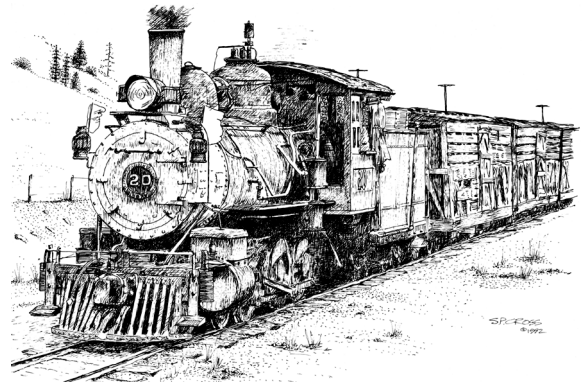


ROCKY MOUNTAIN RAIL REPORT



JANUARY 2005

NO. 544

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

The Rio Grande Ski Train: A Denver Tradition for Generations

Presented by Richard Luckin
January 11, 2005 • 7:30 PM

Dick Luckin has long experience in various types of media. He worked for Coors for 25 years producing various skills training, internal communications and historical programs. He also produced and directed five programs for the U. S. Air Force, the latest one, *Silent Veterans*.

He did a documentary in 2000, *Silver Thread Through The West (The California Zephyr)* and followed that up in 2002 with *Super Chief: Speed-Style-Service*. These productions won nine awards including the Telly and Aurora awards for "Best of Show" in the historical documentary category. Over 140 PBS television stations aired both programs. Currently Dick is working on *The Daylight: The World's Most Beautiful Train*.

Tonight we are going to see, *The Rio Grande Ski Train: A Denver Tradition for Generations*. This was shown on KBDI-12 PBS on May 8, 2004. This program details the long life of the Ski Train from D&SL days to the present. This program will also be shown nationwide on PBS. As an added bonus we will also see, *Making Successful Railroad Programs for Television*. This short feature will include elements from the California Zephyr and Super Chief programs as well as the new Daylight program.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **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.**

Trip News

By Barry Smith

The Union Pacific has agreed to a Club tour of their Denver Locomotive Shop - Burnham Facility in Denver on Thursday, January 20th from 12:30 to 4:30 PM. A \$15 contribution to the Club is the fee for the tour. The tour is limited to 14 participants plus the trip leader. The minimum age for the tour is 16.

Continued on Page 2, Column 1

Membership Renewals

By Dave Goss, Membership Chair

You should have received your 2005 membership renewal notice. This year, in order to expedite the processing of dues, we will be using a Post Office box in Aurora. Please return your dues payments in the envelopes that were enclosed with the renewal notices. This will help us coordinate the processing of checks and payments for your 2005 dues. Renewals are due by January 1, 2005.

2005 RMRRC Events Schedule

January 20 Event	UP Denver Locomotive Shop Burnham Facility Tour
February 8 Meeting	C&S Standard Gauge Steam
March 8 Meeting	Joe McMillan's Santa Fe Years 1964 to 1995
April 12 Meeting	South African Garretts
May Event	Cheyenne Shops Tour
May 10 Meeting	Slide Potpourri
June 14 Meeting	To Be Announced
July 12 Meeting	To Be Announced
August 9 Meeting	To Be Announced
September 13 Meeting	To Be Announced
October Event	Annual Banquet
November 8 Meeting	To Be Announced
December 13 Meeting	To Be Announced

The deadline for items to be included in the February *Rail Report* is 1/17/05.

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.

New Club Officers for 2005

By Roger Sherman

The annual meeting of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation was held before the regular Club meeting on December 14, 2004, at Barnes Hall in Christ Episcopal Church in Denver, Colorado.

The slate of officers and directors proposed by the nominations committee was approved by the membership by acclamation. President for 2005 will be Jimmy Blouch, vice-president for projects will be Darrell Arndt, and vice-president for programs will be Don Hulse. Treasurer Dave Goss and secretary Roger Sherman agreed to serve another term.

New directors for a two-year term include Kevin Corwin and Ed Lichtenfels. Mike Tinetti agreed to remain on the board for another two-year term.

