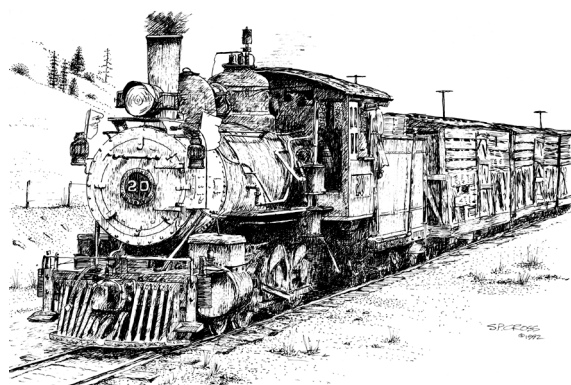


ROCKY MOUNTAIN RAIL REPORT



JULY / AUGUST 2006

No. 562

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Dome Car Magic: A History of Railroad Dome Cars

Presented by Richard Luckin
July 11, 2006 • 7:30 PM

Dome Car Magic chronicles the history of those glamorous railroad sight-seeing cars, from Burlington's 1945 Silver Dome to full-length domes operating in Canada and Alaska today. At their peak in the 1950s, dome cars could be found on many of North America's most famous long-distance passenger trains.

Archival film footage shows many of these, including the Empire Builder, Super Chief, North Coast Limited, Daylight, Capitol Limited, Denver Zephyr, City of Los Angeles, Canadian – and perhaps the most famous of all, the California Zephyr. Interviews with seasoned travelers, plus spectacular images of present-day dome cars on a variety of dinner and cruise trains, completes the show.

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.**

**Please note this *Rail Report* is for both July and August.
The next *Rail Report* will be the September issue.**

Rocky Mountain Railroad Club Day At The Colorado Railroad Museum Saturday, August 19th

Instead of our regular August meeting at Christ Episcopal Church, we will have a "Rocky Mountain Railroad Club Day at the Colorado Railroad Museum" on August 19, 2006. The museum has scheduled a steam up for that weekend. Food and beverages will be available for purchase or bring your own picnic to enjoy in the shaded picnic area. Members and their families will be welcome to join the festivities any time during the day.



Classy Club Shirts For Sale

The Club is offering Denim shirts featuring the Rocky Mountain Railroad

Continued on page 7, column 1

2006 RMRRC Events Schedule

August 19 Event	Rocky Mountain Railroad Club Day at the Colorado Railroad Museum
September 9 Event	D&IM No. 25 Open House
September 12 Meeting	Excursions Of The 60s
October 14 Event	Annual Banquet
November 14 Meeting	Video Potpourri
December 12 Meeting	Annual Meeting

2007 RMRRC Events Schedule

January 9 Meeting	To Be Announced
February 13 Meeting	To Be Announced
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

The deadline for items to be included in the September *Rail Report* is 8/21/06.

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

Efforts have been underway to create an agreement to transfer ownership of Club owned rolling stock to the Colorado Railroad Museum. The equipment includes Rio Southern Locomotive # 20, Rio Grande Southern Business Car "RICO" and Denver & Rio Grande Western narrow gauge caboose 0578.

The Rocky Mountain Railroad Club and the Colorado Railroad Historical Foundation have executed the agreement. Effective May 31, 2006, ownership of the rolling stock was transferred from the Club to the CRHF. This indeed is a momentous occasion and provides the opportunity for the equipment to continue to be maintained at the same location it has been for the nearly 50 previous years.

Club members in good standing are reminded that they can continue to volunteer to work on the equipment and are encouraged to do so. Additionally members in good standing are still entitled to free admission to the Colorado Railroad Museum.

Membership Meetings

All current indications are that membership meetings will continue to be held in Barnes Hall at Christ Episcopal Church. However, there are three reasons for reducing the number of membership meetings: the heat during the summer months, a slight savings in expenses and

the difficulty, at times, in finding program presenters. A decision has been made to not have a membership meeting in Barnes Hall during the month of August. In cooperation with the Colorado Railroad Museum we will instead have a "Rocky Mountain Railroad Club Day at the Colorado Railroad Museum" on August 19, 2006. The museum has scheduled a steam up for that weekend. Food and beverages will be available or bring your own picnic to enjoy in the shaded picnic area. Members and their families will be welcome to join the festivities.

