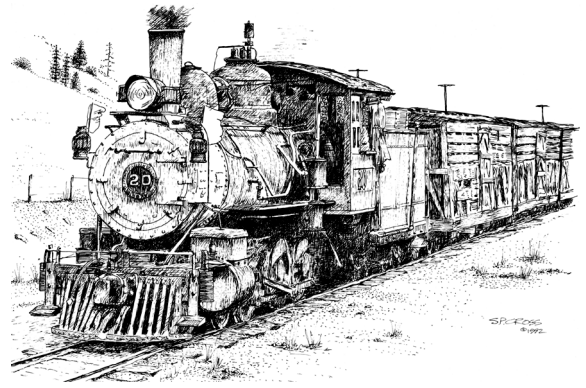


# ROCKY MOUNTAIN RAIL REPORT



DECEMBER 2006

NO. 566

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Annual Membership Meeting – Christmas Cards Remembered

Presented by Erwin Chaim

December 12, 2006 • 7:30 PM

The December program will feature Christmas Cards – the cards we want to keep and enjoy again. Erwin gathered the cards and photographed them on 35 mm slides. This is a multi-media slide show, set to Christmas music. Don't miss it !

The Club will provide holiday cookies and punch after the meeting.

Erwin immigrated to this country and his interest in trains started while doing a two year stint in the US Army. He came to Denver after discharge and started a denture repair business. Later his family came here as well. He joined the Rocky Mountain Railroad Club, the Denver HO Club and the NMRA. He was a director of the RMRRC and then planned over 100 programs in his nine years as vice-president. He still helps the Club. He became president of the Denver HO Club when they met in the Mayan Theater before moving to the Colorado Railroad Museum.

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.**

## This Year Neal Miller's Print Will Feature UP 835

Neal Miller of Longmont will present a photograph of UP 835 taken in September 1955 to Rocky Mountain Railroad Club members at the December meeting. Neal, who carries card #5, takes great pride each December in presenting a photograph from his vast collection to the Club members. This photo will continue a tradition begun by Neal in 1952.

We will publish Neal's photo in the January *Rail Report* to share it with those unable to attend the December meeting.

## Membership Renewals For 2007 Are Due December 31, 2006

Please use the membership dues renewal form in the November *Rail Report* or renew on the web at: <http://www.rockymtnrrclub.org/membersp.htm>

Please consider upgrading your membership to provide additional financial support to the Club. Membership cards are scheduled to be mailed early March 2007.

## 2007 RMRRC Events Schedule

January 9 Meeting	Rockets and Eagles
February 13 Meeting	Luxury Rides The Rails: Private Cars Through The Years
March 13 Meeting	To Be Announced
April 10 Meeting	To Be Announced
May 8 Meeting	To Be Announced
June 12 Meeting	To Be Announced
July 10 Meeting	To Be Announced
August 14 Meeting	To Be Announced
September 11 Meeting	To Be Announced
October Event	To Be Announced
November 13 Meeting	To Be Announced
December 11 Meeting	Annual Meeting

The deadline for items to be included in the January *Rail Report* is 12/13/06.

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

By Jimmy A. Blouch

This will be my last "From the President" as my term ends at the end of 2006. It seems as if the past two years just sailed by. I have enjoyed being able to serve in this capacity. It was interesting, challenging, and rewarding. I believe the officers and board of directors made important and proper decisions during this past year. Some of those decisions will help to simplify Club operations and help to keep the Club a viable organization in the future. I believe the future of the Club now looks better than it has in the recent past. I wish continued success for the Club including its officers and members.

At our Annual Meeting in December we will elect new officers and directors to serve both the Club and the Foundation. We will have punch and cookies after the program.

Merry Christmas and Happy New Year!

As always, I can be contacted by e-mail at [RMRRCPresident@aol.com](mailto:RMRRCPresident@aol.com), by phone 303-932-8153 or by mail at:

Rocky Mountain Railroad Club - President  
PO Box 2391  
Denver, CO 80201-2391.

---

---

## Thanks To Club Members

As Trip Chairman, I would like to thank all of you that supported the La Veta Pass in June and the October Light Rail tour. Special accolades for Steve Rasmussen and Darrell Arndt on the La Veta outing and to Bob Wilson who did the "heavy

lifting" on the Light Rail Tour.