The membership also approved a revision of the Articles of Incorporation for the Club to bring it into parallel with the operation of the Foundation, and set guidelines for disposal of Club assets, should the Club have to disband.

Trip News

Continued from Page 1, Column 1

Sign up is first come, first served. There will be a standby list. Phone Barry Smith at 303-757-6050 for reservations. Mail your check (payable to the Rocky Mountain Railroad Club) to: Barry Smith, 1225 S. Oneida, Unit 220, Denver, CO 80224. You can also pay Barry at the gate prior to the tour. We are unable to accept charge cards for the donation for this tour.

Attendees should wear sturdy, closed toe shoes and long pants. Please also bring

Directions To The Denver Locomotive Shop – Burnham Facility

From the west: on 6th Avenue eastbound, from the right lane, take the next immediate right exit after passing under the I-25 flyover. The exit narrows between abutments, then go left to Seminole. Go one block on Seminole/ Osage and turn right through the gate.

Donations Continue to Grow

By Jean Gross

We would like to thank the many donors to the Foundation this month. Those who donated are:

James Allamian, Michael Ayer, Arthur M. Butler, Jr., David Butler, Thomas E. Caldwell, Rogers Christal, Kevin Corwin, George Ek, Richard Erickson, Robert J. Fryml, Richard Gamewell, Allen Heyl, Josiah Jenkins, Rich Loper, James Marlow, Philip Mulligan, Dianne Powell, Dan Sherer, T.E. Taplin, John Wiedman and Hugh H. Wilson.

It has come to my attention that the active employees of the Union Pacific and active and retired members of the Board of Directors of the Union Pacific Corporation are eligible to participate in the Union Pacific Matching Gifts Program. If you are eligible and donate a dollar amount to the Rocky Mountain Railroad Historical Foundation, you can apply for an equal amount to be donated by the UP Program.

As we draw to the end of 2004, please remember that your donations need not end. The restoration of No. 25 must continue. Thanks to every one of you for your support. The membership has been and continues to be most supportive.

gloves, safety glasses and a hard hat. Notify Barry two days in advance if you do not have safety glasses or a hard hat.

Please check in with Barry at the west side gate at 800 Seminole Road at noon. Barry will be in the gold Land Rover with the Club flag on the top.

After the tour, those interested may meet for a group dinner "pay on your own" at El Noa Noa at Kalamath and 7th.

From the east or north: from Santa Fe southbound, turn right (west) on 3rd Avenue, turn right (north) on Osage. Go three and a half blocks (passing under the 6th Avenue viaduct) and turn right through the gate.

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
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	Jimmy Blouch
Vice President - Projects	Darrell Arndt
Vice President - Programs	Don Hulse
Secretary	Roger Sherman
Treasurer	Dave Goss