Monthly Newsletter

This month's *Rail Report* is a combination newsletter for July and August 2006. A *Rail Report* will not be published for the month of August. Please refer to this newsletter for both July and August activities. The next *Rail Report* will be the September 2006 edition.

Annual Banquet

This year the annual banquet will be on October 14, 2006. Details will be in the September *Rail Report*.

As always, I can be contacted at RMRRCPresident@aol.com, phone 303-932-8153 or by mail at: Rocky Mountain Railroad Club - President PO Box 2391 Denver, CO 80201-2391.

In Remembrance

Lillian Lucille Stewart

It is with sadness that we report the death of long time member, Lillian Stewart. She was 103 years old. Lillian was a 50 year member and held membership card #11 having become a member of the Club in 1949. Several years ago the Club put together an oral history and Lillian was one the members interviewed. Some of her recollections were used in the Club history publication *Journeys to Yesteryear*. She was quite active with Club activities until the mid 1990s. Funeral services were held June 13, 2006 in Broomfield, Colorado. Her support of the Rocky Mountain Railroad Club will be missed and our sincere condolences are extended to her family.

Publishers Statement

Rocky Mountain Rail Report

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Club Information

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

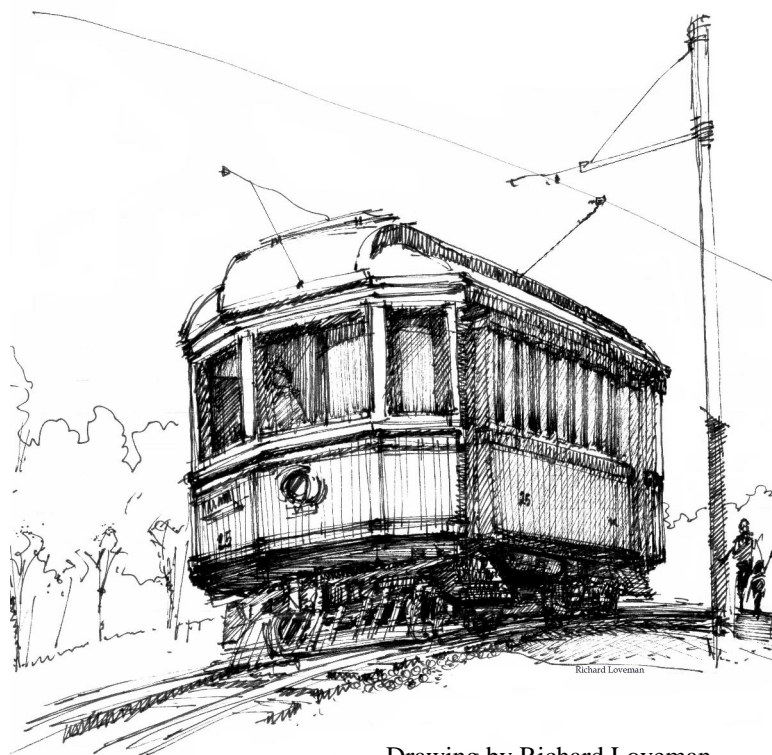
Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579
Fax: 303-978-0402
E-mail: selectimag@aol.com

Hang Out With D&IM No. 25

Trolley Open House
Saturday, September 9, 2006
 Rides From 10:00 AM to 3:00 PM

**Denver Federal Center
 Building 78**
 Lost? Call 303-232-6386

*A photo ID is required for all adults
 entering the Federal Center*
Sorry, Pets Are Not Permitted



Drawing by Richard Loveman

**Come Out And Enjoy An Old Fashioned
 Ride On A Real, Restored Denver
 Interurban Trolley Car.**

*Spend An Hour Or Spend The Day For A
 Fun Time.*
**Bring The Whole Family And All Your
 Friends.**

As the fall leaves prepare to turn colors we once again prepare to enjoy the experience of operating D&IM Interurban No. 25 “out on the mainline” and enjoy the progress on the car and the fruits of our labor. Feel free to “spread the word” to neighbors and friends to come out and say hi to our wonderful, historic artifact, visit with some of the contributors to the project and take a little ride into history. Rides are free but we will take donations.

Questions? Call Darrell Arndt at 303-797-8444 before September 9th.