Thank you for all your Club shirt orders. These opportunities you supported raised much needed money for the Club treasury.  
- *Dave Gross*

---

---

## New Club Video – Wedges, Rotaries and More

Wyoming and Colorado railroads battle to remove the snow that blocked their tracks. Burlington 4-6-0 # 919 pushes a wedge plow through the drifts. Drifted snow on Colorado's eastern plains brings out both wedge and rotary plows. Steam rotaries from the Denver & Salt Lake and the

Cumbres & Toltec along with Union Pacific diesel rotaries are also featured.

This new DVD as well as others will be available at the December annual meeting or mail ordered. See the insert in this *Rail Report* for mail order information.

## In Remembrance Brian J. Gould

The son of Club members Beverly and Bill Gould, Club member Brian J. Gould died in a motor vehicle accident north of Fort Collins on November 16, 2006. Brian was a paramedic for the Poudre Valley Hospital Authority and was driving home from a graveyard shift when the accident occurred. A 17 year veteran of the PVHA, he was 42 years old.

Brian was instrumental in the first transfer of Otto Perry's 16-mm films to 1-inch video tape masters. He was a volunteer at the Colorado Railroad Museum working on the Club's equipment. He was also the Union Pacific's paramedic on the #3985 and #844 excursions.

He was an accomplished photographer and published a radio frequency guide on EMS, Public Safety and Railroads. He recently re-connected with Club members on the Club's La Veta Pass trip.

## 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  
Website: <http://www.rockymtnrclub.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	Jean Gross

### Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the month. Please 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](mailto:selectimag@aol.com)



Carolyn and Jimmy Blouch. – Four photos © 2006 Dave Schaaf.



Richard Kindig (left) with Irv August (standing) talk with Club member Frank Gill.



Program presenter, Tom Klinger (left) with Club member Michael Walker and his wife Sigrid of Colorado Springs.

## The Club's Annual Banquet

By Jimmy Blouch

The annual banquet for this year was again held at the Lakewood Country Club. Attendance was excellent with members coming from out of town locations such as Colorado Springs, Kremmling, and Cheyenne. Attending as special guests were Dick Kindig and Irv August. It was great to be able to visit with these special long-time members.

Mike Davis, of the Colorado Railroad Museum, was also a guest. He gave an interesting presentation on the travels of engine #20 to Strasburg, Pennsylvania. He also "unveiled" the type of plaques that will be affixed to the rolling stock previously owned by the Club. The food and the service provided by the Lakewood Country Club was superb and I believe a good time was had by all.

Thanks to Tom Klinger for the very entertaining program he presented and many thanks to all the gracious donors for the door prizes.



Jim Ehernberger (left) with Mike Davis showing the recognition plaque for RGS Locomotive 20.