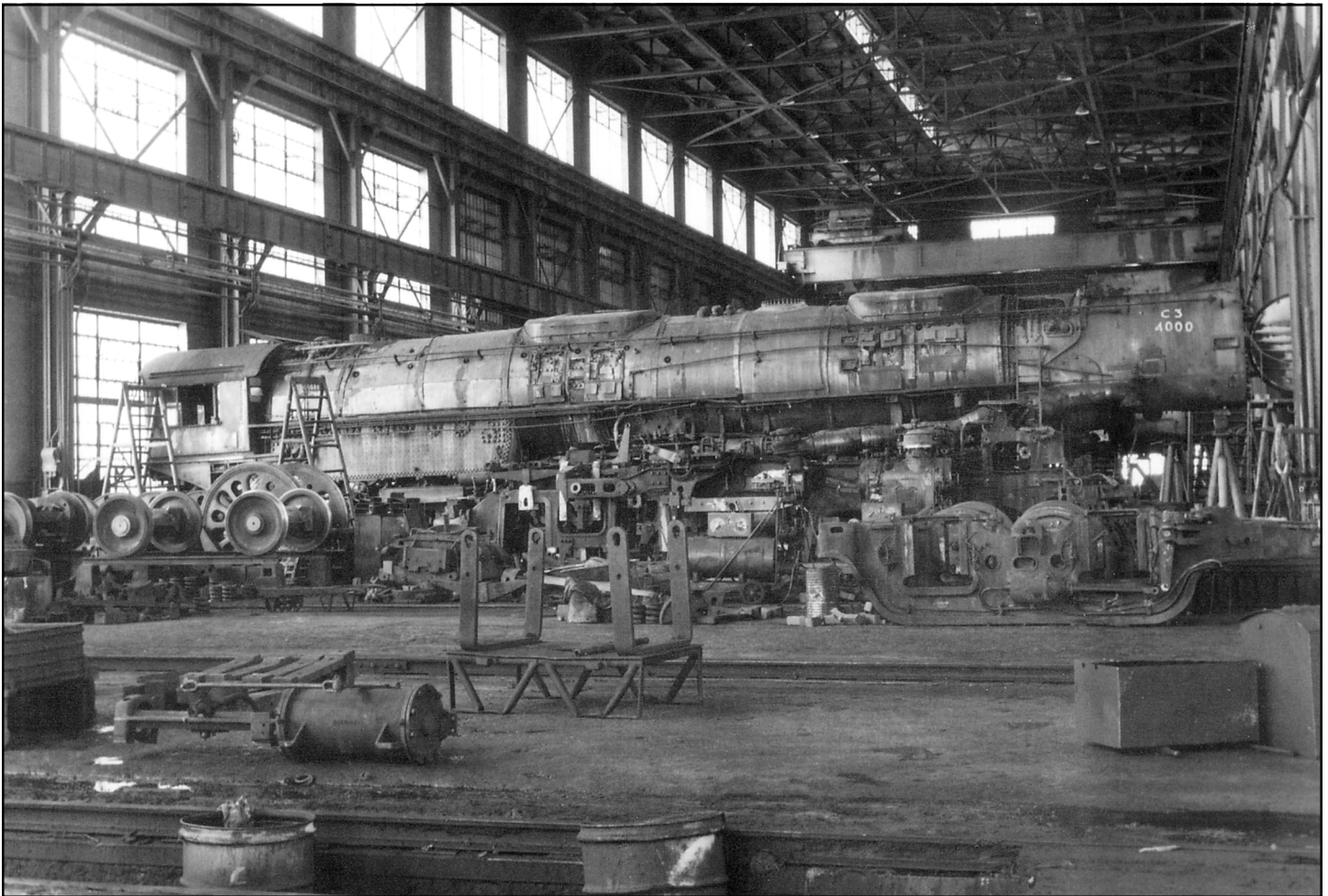
Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the Thursday preceding the monthly meeting. 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



Neal Miller's 52nd annual photograph given to members at the annual meeting in December shows Union Pacific 4000 in the shops at Cheyenne, Wyoming on January 29, 1956. –Photo © Neal R. Miller.



From left, outgoing Club president Mike Gailus, new president Jimmy Blouch and new vice-president for projects, Darrell Arndt.



From left, new director Ed Lichtenfels, continuing director Mike Tinetti and new director Kevin Corwin. –Two photos © Bruce Nall.

From The President

By Jimmy A. Blouch

I am honored to have your confidence in electing me as your RMRRC President for the coming year. Ours is a long standing Club with our members having a wide variety of interest in the railroad industry. I hope to preserve this image, will strive to

increase membership and increase revenues, which are all necessary to keep the Club viable. I look forward to working with the newly elected Board of Directors, and Committee Chairs.

We all owe a sincere thank you to Mike Gailus and his board and committee chairs for serving as our leaders these past years.

Your comments, suggestions, or questions are certainly welcome.

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.

The Ski Train in Iowa

BNSF moved the two Ski Train painted F40PH's and 11 Ski Train passenger cars from Denver, CO, on 8/31/04. The train moved to Iowa City for the University of Iowa football season. BNSF 9-44CW 682 (Santa Fe warbonnet) led the ex-Amtrak F40PH's.

The train was loaned to Iowa Interstate to haul college football fans from the parking lots in Coralville, IA, to Kinnick Stadium near downtown Iowa City, IA, on the University of Iowa campus. Several trains operated for University of Iowa Hawkeye home games. The last run was on 11/20. The operation was a big success and they are looking to do it again in 2005.