Rocky Mountain Railroad Club
 Rocky Mountain Railroad Historical Foundation
www.rockymtnrrclub.org



OS Colorado

Current Railroad Happenings

By Chip Sherman

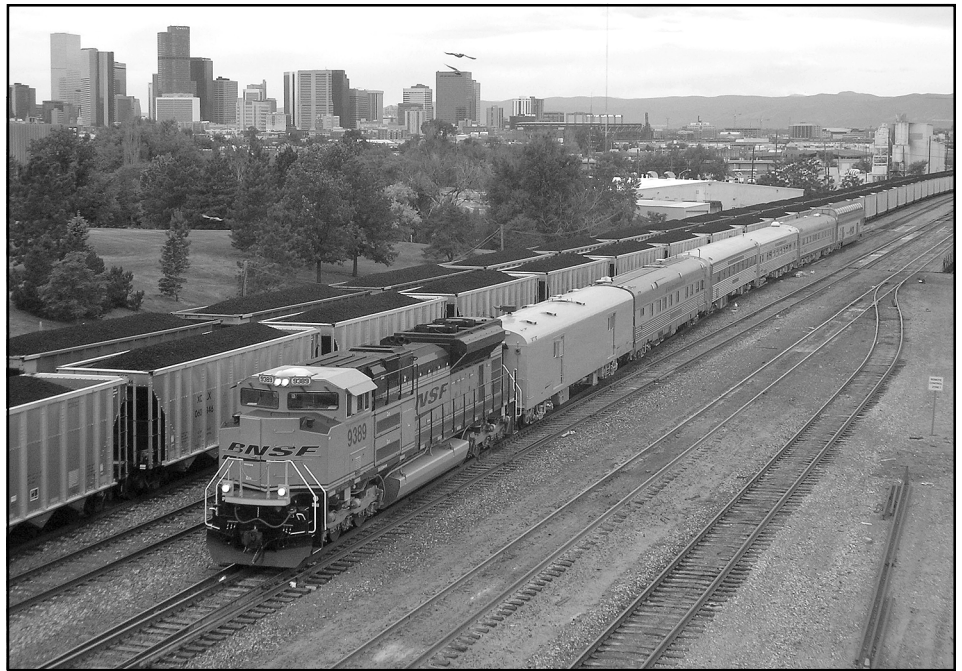
“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

BNSF Officer Specials

BNSF operated a 12-car director’s special from Topeka, Kansas to Denver Union Station (train ID O TOPDEN1 02A) arriving in Denver on 6/3/06. The locomotives on the special into Denver are more accustomed to hauling coal rather than company officials and officers. SD70ACe 9389 and SD70MAC 9710 brought the train into the Mile High City via La Junta, Colorado. The 12-car train included gondola NOKL 360195 placed near the end of the train between full length dome GLACIER VIEW and track inspection car WILLIAM BARSTOW STRONG. Three BNSF passenger cars sported BNSF’s new Powerbar scheme.

- The trains consist up the Joint Line:
- BNSF 9389 SD70ACe
 - Burlington Northern 9710 SD70MAC (unpatched!)
 - BNSF 68 ROLLINS PASS sleeper
 - BNSF 60 STEVENS PASS sleeper lounge
 - BNSF 3 RED RIVER business car
 - BNSF 8 JOHN S. REED business car
 - BNSF 77 baggage/power car with Powerbar logo
 - BNSF 1 MISSISSIPPI RIVER business car
 - BNSF 67 TRINCHERA PASS sleeping car
 - BNSF 28 MOUNTAIN VIEW lounge car sporting Powerbar logo
 - BNSF 10 LAKE SUPERIOR dining car sporting Powerbar logo
 - BNSF 30 GLACIER VIEW dome lounge inspection car
 - Gondola NOKL 360195
 - BNSF 32 WILLIAM B. STRONG inspection car

The train was switched into two trains at Denver Union Station. Five cars were made into a Front Range Subdivision train: BNSF 68, 60, 3, 8, and 32. Power



BNSF SD70ACe 9389 rolled across the South Platte River at BNSF’s 38th Street Yard with the Denver skyline at upper left on 6/3/06. The train deadheaded to Gillette, Wyoming, where BNSF’s chairman, president and CEO of Burlington Northern Santa Fe Railway, Matt Rose and invited guests joined the train. – Photo © 2006 by Chip.