## 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.

### D&RGW Caboose 01524 To New Home In Cheyenne, Wyoming

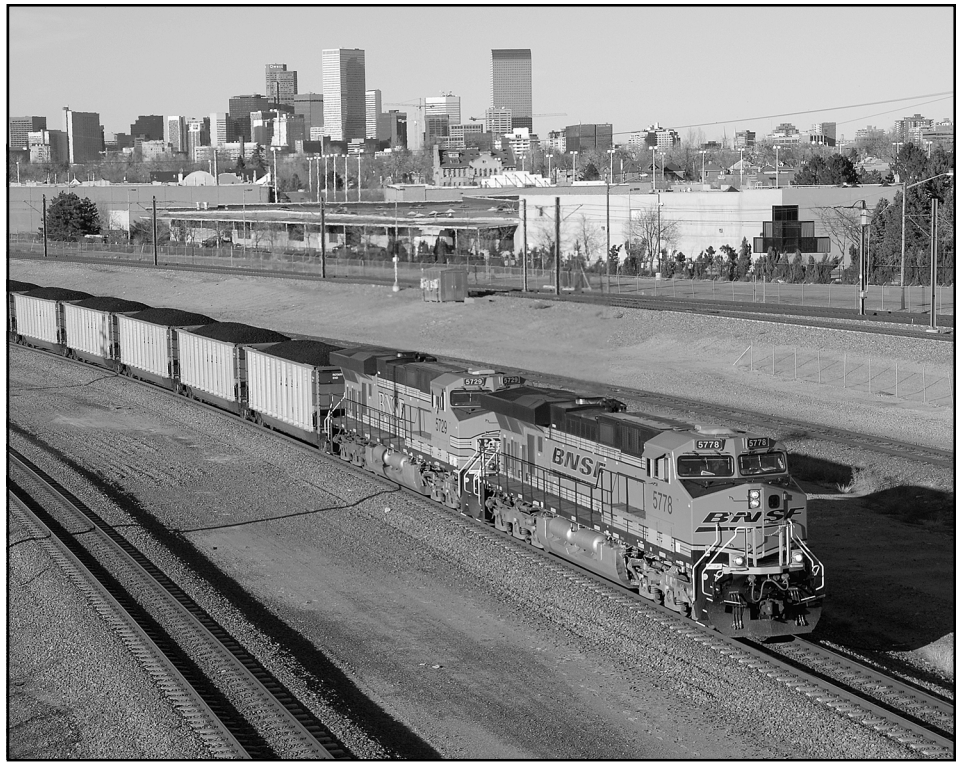
A Denver & Rio Grande Western Railroad faded orange and black caboose left Denver, early 10/27/06 on Union Pacific’s M DVNP 27 bringing up the markers. The wide-vision caboose was taken off at Cheyenne, Wyoming, where it joined the Union Pacific’s Historical collection of pre-merger locomotives, cabooses and passenger cars. It had been in Phippsburg, Colorado, for many years up on the Craig Branch.

DRGW 01524 was first spotted in Denver coming in on UP’s Grand Junction, Colorado, to Denver North Yard train (M GJNY) arriving Saturday 10/21/06. The DRGW 01524 was moved to 36th Street Yard where it stayed until 10/27/06.

### Colorado State Fair Train

Union Pacific officials have agreed to run “The Chieftain Express,” a passenger train between Denver and Pueblo during the 2007 Colorado State Fair held from August 24th to September 3rd. The railroad plans to provide a vintage steam locomotive for the train, which will carry about 250 people. A likely date for the round trip between Denver and Pueblo would be August 24th, the opening day of fair.

Rep. John Salazar, who represents Pueblo, inquired about the possibility of rail service between the Denver metro area and Pueblo during the annual state fair. Robert Turner, the Union Pacific’s senior vice president for corporate communications said, “I am sure that there will be great interest and excitement for the return of our Steam Locomotive and the Heritage Passenger equipment to this route and we look forward to working



BNSF was helping to keep the lights on in Texas. Southbound coal load came from the Coal Creek Mine, Wyoming, headed for Mill, Texas, train symbol C CKMMIL 084. The train’s 128-loads rolled south on the Joint Line main two with 2 x 2 power configuration on 11/19/06 at South Denver, CO. – Photo © 2006 by Chip.

with your office and the Colorado State Fair Authority to make this a truly memorable day.”

The state fair train is envisioned to be similar to the annual Denver Post Frontier Days Train that makes a single round trip between Denver’s Union Station and Cheyenne, Wyoming.

This won’t be the first special train from Denver to the Fair in Pueblo. In the early years of the Fair, many Denver area residents traveled to the Fair by rail. On September 17, 1902, special trains brought 1,000 Denver residents to the Union Depot in Pueblo to attend Denver Day at the Fair. – *Information from the Denver Post and The Pueblo Chieftain*

### BNSF Business Cars to California on Amtrak CZ

Three BNSF passenger cars moved west on Amtrak’s train 5, the California Zephyr. The cars – BNSF baggage/power car 77, BAY VIEW BNSF 31 full length dome lounge and MISSOURI RIVER BNSF 4

business car, moved across Colorado on 11/14/06. The MISSOURI RIVER was built by Pullman-Standard Company in 1955. The two staterooms in the car have double beds with a shared bath. BNSF remodeled the car in 1991 making it handicap accessible with a wheelchair lift at the vestibule.