The Ski Train was moved by Iowa Interstate from Iowa City to Council Bluffs, on Sunday, 11/28/04. UP moved it back to Denver via the Limon line (AKA Kansas Pacific).

Denver Union Station was busy the morning of 12/1/04. Arriving at 6:10 AM was the Ski Train equipment back from Iowa led by UP SD60M 2501, ANSX Ski Train power 289 and 283. It had cafe/lounge #5, nine coaches and cafe/lounge #9 on the rear. It pulled onto track 3 facing south.

A late running California Zephyr (CZ) #6 (eastbound running almost 12 hours late) arrived on track 1 at 7:10 AM, 12/1/04. Power was P42DC 93 & P32-8BWH 505. The train; baggage 1759* crew dorm 39010, 32049*, 32043, 38042, 33024, 34020, 34004, 34082 and the last car was privately owned BELLA VISTA (Rail Adventures 800232). It departed Denver at 7:40 (12 hours and 2 minutes late).

Amtrak's CZ #5 (westbound) arrived five



Union Pacific SD60M 2501 led AnSCO owned (reporting marks ANSX) 289 & 283 returned to Colorado from Council Bluffs, Iowa, to Denver via Limon, CO. The 11-car Ski Train had been in Iowa for three months at Iowa City, Iowa, where it had handled Hawkeye College game commuters. Train was shoving south towards UP's Denver Locomotive Shop on 12/1/04. – Photo © 2004 Chip Sherman from Park Avenue West bridge.

minutes early on track 1 at 7:45 AM. Power P42DC 141 & 125 followed by 1708, (crew dorm) 39039*, 32054, 32021, 38033*, 33021, 34026, 34063* and 31504. It departed Denver on time at 8:20 AM!

* The car has new Amtrak lettering on the car sides.

Montana Rail Link Orders SD70ACe Locomotives

Montana Rail Link (MRL) announced that they will take delivery in 2005 of sixteen SD70ACe locomotives that meet U.S. Environmental Protection Agency (EPA) Tier 2 engine emissions standards.

Recent heavy haul train tests conducted by MRL confirmed that the Electro-Motive SD70ACe locomotives provide a fuel savings of greater than 20%. Five new locomotives will replace eight older locomotives on coal and grain trains that MRL operates over the continental divide in western Montana.

According to MRL President Tom Walsh, “Acquiring new state-of-the-art locomotives is one of the many examples of Montana Rail Link's long term

commitment to our employees and to the customers we serve. Not only are the new units highly-energy efficient, they are the newest in low emissions technology.”

The SD70ACe uses Electro-Motive's well-known and reliable 710 diesel engine to provide high fuel efficiency while surpassing the stringent EPA emissions standards. This locomotive produces 4300 traction horsepower and uses an Alternating Current (AC) traction system.

The new MRL locomotives will also be equipped with IntelliTrain, Electro-Motive's remote monitoring and diagnostics system that enables technicians in the office and maintenance facilities to access locomotive health and operational data while the locomotives are pulling trains. MRL expects this unprecedented visibility to increase locomotive utilization and availability.

Montana Rail Link, Inc., headquartered at Missoula, Montana, is a regional railroad linking southern and western Montana with the U.S. rail network. MRL's 900 miles of track in Montana, Idaho, and Washington serve as a major corridor between the central and southern states



Union Pacific AC4400CW 6644 was the first power on the UP's new Utah Junction Bypass. On 11/19/04 the work train was laying the first track, main 2 (referred to during construction as Bypass Main) from the Broadway Street (DS900) side working west. On 11/30/04 the first empty coal train operated west over this bypass, train C DVGJ 30 (Denver to Grand Junction of 11/30). It had UP 6617, 6334, 6266 and Southern Pacific 133 - no photos as it was well after dark. Main one was built to the right of UP 6644.



SEMA Construction placed the Union Pacific two track spans over the BNSF alignment on 11/16/2004. BNSF track was temporarily shifted to the Regional Transportation District's future alignment during construction. Two RTD tracks are planned for the west side where the one BNSF track temporarily operates. View looks southeast.
 – Two Photos © 2004 Chip Sherman.

and the Pacific Northwest and Canada. The company connects with the Burlington Northern Santa Fe and Union Pacific railroads, and handles more than 240,000 carloads each year. MRL is on the Web at www.montanarail.com. Electro-Motive is at www.gmcmd.com.
 –Carl L

Montana Rockies Passenger Service Suspended for 2005

Montana Rockies is suspending our operation for the 2005 season. During the hiatus, we will re-examine our relationships and develop a plan to deal with rising fuel and insurance rates. We

expect to have new products in place in spring 2005 to sell for the 2006 season.

