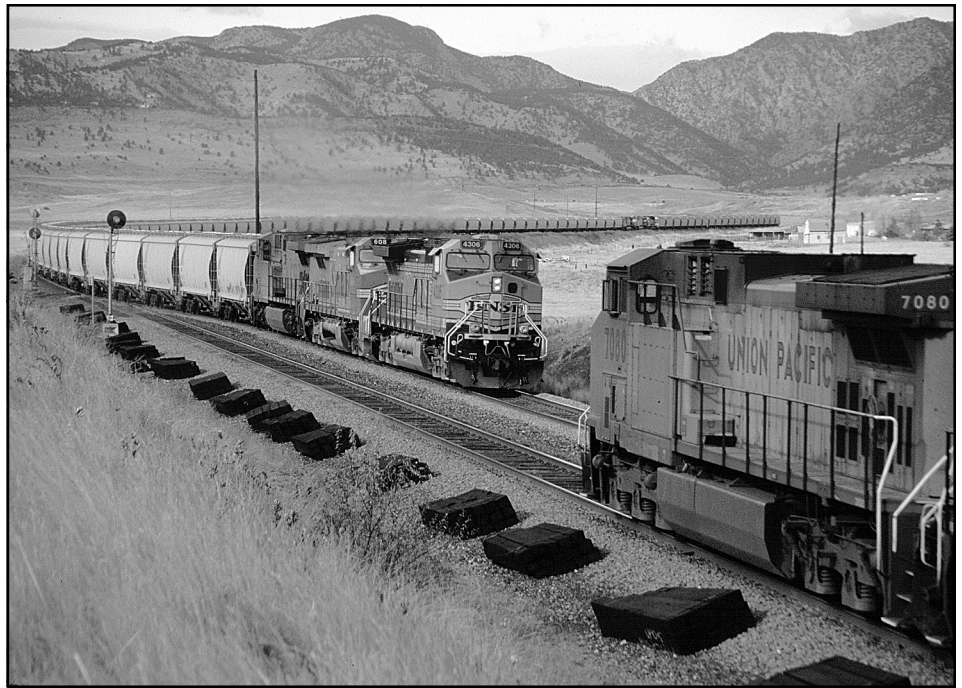
Train Control Pilot Program Awarded To Wabtec

Wabtec Corporation has been awarded a contract by The Burlington Northern and Santa Fe Railway Company (BNSF) to conduct a train control pilot program using Wabtec's Electronic Train Management System (ETMS).

“BNSF is the second North American railroad to select Wabtec to pilot a train control system,” said Robert P. Haag, president of Wabtec Railway Electronics. “It's encouraging to see BNSF, with its experience with positive train control systems, move forward with this pilot project.”

Work will begin immediately to install and test the system on 50 locomotives that operate along a 135-mile corridor between Centralia and Beardstown, IL. “We have been studying train control systems for some time, and we are looking forward to launching this pilot with Wabtec later this summer,” said Carl R. Ice, BNSF's Executive VP and Chief Operations Officer. “We are interested in determining the improvements in both safety and train operations the system can deliver.”

With ETMS, movement related information, such as authority limits, speed limits and work zones are passed through a digital communications network and displayed on a computer screen inside the locomotive cab. The onboard computer, with location information provided via the global positioning system, will warn then automatically initiate braking if the engineer fails to respond appropriately to movement and speed limit information. In addition, the onboard display includes a moving map detailing grade, curvature and track topology.



BNSF continued moving American Soda Ash (reporting marks ASHX) trains over Union Pacific trackage rights in November. BNSF 9-44CW 4306, 608 and Kansas City Southern AC4400CW 2021 met westbound UP coal empty with AC4400CW 7080 at Leyden Siding, Arvada, CO, on 11/15/03. The three mid-train BNSF DPU's can be seen above UP 7080's cab. Photo © Chip.

SILVER SOLARIUM Heads West For California

Rail Journeys West Incorporated owned ex-California Zephyr SILVER SOLARIUM round-end lounge/dome car departed Denver, CO, on 11/22/03 into the snowy Colorado Rockies. The car has undergone work at UP's Denver Locomotive Shops at the old Denver & Rio Grande Western building two. Rail Transportation Technical Services Corporation did the upgrades (a new diesel generator and air conditioner) on this well traveled car. The red neon California Zephyr drumhead on the rear of the car was lit as it departed westward on UP's Moffat Tunnel Subdivision.