The cars were headed for Emeryville, California and arrived in California on 11/15/06.

Amtrak P42DC 72 led Amtrak train 5 that day out of Denver close to the advertised 8:05 AM timetable schedule. She encountered blizzard like conditions west of Moffat Tunnel. Nearby I-70 was closed between Georgetown and Vail, Colorado, with a winter storm and strong winds hitting the northern and central Colorado Rockies. Strong wind gusts whipped along Colorado’s Front Range and eastern prairies that afternoon.

BNSF SD40-2 7068 led the eastbound Beer Run from Golden bound for 31st Street Yard in Denver. The train was





Union Pacific high wide train moved mining equipment, rocket booster cars and a new Caterpillar 773E dump truck past Watkins, CO, 11/4/06. Train had UP SD70M 4989 rolling west towards Utah. – Photo © 2006 by Chip.



BNSF BAY VIEW full length dome rolled west to California with baggage power car BNSF 77 and business car MISSOURI RIVER BNSF 4 on Amtrak train 5, the westbound California Zephyr, 11/14/06. Train at left was BNSF's Beer Run with SD40-2 7068 heading for BNSF's 31st Street Yard. The BNSF cars made an Emeryville, CA, to Sparks (Reno), Nevada trip later that week.. – Photo © 2006 by Chip.

stopped at Tennyson Street until Amtrak's passage.

### **UP Rio Grande Heritage UP 1989 – Unit to Utah**

Union Pacific moved the UP 1989 west on the North Yard, Denver, to Roper Yard, Salt Lake City, Utah, train M NYRO 21, departing North Yard C&S Junction about 7:15 AM on 10/21/06. The unit was third out with UP 6871, 6720, 1989, 7212, 7116 and 6478. The train passed Granby, Colorado, about 12:50 PM on Saturday, 10/21/06.

The gold and black UP 1989 unit was teamed up with Southern Pacific heritage unit UP 1996 at Salt Lake City, UT for several "Trooper on the Train" runs. Great opportunity for railfans in the Salt Lake City area.

Great to see the Rio Grande heritage unit out of the nocturnal Denver to Pueblo routine. The unit did not lead either way.

### **Final Work Completed To Provide Full Benefits Of New Third Main Track**

On 11/2/06, two crossovers and a yard lead went into service at Reno, Wyoming, the final work needed to allow BNSF and Union Pacific Railroad to reap the full benefits of 18.4 miles of new third main track built this year between Reno and Milepost 58. The track serving two mines was out of service for a 12-hour period while the crossovers and yard lead were tied into existing trackage, and additional switch rehabilitation work was done on the Joint Line during the same 12-hour window.

Elsewhere, track laying was completed on 7.6 miles of additional second main track between Moorcroft and Rozet, Wyoming. The new track was ballasted and scheduled to go into service later in November, weather permitting. This trackage will improve the flow of empty and loaded coal trains to and from the northern Powder River Basin.

Three switches were installed on 6.8 miles of new second main track between Degraw and Bayard, Nebraska, near Scottsbluff. This additional track went into service in late November, increasing fluidity on one of BNSF's core coal routes southeast of the Powder River Basin.

### **Weekly Powder River Basin Train Loadings Continue to Exceed 2005 Totals**

Despite the Reno area track work and scheduled mine maintenance outages, average BNSF daily train loadings for the Powder River Basin (PRB), including Wyoming and Montana mines, totaled 49.6 trains per day the week ended 11/5/06, compared with an average of 47.0 trains per day for the week ended 11/6/05. Mine loading issues in the PRB reduced loadings by an average of 3.9 trains per day during the week ended 11/5/06.

Thanks in part to the operational flexibility provided by full use of the third main track between Reno and Milepost 58, PRB train loadings averaged 52.7 trains per day November 3-5, 2006, the three days after completion of the track work in the Reno area.

Year-to-date through 11/5/06, BNSF has loaded a total daily average of 49.4 trains in the PRB, up 10.0 percent from the 44.9 trains loaded through the same period in 2005.

Systemwide, BNSF has loaded a total of 241.7 million tons of coal through November 5, 2006, up 10.6 percent from the 2005 year-to-date total of 218.6 million tons.