The dynamics of the travel industry have changed since 9-11. That's no surprise to anyone. But even with the help of our partners, revenue has not been what we hoped.

To improve matters, we will fully examine the existing model, develop new partnerships, and look for additional marketing opportunities. We are looking at other markets with a larger population base and easier air accessibility to extend our operating season. We also face distress inventory sales and new, two day

minimum stay requirements with some vendors – both scenarios are cost prohibitive to our model. The industry is lean today and clearly we need to build relationships with other travel entities that can help us create a total package.

We are not closing and fully intend to maintain all of our industry relationships and organization memberships. The rolling stock will remain intact and a few of our employees will stay on during the hiatus to help develop new strategic plans.

Personally, I had forgotten how intertwined my existence has been with the train. We began operating the Montana Daylight when Casey, my 16 year old, was only six years old. Ryanne, who began as a dishwasher at 13, spent the next ten years in one capacity or another helping me, until finally she was implementing some of the best on board procedures we have adopted! All grown up, she will be married on January 1, 2005!

–Marcia Pilgeram,
 Montana Rockies CEO, 12/1/04

New Union Pacific SD70M's

Thanksgiving Day found three new SD70M's, UP 5170, 5169 and 5168, moving across Wyoming on the Los Angeles, CA, to Denver train. All units had the US flag on their long hoods. They highballed the hot, 38-car Z LADV 24 through Laramie, WY, the afternoon of 11/25/04. The train was authorized up to 70 m.p.h. as it carried United Parcel Service truck trailers.

UP asked their employees to help get the Christmas packages delivered on time: "Please do your part and help to make this a perfect peak season for Union Pacific Railroad by arriving them on time."

These units were built by EMD in November 2004 entering UP service on 11/14/04. They feature the new control stand located left of the engineer's seat. The stand is back further to accommodate engineers getting in and out of their seat. Engineer Parsons was pleased with his new power as it highballed across southern Wyoming Thanksgiving Day.

Trains Unlimited, Tours

By Jim Ehernberger

This past September I joined another tour with Trains Unlimited, Tours (TUT). When I read their flyer late last year the thought of visiting the last main line steam operation in the world was enough for me to sign up for their China tour. This was the sixth TUT adventure for me, and like all of the others it was a great and memorable experience.

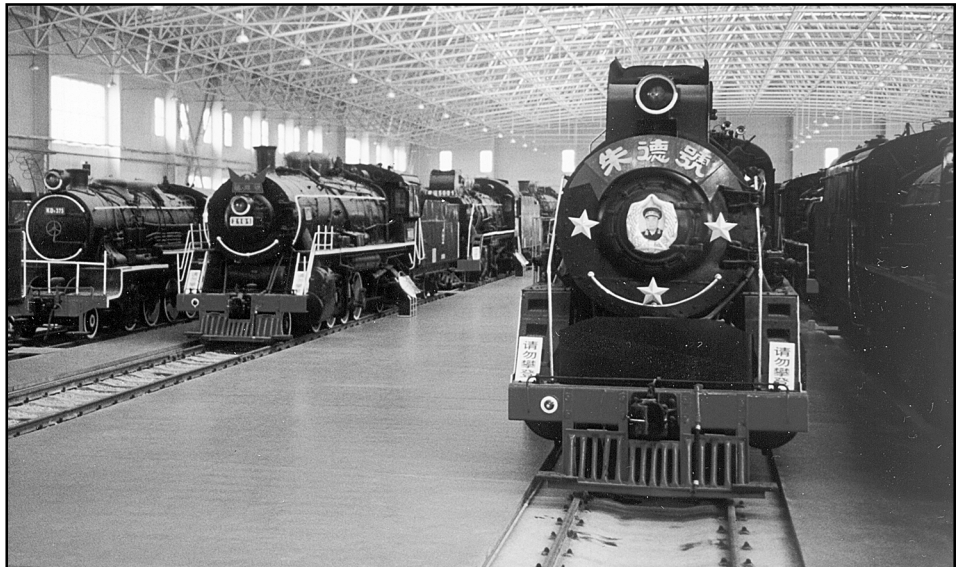
Fortunately we did manage to see more than fifty steam locomotives operating in regular service. This included a quarry operation, a steel mill (including electrics!) and the Jingpeng Pass where the 2-10-2s double-headed back and forth for five days. Only four diesels were in service, but more are arriving and main line steam will soon be a thing of the past.