Underbody modifications were done for the new diesel generator. Trucks were rebuilt with new bushings and swing hanger bush plates. A unique feature on SILVER SOLARIUM is pass through multi-unit capability.

Weather conditions didn't allow me to watch the train enter Moffat Tunnel and I waved farewell at Plain.

Amtrak train 5 had two P42's, 177 & 175 on 11/22/03. The train was delayed about 15 minutes departing Denver. SILVER SOLARIUM was added at Denver Union Station for the trip to California.

On its last lap from Denver to the Port of Redwood City, former California Zephyr dome-observation SILVER SOLARIUM moved through Atherton, CA, on 11/24/03 behind Caltrain 920. The car is stored between trips at Port of Redwood City, CA, southeast of San Francisco.

New BNSF Train Via Colorado Rockies

BNSF began running a Kansas City, KS, to Stockton, CA, train in November 2003. Symbol is H KCKSTO4 XX (XX is day it originates). The H KCKSTO4 15A had BNSF 4564, 987 4149 and rear DPU 5376. The train departed Denver (C&S Junction) about 11:50 AM on 11/17/03. BNSF is using this train to move steel coil loads to the mill at Pittsburg, CA. It also handles empty boxcars going back to the Modesto & Empire Traction at Modesto, CA, with some Stockton and Fresno traffic mixed in. This move saves time for



BNSF's Black Thunder Mine, WY, to Mill, TX, (C BTMMLT 259A) was on Denver's LoDo Siding with new AC4400CW 5640. It was passed by Denver RTD C Line car heading for Mineral Avenue Station on 11/18/03. – Photo © Chip.

several customers and avoids congestion at Barstow, CA.

BNSF continues operating the Denver to Stockton, CA, trains as well as the Denver to Provo, UT, trains. These trains all operate via the Union Pacific trackage rights via Moffat Tunnel.

BNSF Purchases 40 Acres in Commerce City, Colorado

The BNSF Railway Company paid 4.12 million dollars for 40 acres at the southwest corner of 96th Avenue and Colorado 2 in Commerce City in December 2003.

– *Rocky Mountain News*, 12/16/03

GM 70 Delivered To The Transportation Technology Center

General Motors shipped a third Electro-Motive Division (EMD) built SD70ACe locomotive, GM 70, to the Transportation Technology Center near Pueblo, CO.

Union Pacific's Denver North Yard to Pueblo, CO, train had the GM 70 as the sixth car from the rear moving south through Littleton early 12/3/03. GM 70 was built in April 2003, serial number 20026404-1. There were no tarps on GM 70 for this trip.

The SD70ACe stringent EPA Tier 2 emissions standards have been satisfied with a variant of Electro-Motive's 710 diesel engine, a design that is well known to railroads. This model introduces advanced self-diagnostics as well as innovative predictive health capabilities. The SD70ACe is further enhanced with optional IntelliTrain services, which is Electro-Motive's industry-leading process for remotely monitoring locomotives using wireless communications.

Using the rapidly expanding commercial cellular networks across the country and also using wireless local area networks in the vicinity of railroad yards, IntelliTrain automatically transmits locomotive data to Electro-Motive's Locomotive Management Center in LaGrange, Illinois. Maintenance technicians scan the information, remotely interrogate locomotives, and send electronic work orders to maintenance facilities before the locomotives arrive.

The SD70ACe also includes a new cab design that was critiqued by customers in the process of becoming a state-of-the-art ergonomic design for both operators and maintainers. The first four SD70ACe locomotives have been built and are being used to verify that all performance and

reliability requirements are satisfied. Additional SD70ACe locomotives will be delivered and demonstrated to North American railroads in advance of the January 2005 effective date for Tier 2 emissions. GM 70 now joins GM 71 and GM 73 at the Transportation Technology Center. EMD continues testing these three Tier 2 compliant locomotives.

–EMD contributed to this report

Winter Park, Colorado, Webcam

Use the following Internet link to view a camera mounted at the Winter Park Resort. Enjoy the view with trains and weather all in one.

