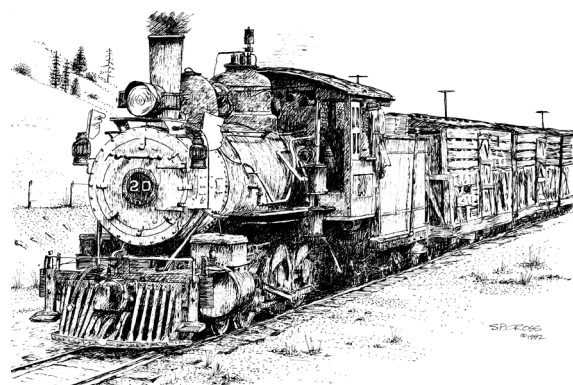


# ROCKY MOUNTAIN RAIL REPORT



JUNE 2006

No. 561

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Yesterday, Today and Tomorrow – Denver Rail Transit

Hosted by Bob Wilson

June 13, 2006 • 7:30 PM

The program will start by featuring noted local rail transit historian and Club Vice President for Projects, Darrell Arndt, on the rich history of Denver area trolleys and interurbans. Next Kristi Estes from the FasTracks office will give the group the latest information on light rail along TREX and FasTracks. Finally, Bob Briggs will finish by updating us on plans for commuter rail along the Wyoming-Colorado-New Mexico Front Range and the I-70 mountain corridor. Enjoy this educational program and the cookies and punch during the break before the 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.**

## La Veta Pass Excursion – C&TS Railroad Side Trip

Saturday, June 24th

The C&TS Railroad has been called a sixty-four mile working museum. When General Palmer saw revenue potential in the mineral rich San Juan mountains he started extending his young Denver & Rio Grande railroad west with what became known as the San Juan extension. The C&TS is comprised of the 64 mile segment completed in 1880 from Antonito, Colorado to Chama, New Mexico. Crossing the Colorado / New Mexico border eleven times, the trip offers the scenery of the high plains desert and high mountain forests, the Toltec river gorge, trestles, tunnels, unique rock formations, and high mountain passes.

The replica passenger coaches are pulled by the original steam locomotives that were in use on this line in the 1920s. In

addition, the C&TS boasts a vast collection of original narrow gauge freight and MOW equipment.

This treasure of history draws narrow gauge rail buffs and history fans from all over the world. Those going on the La Veta Pass excursion might consider staying over an extra night in Alamosa and the next morning traveling the 28 miles south to Antonito to partake of an experience many people travel thousands of miles to enjoy.

There are few rides more exciting than riding a steam train negotiating the rails of the San Juan extension. For C&TS information and reservations call 1-888-286-2737 or on the web: <http://www.cumbrestoltec.com>

## 2006 RMRRC Events Schedule

June 24 Trip:	Alamosa to La Veta and Return
July 11 Meeting	Dome Car Magic
August 8 Meeting	To Be Announced
September 12 Meeting	Excursions Of The 60s
October 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
August 14 Meeting	To Be Announced

The deadline for items to be included in the July *Rail Report* is 6/16/06.

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

Our monthly membership meetings have been held in Barnes Hall at the Christ Episcopal Church for many years. For the last few years our Club has been required to sign an annual lease and pay an annual fee in order that the membership meetings could continue to be held at that location. The current lease expires on June 30th of this year.

During March the Club received a letter from Christ Episcopal Church indicating that significant changes would be made to the policies, fees and procedures regarding the use of Christ Church. We have now received the follow up letter outlining the

new usage guidelines, fees and procedures.

By the time you read this, the officers and board of directors will have reviewed and discussed this item at the Board of Directors meeting scheduled for May 25th. Using recommendations approved by the board of directors, the Club will submit application to the Christ Episcopal Church for continued use. This application must be submitted by June 12th. When the Club receives a response to our application our members will be notified of the results as soon as possible.