Many TUT trips also include local sites. In China we visited the Great Wall, the Ming Tomb, Tiananmen Square and the Forbidden City. There were at least six couples on the tour, so these trips are not entirely for railfans. In addition to riding great trains, including sleepers, we visited two railroad museums, and of course, the work shop for the Jingpeng railroad. But these are intense trips, long days, and lots of bus riding to get to photographic sites. China cities seemed quite modern, but the traffic is another matter. Donkey carts, bicycles, tricycles, scooters, cars, trucks and busses, plus people all congregate at main intersections at once!

I've had a lot of experiences with Chris Skow's railroad tours. These adventures into South America included riding over almost every pass in the Andes, as well as the highest narrow gauge line in the world! Chris is a member of the Rocky Mountain Railroad Club and by providing my Club membership number, TUT gave me a whopping (about \$400) discount on the China tour. Remember, there are always other expenses, such as visas and local transportation getting to the location where the tour departs. Most meals and other transportation within those countries are included. Hotels are the "best



Double-Headed 2-10-2s climbing Jingpeng Pass with hand harvested grain in the field.



Locomotives displayed at the Beijing Railroad Museum.



Electric locomotives at work near the steel mill. – Three photos © Jim Ehernberger.

Continued on Page 8, Column 1

Out At The Museum

By Bob Tully

Santa Claus Steam-Up

December 4th and 5th found Santa in a bright red caboose at the Colorado Railroad Museum. Thousands of children waited in line to sit on his lap and tell him they have been good and request his help in finding Christmas presents.

Children and parents, grandparents, friends and railroad enthusiasts all took a ride on passenger cars and open gondolas pulled by a steam powered Shay locomotive. For the first time in nearly 100 years there was a Shay lettered "Argentine Central." Number 14, a three truck unit formerly on the Georgetown Loop Railroad, made quite an impression as it belched smoke and steam and sounded its deep whistle for two long days of travel on the Museum's track. Cool mornings were followed by clear sky and sunny warm days. The recent ground covering snowfall soon turned into patches of well packed snow intermingled with patches of water and mud. The event was so noteworthy and fun that no one complained of mud covered shoes, wet feet and a few slippery areas.

As we did for past Santa Claus days, the Rico was open for visitor inspection and a trip through the car for cookies and hot chocolate, served by your equipment committee volunteers. Mona made another batch of her super good chocolate mix – worth driving all the way across town in a blizzard. Some of the adults made the comment that it would be more Christmas like with the addition of a liberal dash of peppermint schnapps. We will take that under advisement after some research at home.

At least 55 gallons of hot chocolate was served to youngsters and adults in 4 to 6 ounce servings. Despite a large supply of cookies and pretzels, we ran out by late afternoon on Sunday, but the chocolate supply lasted until just before sundown and the last couple of train rides. Mona and Bob Tully and Denny Haefele ran the operation on Saturday. Mona spent the time telling the history of the car and



Former Georgetown Loop Shay #14 lettered as Argentine Central #14 running at the Colorado Railroad Museum on December 4, 2004. –Photo © Bob Tully.

offered cookies and the coloring sheets to the young folks while Denny and Bob mixed and handed out the warm drinks. Bob was present all day Sunday with Matt and Mark Tomon assisting for part of the morning and Ken Gow stopping to offer help for part of the day. Roger Sherman arranged for the printing and delivery of five boxes of our four coloring pages depicting Locomotive #20, the Rico, Caboose 0578, and safety signals found along rights of way. Each page includes the Club's name and logo. Visitors were extremely generous both days as nearly \$350 was found in our donation containers for restoration.