UP SD70M 5170 led UP Dash 9-44CW 9791 and SD70M 4675 on an 59-car circus train from Colorado Springs, CO, headed for Las Vegas, NV, train S CSLV 19. The train departed UP’s North Yard, Denver, about 8:15 AM 6/19/06. It crossed Sand Creek Junction (BNSF diamond) at 8:40 AM and was by Brighton, CO, on the Greeley line about 9:05 AM. Train traveled via Speer, WY westward across Wyoming and Utah. – Photo © 2006 by Chip.

added to the train was SD40-2 7152. The Denver to Alliance, Nebraska train had 77, 1, 67, 28, 10 and 30 GLACIER VIEW. This train used SD70ACe 9389 up to Gillette, Wyoming, where BNSF CEO Matt Rose and party boarded.

Ringling Brothers and Barnum & Bailey Circus Train

The Ringling Brothers and Barnum & Bailey Circus Train blue unit traveled from Omaha, Nebraska to Colorado Springs, via BNSF as BNSF train



Kansas City Southern 4004 is an EMD SD70ACE. Seen here parked at the BNSF Denver diesel shop on 5/20/06. – Photo © Dave Schaaf.



Xcel's switcher, still lettered for Public Service of Colorado, was moved to Union Pacific's Denver Locomotive Shop, Denver, in June 2006. It has some issues which Xcel is evaluating. In the absence of SW1001 15-1, a UP switcher was leased to the Cherokee Generating Station along the Belt Line north of Denver. – 6/19/06 Photo © 2006 by Chip.

U OMACSP1 12A. It passed Edison, Nebraska, 40 miles east of McCook at 1:40 PM on 6/12/06. UP SD70M 4965 and UP SD40M-2 2675 were the power. The train made good time across BNSF's Brush Subdivision via Fort Morgan, Colorado, arriving in Denver at 9:30 PM on 6/12/06.

The Ringling Brothers and Barnum & Bailey's blue unit 59-car train (carrying the show's 136th Edition) is currently the longest passenger train on Earth. RBBB also operate a red unit 56-car train (carrying the show's 135th Edition) that is currently the second-longest passenger train on Earth.

See: <http://www.ringling.com> for show details. 151.625 is the Circus Train Operations radio frequency. Radio scanners will hear the host RR's crew

discussing various upcoming operational details with that show's Circus Trainmaster.

The RBBB circus performed at Colorado Springs June 14 - 18. The 136th Edition show is packed full of surprises. This all-new Ringling Brothers breaks circus tradition with high-speed action, cutting-edge technology and an interactive adventure. – *RBBB and Pinlifter contributed to this report*

Future Rail Connection At Greeley, Colorado, For Unit Corn Trains

Front Range Energy plans on three shuttle trains, each about 75 cars, to arrive at its new ethanol plant starting in May 2006. The company has contracted with Great Western Railway, a short-line railroad that connects with Union Pacific to the east

and Burlington Northern Santa Fe Railway (Fort Collins) to the west.

Eventually, train shuttles of 110 cars will arrive every 10 to 12 days from Greeley. Unloading at the plant will take up to 17 hours. The rail connection at Greeley needs to be rebuilt.

Alex Yeros, managing director of Great Western Development Co., said the corn train will initially travel along Colorado 257 from the south. He said traffic shouldn't stop for more than three or four minutes as the train, moving at 10 m.p.h., crosses the highway north of Eastman Park Drive. The train will return the same way it came in.

Once a switch is installed along the Union Pacific's Greeley Subdivision, Yeros said, the corn shuttle will begin to arrive from Greeley, which will take shuttle traffic off of Windsor roads. He could not specify when the switch project will be done.

Corn started arriving in mid-May 2006 at the Front Range Energy \$60 million plant in Windsor's industrial park. It is Colorado's second full-scale ethanol plant. The plant's two storage tanks each will hold 500,000 gallons of ethanol, which is 200-proof alcohol. About 90 percent of the finished ethanol will be shipped by rail, the rest by truck. – *The Greeley Tribune contributed to this report*

The Future of Denver's Union Station

Union Station's future will see all tracks plus the future additional light rail or DMU commuter tracks underground. You will be able to walk right out the back door of Union Station onto a huge concrete walkway. This walkway will have "openings" in it that allow the viewing of the trains below ground.