<http://www.skiwinterpark.com/mountain/basecamlive.html?nav=winter>



BNSF 6234 on the turntable at the Jackson Street Roundhouse on 10/17/03, the day after BNSF delivered it to the Minnesota Transportation Museum.

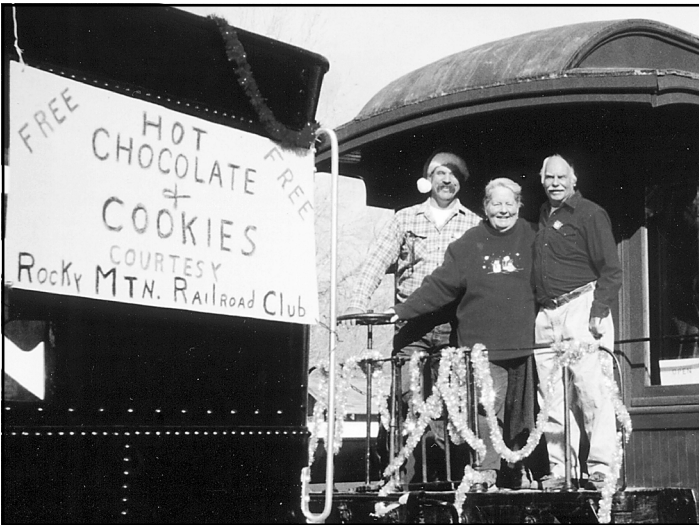
– Photo © Ralph Back

Ex-C&S SD9 Donated

By Steve Glischinski

The BNSF donated an SD9, BNSF 6234, to the Minnesota Transportation Museum. This is a former Colorado & Southern unit, ex-C&S SD9 839 (b/n 25159, b/d 4/59). The unit has a bad generator but otherwise is in good shape and close to operating condition. It is still in BN green paint and will be kept at the Museum's former Great Northern Jackson Street Roundhouse in St. Paul, MN.

For historical information on EMD SD9 production and C&S SD9 839, refer to the Web page for BN 6234 on the MTM Web site, www.mtmuseum.org. Click on Jackson Street Roundhouse and then Equipment Roster in the left frame. Click BN 6234 from the Locomotives list.



From left, Denny Haeefe, Mona and Bob Tully are ready to promote the Club to visitors to the Rico.

Out At The Museum

Photos and story by Bob Tully

Approximately 1100 people went through the Rico during Santa Claus days at the Colorado Railroad Museum. Your equipment committee volunteers served about 800 cups of hot chocolate and more cookies than I could count. While the train, consisting of Georgetown Loop diesel No. 15, an open gondola and two passenger cars, went round and round, we treated visitors to a tour of the Rico. Free refreshments were available to all. A set of four drawings depicting locomotive 20, a passenger car,

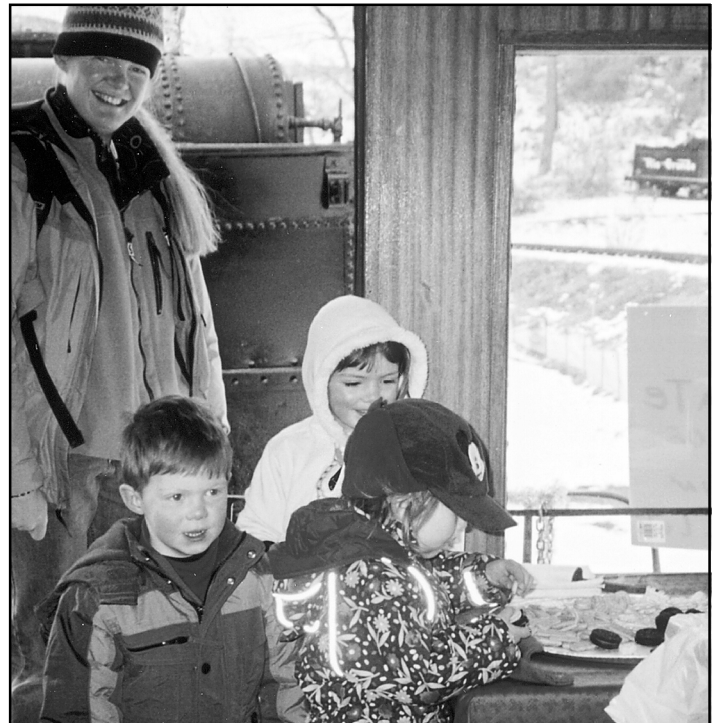
Continued On Page 8, Column 1



Denny Haeefe serves hot chocolate to thirsty museum visitors.