On Saturday, December 4th, Bob and Mona Tully had the added excitement of having all their grandchildren present at the museum. Using a bogus story to get Bob away from the museum early, he was whisked away to a surprise birthday party.

Work On Rico

A record day of installing siding was achieved on December 11th when 35 pieces of new T & G siding were nailed in place. Adding this six foot of material down the car above the window sill level brought us to completion of nearly one third of the north side. Each 2 1/8th inch wide and 39 3/4th inch long piece was inserted into a relieved slot behind the fascia (letter board) after cutting a 13

degree bevel on the bottom end. Each T & G board received at least three nails in pre-drilled holes through the tongue. Denny Haefele did all the nailing while Roger Sherman and Bob Tully sorted and cut the previously primed boards to length. Although this winter day was short in daylight, the sky was clear and the temperature reached into the sixties, making it a very productive day. We were moving along so well we even skipped our usual lunch trip to town. At least a half hour on each end of the work session is needed to remove and replace the covering tarp, get the ladders, tools and boards, store equipment and clean up before we leave.

The previous day Denny and Bob went to Austin Hardwood to obtain the needed 24 feet of 1 1/4th inch thick and 12 1/4th inch wide poplar which will be beveled and shaped for the rest of the fascia. The folks at Austin were very helpful in bringing out a full bunker of random width boards and allowed us to sort down to the proper width boards. We moved well over a thousand pounds of wood to obtain the two pieces required and then re-stacked the pile so it could again be banded and properly stored. They also cut a straight edge on one side and ran the rough cut material through their planers to give us the required width and smoothness. This saved us a lot of time and effort compared to doing it ourselves at the Museum.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873



Trains Unlimited, Tours

Continued from Page 6, Column 1

available” and that can include Five Star to “whatever” exists.

Chris and his staff always manage to figure out ways to improvise when the time comes that something doesn’t work out as planned. One needs to remember that many of these trips require at least a year of planning. In Ecuador, a local protest by the natives over rising fuel prices left us stranded after the protestors removed rails. After some quick thinking, Chris (and a local tour agency) arranged with the Air Force to take us in a C-130 to Quito where we could reach commercial air service for our return home.

Chris Skow was fair and provided a refund or a credit toward the next tour purchase. That sold me on the future tours TUT offered. Last year I went to Alaska – it was a great trip. We have even legally visited Cuba and their sugar plantations and mills!

Intermountain Chapter, NRHS 2005 Event Schedule

For information call 303-298-0377

It’s time, once more, for the Jeffco Train Show, Saturday, January 29th, at the Jefferson County Fairgrounds. There will be an Early-bird Entry (\$10 admission) from 7:15 to 9:00 AM, followed by the Public Entry from 9:00 AM to 4:00 PM.

Public Entry Admission: Adults \$5, Children 5-12 \$1, under 5 Free with a maximum of \$10 per family.

Mother Joyce’s Beanery will also be open to take care of empty tummies.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

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

March 6-19	China Steam Spectacular I	September 10-25	Andes Rail Adventure
March 20-April 2	China Steam Spectacular II	September 26-27	Rio Grande Photo Freight
May 7-8	Carrizo Gorge Adventure	September 29-30	Durango Photo Freight
July 2-4	Pacific Northwest Adventure	October 1-17	Rocky Mountain Fall Colors
July 10-11	Cascade Rail Adventure	October 2-16	Great Canadian Rail Adventure
August 20-28	Steam in the Andes	October 15-19	Fall Colors Express
August 26-28	Domes to Feather River		(One Way and Round Trip)
	Railroad Days Festival	November 5-21	Patagonian Rail Adventure
August 29	Cumbres Photo Special	November 10-16	Mexican Copper Canyon

Members of the Rocky Mountain Railroad Club should provide Trains Unlimited, Tours with advance information indicating that you are a member. Discounts will vary and are not the same for every tour. There is a specific website address to a

page listing special RMRRRC prices: www.trainsunlimitedtours.com/rmrrc

The Club receives a booking donation of \$25 to \$50 per person for every TUT trip booked by a member.