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## Colorado Tourist Railroad Information

### Cumbres & Toltec Scenic Railroad

<http://www.cumbrestoltec.com>  
1-888-CUMBRES

### Durango & Silverton Narrow Gauge Railroad

<http://www.durangotrain.com>  
1-877-872-4607

### Georgetown Loop Railroad

<http://www.georgetownlooprr.com>  
1-888-456-6777

### Leadville, Colorado & Southern Railroad

<http://www.leadville-train.com>  
1-866-386-3936

### Pikes Peak Cog Railway

<http://www.cograilway.com>  
1-719-685-5401

### Royal Gorge Route Railroad

<http://royalgorgeroute.com>  
1-888-RAILS4U

### *In Remembrance*

#### Gene McKeever

Gene McKeever, long time member of the Rocky Mountain Railroad Club, died April 25, 2006. He was a member of the Club for 45 years having joined 1961. For the year 2006 he held membership card number 76. His life long passion was trains, streetcars and buildings. That interest led to producing two books, *History of the Public Schools of Denver* and *Mile-High Trolleys*. He rode trains, tramways and trolleys throughout the United States including the final run of the Denver Trolley.

### *In Remembrance*

#### Richard Dais

Former Rocky Mountain Railroad Club Member Richard Dais died May 5, 2006. During his membership with the Club he organized and led many popular railroad history related field trips. Rich was also very active with the committee that arranged several activities in connection with the Club's 50th anniversary during 1988. Services were held May 8, 2006.

### 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.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](mailto:selectimag@aol.com)

**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.

**New Paint and Prime Mover for  
 UP C40-8 9310**

Union Pacific has decided to lengthen the productive lives of their General Electric C40-8 locomotives. One of those locomotives recently released from the program was UP 9310. At North Little Rock, Arkansas, it was painted in March 2006 with the lightning bolt on the long frame and yellow reflective tape on the frame. The nose has a UP shield, no winged emblem.

The engine was moved to UP’s Denver Locomotive Shop for a new prime mover, engine family 6GETK0668EFA. The unit now sports Electronic Fuel Injection (EFI) along with a new fuel transfer pump. These UP 9300-series rebuilds receive a rebuilt alternator, new computers and related wiring to facilitate the EFI upgrade to tier 0 emissions. It’s basically the same as AC units but with DC traction.

UP 9310 was built by General Electric in January 1989, builder’s number 45865 and rated 4,000-horsepower. UP ordered 256 C40-8s, series UP 9100 - 9355. Some of those units have been wrecked and retired. UP initially placed these units on their high-speed double stack and trailers on flatcars (TOFC) trains in the late 1980s.

**BNSF Business Cars on Amtrak  
 Southwest Chief**

BNSF’s track inspection car WILLIAM B. STRONG – BNSF 32 and business car JOHN S. REED – BNSF 8 departed Topeka, Kansas, the last week of April 2006. The two cars moved west to California on Amtrak’s Southwest Chief train 3, passing La Junta, Colorado, on April 29th. They returned to Kansas via Amtrak’s train 4 on Monday, 5/1/06.  
 –Rio Gnow



Freshly painted at North Little Rock, Arkansas and sporting a new prime mover from its Denver Locomotive Shop visit, UP C40-8 9310 was released in late April 2006 for road service. UP 9310 was at UP’s Locomotive Shop (ex-Denver & Rio Grande Western RR Burnham Shops) 4/23/06. – Photo © 2006 by Chip.



BNSF’s Joint Line at Littleton, Colorado, was the location for this rare meet on 5/15/06. Southbound Denver Regional Transportation District car 206 was headed for the West Mineral Station with a C Line train. BNSF SD70ACe 9380 was on the Cordero Mine, Wyoming, to Iola, Texas train C CDMIOG 030A 128-car load. BNSF SD70MAC 9913 was handling the C CAMSLP 072A Caballo Mine, Wyoming, to Reliant Energy, Inc., generating plant at Smithers Lake, Texas. Rare catch, indeed! – Photo © 2006 by Chip.

**Canadian National C40-8M 2400 Along  
 the Front Range**

BNSF’s Denver to Laurel, Montana train had motive power variety on 5/17/06. BNSF Dash 9-44CW 5064 led UP SD70M 4086 and Canadian National C40-8M 2400 passed Utah Junction north of Denver about 2:15 PM.

The CN 2400 is one of 55 General Electric C40-8Ms in CN series 2400-2454. The unit had rolled north on the Joint Line

on 5/12/06 past Colorado Springs on another BNSF train.