–BNSF

Continued on page 6, column 1

## OS Colorado

Continued from page 5, column 3

### Australian SD70ACe Testing in Colorado

EMD shipped an isolated cab SD70ACe, temporarily numbered EMDX 1001, painted orange and dark green and lettered for the Australian mining company BHP Billiton to the Transportation Technology Center east of Pueblo, Colorado (Avondale rail connection with BNSF) in early October 2006. The unit underwent testing at the Test Center. On 11/15/06 EMDX 1001 was operated from La Junta, east to Holly, Colorado for running test up to 70 m.p.h. The train had BNSF SD70MAC 9853 (facing east), EMDX 1001, EMD test car ET820 and EMD SD60 9041 (possibly used as a "braking slug"). ET820 was Pennsylvania Railroad BENJAMIN FRANKLIN ex-PRR 7126, once used on the Senator.

The EMDX 1001 was first noted at Denver on 10/1/06 moving via BNSF. It has dual sets of horns on top of the hood, class lights on both ends of the units, and a plow pilot on both ends. The cab offers crew members FM radio and a microwave. It is destined for the Pilbara region of Western Australia.

BHP Billiton is the world's largest mining company. It was formed through the 2001 merger of the Broken Hill Proprietary Company (BHP), an Australian company, and Billiton, a British company with extensive operations in South Africa. The two together form a dual-listed company.

The company operates a wide variety of mining and processing operations in 25 countries, including iron, diamonds, coal, petroleum, bauxite among other metals and mined products

In 2001, BHP merged with the Billiton mining company to form BHP Billiton, the largest mining company in the world. The 'flat products' side of steel business was spun off to form BHP Steel in 2002, as part of the merger. BHP Billiton operates several mines and processing facilities in Australia.

—BHP Billiton contributed to this report



The lead car of our three-car "Special Service" charter train at the Nine Mile Station on the I-225 spur. The crew has transferred control to the other end of the train for the next leg of our trip. — Four photos © 2006 by Dave Schaaf.



View of the modern Elati LRT maintenance bays. Note all the well-lit pits under the cars. Elati Maintenance Facility.



The state-of-the-art Mariposa Control Center, where a new system monitors and controls train movements and electrical power.



One of the single-car trains in the Elati yards. Before opening day, each car must run 1,500 miles and all operators must be trained on this new rail transit line.

## Rocky Mountain Railroad Club Rides New Rails

Before the new Denver Southeast Corridor light rail transit (LRT) line opened for revenue service, more than 130 RMRRC members, guests, and friends rode the rails on October 28. The trip was on the new Denver Southeast Corridor LRT line. Throughout the 68 year history of the RMRRC, members have ridden on the last run of the Colorado narrow gauge lines and the trolley lines. Now the Club has started to ride on new rail lines while continuing to preserve rail history. The trend started in 2000 when the Club rode on the Denver Regional Transportation District (RTD) Southwest Corridor light rail line, followed with a charter on the La Veta Pass line in the summer of 2006.

Special thanks goes to Bob Wilson who started planning the trip about six months before the actual date of the charter train and facilities tours. The three-car charter train left the I-25 and Broadway station at 9:00 AM heading along the I-25 "main line." Tour guides Jim Starling and Lloyd Mack of RTD had the train stop briefly at each of the new transit stations where they told us about the new facilities. After proceeding along the main line, the train turned northeast into the I-25 / I-225 double-track wye. After traveling along the I-225 spur, almost everyone got off the train at the end-of-line Nine Mile Station to see a modern transit station.

After the friendly crew transferred control from one end to the other, we headed back to the I-25 corridor. When approaching the main line, we paused on the high bridge of the wye to see how the designers had built a double-track wye with no crossovers (diamonds). Other stops were at end-of-line Lincoln and Dry Creek. The tour ended at about 11:45 AM with a round of applause for all who made this trip possible.

After lunch, participants were split into two groups. One group went to the new Elati LRT Maintenance Facility while the other saw the state-of-the-art Mariposa Control Center. Later in the afternoon, the groups switched facilities. At Elati, participants saw all aspects of LRT



Two of the three levels of track on the grade-separated I-25 / I-225 interchange. – Photo © 2006 Bob Wilson.