Mona Tully greets visitors to the Rico during the Colorado Railroad Museum's special Santa Claus Train days.



Kids select Club provided free cookies during their museum visit.



Union Pacific 822 with No. 27, The San Francisco Overland, near Dale in October 1958.

Neal R. Miller hands out prints of one of his specially selected railroad photographs to Rocky Mountain Railroad Club members who attend the December annual meeting. This year marks his 51st annual holiday gift to members. For those unable to attend the annual meeting, Neal's photograph is reproduced here. – Photo © Neal R. Miller.

ICC Speed Limits of 1947

By Steve Mason

Ever wonder why the top speed on most Amtrak trains is 79 mph except the Santa Fe Chicago-Los Angeles main line which is 89 mph? Most of us know the Milwaukee Road's Hiawatha ran over 100 mph to make the time from Chicago to the Twin Cities. The same for the NYC's Mercury and a host of others.

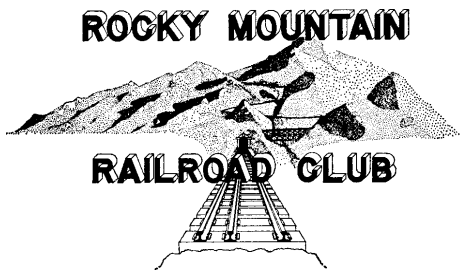
During the closing months of World War II, there was a tragic wreck on the Burlington near Chicago on April 25, 1946. On the triple track main line from Chicago to Aurora near Naperville, The Advance Exposition Flyer stopped for an

emergency equipment inspection. In the fog common to that time of year the Exposition Flyer hit it from behind at track speed. All lines were protected then by block signals.

The subsequent investigation showed complex reasons for lowering speed limits such as: engineer's reaction time, track maintenance conditions, block length, effectiveness of braking systems, signal systems and weight of trains. The ICC mandated that top speed for existing signaling would be no more than 79 mph unless the railroad invested in an

improved specified signal system such as train stop, train control or cab signal effective 1947.

The railroad supply industry thought this would result in a boom in implementation of advanced signal systems. This did not occur. A few railroads, the UP, Santa Fe, C&NW, PRR, NYC, and ICRR extended their use of these already existing systems. All the rest looked at the passenger losses industry wide since 1929, total cost of the investment, and the declining future of passenger business and simply lowered speed limits and lengthened schedules.



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Out At The Museum

Continued From Page 6, Column 1

caboose 0578 and railroad signs were given to children. About 500 of these educational coloring sheets were enthusiastically received by kids and parents. We told lots of folks about the history of the Rico and engine 20 and the Club's efforts to preserve our railroad heritage.

Denny Haefele, Mona Tully and I enjoyed working in the Rico on December 6th and 13th and Roger Sherman and I worked on December 7th. Ken Gow, Matt and Mark Tomon and Phil Schol were on the grounds the morning of the 6th to help get things started and to visit with early arrivals. The holiday spirit was evident as the donation jars received over \$250.00.

While we didn't get any maintenance work accomplished during December, we sure talked to a lot of folks about the Club, the Rico and rail history in Colorado. All those who participated had a good time.

Colorado Railroad Museum 2004 Scheduled Operations

For information call 303-279-4591

Intermountain Chapter, NRHS 2004 Event Schedule

For information call 303-298-0377

January 31:	Jeffco Train Show at the Jefferson County Fairgrounds.	March 19:	Dinner meeting at Rossi's: "Hatch Wroton Presents."
February 20:	Dinner meeting at Rossi's: "The Adventures of A Private Railcar Owner" by David Pitts.	Reservations are required for the dinner meetings. Dinner is at 7:00 PM and the program is at 8:00 PM. Cost: \$12 per person or \$5 for the program only.	

Trains Unlimited, Tours 2004 Trip Schedule

For TUT information call 1-800-359-4870

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

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