The \$2 billion plan is to run tracks south out of Union Station under Cherry Creek and under the Pepsi Center to connect with the existing Joint Line tracks. This might be the commuter train line to New Mexico? For more information see: <http://www.denverunionstation.org/>

Continued on page 6, column 1

OS Colorado

Continued from page 5, column 3

BNSF Derailment

BNSF had a derailment on the crossover at McCartys near Grants, New Mexico on June 9th. Seven cars of an eastbound BNSF train that originated in Los Angeles, bound for Kansas City derailed blocking both main lines. Amtrak's Southwest Chief train 4 was terminated at Gallup and train 3 at Albuquerque, New Mexico. Passengers were bussed between those locations, trains turned and trips resumed.

The BNSF recovery plan included running at least two unit steel coil trains across Colorado via La Junta, Colorado Springs and west on the UP's Moffat Line. This was a rare unit train for Colorado.

The first train, BNSF East St. Louis, Missouri, to Pittsburg, California, train U ESLPIT1 09, was led by CSXT C40-8W 7800. The train came through La Junta with four units: CSXT 7800, BNSF 9-44CW 4640, 4596 and 5495. The crew had to pick up some extra power from the Ringling Brothers and Barnum & Bailey circus train that was parked at Colorado Springs. A new Image BNSF SD40-2 6806, UP SD40M-2 2675, ex-Southern Pacific 8599, which still retained scarlet red and gray scheme and UP SD70M.

This train marks the first BNSF coil train to run the Moffat via UP trackage rights since March 2005. That train came into Denver via the Brush line. BNSF unit steel coil trains via the Joint Line haven't been seen in at least two years.

The BNSF 60-car, loaded steel coil train left Colorado Springs on June 13th with seven units. BNSF parked the train in LoDo Siding west of Denver Union Station. Power was removed and taken to the Denver Diesel Shop.

A crew was called for the unit steel coil train Wednesday, June 14 at 3:00 PM. Two units, one was CSXT 7800, retrieved the train from LoDo Siding and pulled it onto the main at 31st Street Yard. They became the rear distributed power units (DPU's). Three units were added to the head end:



Several UP employees "unveiling" the Denver & Rio Grande Western RR Heritage unit. The EMD SD70ACe, built in May 2006 in Canada, conforms to newer "tier 2 emission standards." The June 17th, 2006 event was held at the UP office near North Yard in Denver. Current and former employees were invited, and many VIPs were there too. It turned out to be a company picnic with food, live music, passenger car tours, carnival games, and rides in a mini train replica. The unit was on display for UP employees, DRGW / UP retirees and railfans over the weekend.

– Photo © 2006 Dave Schaaf.



UP 1989's nose features the Rio Grande "Main Line Thru The Rockies" herald seen here in North Yard, Denver on 6/17/06. The Colorado Railroad Museum provided a paint chip to help match the aspen gold applied to the unit. The Rio Grande heritage unit UP 1989 (ex-UP 8521) design was done by Dave Markes with help from Lance Koenig and Marty Amsler. UP hired Bailey Lauerman, the firm designing UP's six heritage units.

– Photo © 2006 Dave Schaaf.

BNSF 5171, 4596 and SD40-2 in new BNSF image 6806. After some 30 odd hours of sitting in Denver, the coil train

departed Denver about 8:30 PM. It passed Glenwood Springs, Colorado, before sunrise on June 15th.



What is this? A three dimensional piece of artwork created by some mad man trolley enthusiast and fastened to his living room wall? No, not really. In fact, would you believe that this is part of a complete trolley car and that an entire house is fastened to it? And would you believe it is located right here in the Denver metro area? – Photos © 2006 Tom Peyton.

Is There A Trolley In The House?

By Darrell Arndt

When the Denver Tramway Company shut down trolley service in 1950 they sold off old trolley car bodies less trucks, motors and any mechanical gear, to anyone who would want one. More than a few car bodies ended up in use around the front range area as storage sheds, summer cabins, chicken coops, etc. This particular car, which was actually a trailer car, ended up in Aurora where an entire house was built around it! It is almost perfectly preserved. The house is being demolished and the property cleared but fortunately the car is going to be donated to the Aurora History Museum. The house will be carefully “peeled away” from the car

and the car moved from the site. Watch a future *Rail Report* for more of this most unusual story.