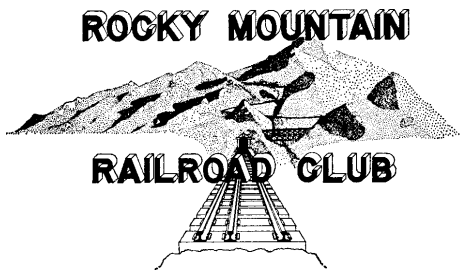
Heading west towards the snow capped Rocky Mountains at the end of our charter as the train approaches the I-25 and Broadway Station. The single track on the left is for non-revenue trains coming from and to the Elati LRT Maintenance Center. – Photo © 2006 by Dave Schaaf.

maintenance. RTD employees gladly showed all how braking systems work, how a car is jacked for service, the wheel lathes and other items of interest.

At the Mariposa Control Center, we saw the new system that monitors and controls train movements and electrical power supply. The system is called SCADA for Supervisory Control and Data Acquisition. Depending on the time of day and day of the week, one to three operators monitor

and control train movements, operate crossover switches during emergencies and keep the DC electrical power flowing.

The day was warm and sunny with a spectacular view of the front range and the snow-covered Rocky Mountains. We paused many times at prime spots for photographs of the views unique to this line. The entire staff at RTD was most accommodating. We thank them for their effort to make this a memorable event.



BOX 2391  
DENVER, COLORADO 80201

**FIRST CLASS**

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



**Colorado Railroad Museum  
2007 Scheduled Special  
Operation Days**

For information call 303-279-4591  
Or See [http://www.crrm.org/train\\_trips.htm](http://www.crrm.org/train_trips.htm)

**2007 schedule not yet available.**

An historic narrow gauge passenger train powered by a steam or diesel locomotive will run at approximately 20-minute intervals between 10:00 AM and 4:00 PM on these dates. The train ride is included as part of museum admission on this date.

Rocky Mountain Railroad Club Members in good standing are invited to join in the restoration and maintenance of historic equipment at the Colorado Railroad Museum.

Please contact the volunteer coordinator at the CRRM, telephone 303-279-4591.

**Intermountain Chapter, NRHS 2006 Event Schedule**

For information call 303-298-0377

Friday, December 15, 2006: Holiday Dinner and a Movie at Rossi's Catering. This year's feature film on DVD will be *The Great Locomotive Chase*, circa 1956 (and a remake of Buster Keaton's 1927 classic, *The General*).

Menu: Roast pork, baked fish (Tilapia), potatoes au gratin, green beans, salad, pumpkin and apple pies, and the usual beverages.

Cost: \$15 per person (pays for dinner, room rental,

tax, and tip). As usual, reservations only – no drop-ins. No-shows are billed by the Chapter. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by Noon, Friday, the day of the program. If you must call Rossi's (303-296-1144), please be sure they take your name along with the number in your party. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

**Trains Unlimited, Tours 2007 Tentative Trip Schedule**

For TUT information call 1-800-359-4870

or visit our web page at: [www.trainsunlimitedtours.com/rmrrc/](http://www.trainsunlimitedtours.com/rmrrc/)

February 17-19	Snowflake Express – Domes, Oakland to Reno	September 21	Georgetown Loop Railroad
February 19	Winter Steam I – Durango	September 23	Rio Grande La Veta Pass I
February 22-23	Winter Steam II – Ely	September 24	Rio Grande La Veta Pass II
March 25 - Apr. 7	Mining Steam Of China	September 26-29	Rio Grande Durango Railfan Adventure
May 13-28	Steam In Poland	October 5-8	Modoc Rail Adventure
June 13-18	White Pass Railfan Spectacular	October 6-14	New England Fall Colors
July 1-8	Southwest Train Spectacular	October 8	Black Hills Central Railfan Day
August 24-26	Domes To Feather River RR Days	October 13-18	Rocky Mountain Express - Private Cars, Oakland to Denver
September 8-16	Railroads Of Ecuador	Oct. 26 - Nov. 16	Argentinian Rail Adventure