After some research we determined that the trolley is most likely Denver Tramway Company trolley No. 605 and was built in 1913-1914 by the Woeber Car Company in Denver. The car measures 8’ 4” wide, 40’ 8” long, and 8’ 4-1/8” high. It was used on several lines including Line 14 to Aurora called the Birch Street Loop. This trailer car was used until 1932 in Aurora up to the Geneva Street “Y.” On October 11, 1932, street car service to Aurora was cut back to Popular Street in Denver and

the Fitzsimons Bus and Taxi Service provided service on Route 21 from Popular Street to Fitzsimons. The car was taken out of service into Aurora in 1932 but briefly put into use in the late 1930s and assigned to the Denver and Intermountain RR (line to Golden) and used for hauling WPA workers to the Camp George West Station. From that point the workers were transported to Red Rocks Amphitheater. The book *Denver’s Street Railways, Vol. II*, by Don Robertson and Rev. W. Morris Cafky, shows exterior and interior pictures of car No. 605 on pages 242, 343, 344, 345.

Classy Club Shirts For Sale

Continued from page 1, column 2

Club logo embroidered on the front left side. The shirts have a button-down collar, one pocket and are available in short or long sleeves.

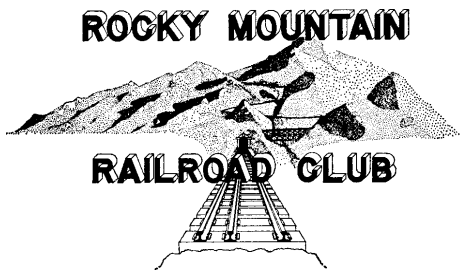
The choice of colors are light blue, dark blue, tan and dark green. Sizes are small,

medium, large and extra large priced at \$35.00 each and size XX-large priced at \$38.00 each.

Every member should have at least one to wear track side or at those special gatherings!

The profit from the sale of these shirts will help to defray the rental expense of the space for our monthly meetings. Look sharp and support the Club at the same time

Order your shirts using the enclosed form.



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**Colorado Railroad Museum
2006 Scheduled Special
Operation Days**

For information call 303-279-4591
Or See http://www.crrm.org/train_trips.htm

- July 14 Wine and Cheese Fundraiser, Wine Tasting, Silent Auction, Train Ride
- July 15 - 16 Armed Forces Day
- August 19 - 20 Steam Up
- October 29 Ghost Train
- September 16 - 17 and 22 - 24 Day Out With Thomas the Tank Engine
- December 2 - 3 Santa Claus Special

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



The 29th Annual Mile High Rail Fair
Sunday, July 23rd, 2006
9:00 AM to 5:00 PM

Rail Fair will be at the Jefferson County Fairgrounds, 15200 West 6th Avenue in Golden, CO. Rail Fair is Co-sponsored by Mizell Trains Inc.

General Public Admission on Sunday, July 23, only:
\$5.00 per Adult
\$1.00 per Child from 5 to 12
Children under 5 are admitted free
\$10.00 maximum per Family

A \$25.00 Early Entry Pass is available and is good for vendor set-up on Saturday from Noon to 5:00 PM and 8:00 AM to 5:00 PM on Sunday.

Trains Unlimited, Tours 2006 Tentative Trip Schedule

For TUT information call 1-800-359-4870

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

- | | | | |
|-----------------|--------------------------------------|---------------|---|
| July 22-26 | Rocky Mountain Express | October 4-10 | Portland & Western Rail Adventure |
| August 13-29 | Great Brazilian Railfan Adventure | October 12 | Kalamath Falls Flyer |
| August 25-27 | Domes To Feather River Railroad Days | October 9-18 | Great Canadian Rail Adventure |
| September 2-4 | Camas Prairie Adventure | October 12-30 | New Zealand Steam Spectacular |
| September 29-30 | Durango Photo Special | October 13-21 | Canadian Rocky Mountain Steam Adventure |
| October 2-3 | Rio Grande Photo Freight | October 15-18 | Modoc Rail Adventure |