**BNSF Business Car Powerbar Repaints**

BNSF business cars repainted into BNSF’s Powerbar scheme as of May 2006:

- MOUNTAIN VIEW
- LAKE SUPERIOR
- Track inspection car SKAGIT RIVER.

–Rio Gnow

Continued on page 4, column 1

## OS Colorado

Continued from page 3, column 3

### Dome CHARTER CLUB and Business Car ST. JAMES PLACE

Amtrak's 13-car California Zephyr left Denver about an hour late with P42DC 169 and 96 on the point. There were two privately owned passenger cars on the rear owned by Charter Wire of Milwaukee, Wisconsin. The dome car is named CHARTER CLUB and the open platform business car is ST. JAMES PLACE. The cars wear a New York Central Railroad inspired paint scheme.

The dome car CHARTER CLUB is ex-Union Pacific 7003 built for the "Challenger" in 12/54. UP sold it June 1972 to Auto Train as 703. Car was sold to James E. Strates Shows December 1981, then to a private party in 1982. The C P Huntington Chapter NRHS purchased the car in 1982 applying number 800377 "Sandstone Falls" (not applied). The car was renumbered UP 7003 then to HUNX 7003 during 1993 due to a dispute with the Union Pacific. Car was sold 5/2001 to Charter Wire of Milwaukee, Wisconsin, for their business train. It was rebuilt by Avalon Rail as CHARTER CLUB.

—Info from *Dome.main*

### Norfolk Southern Thoroughbreds on BNSF Colorado Trains

BNSF had two trains depart Denver on 5/18/06 with Norfolk Southern (NS) thoroughbreds on the point. The Denver to Amarillo, Texas, operated via the Joint Line and La Junta, Colorado, with NS C40-9W 9356, 9282 and BNSF 9-44CW 784. These two units arrived in Denver via the BNSF's Kansas City to Denver train H KCKDEN.

The second train prepared with NS power was the Denver to Barstow, California, train H DENBAR1 19. Recently delivered NS SD70M-2 2720, NS C40-9W 9178, BNSF SD40-2 7842 and 7860 were put together 5/18/06 but left early on 5/19.

Operating on the Denver to Pueblo train, M DENPUE1 18, was BNSF 5131 and NS SD70M 2643. —*Rio Gnow*



D&RGW SD40T-2 5371 idles in the yard at Helper, Utah on 4/27/06. This is the last unit to have full Rio Grande paint. — Photo © Dave Schaaf.



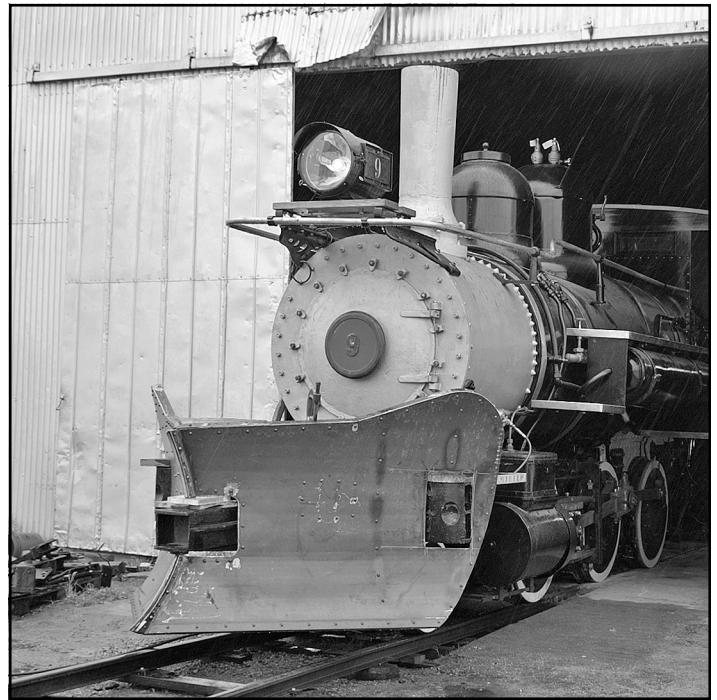
BNSF's General Electric built ES44AC 5805 teamed up with EMD built SD70ACe 9385 as distributed power on the Black Thunder Mine, Wyoming, coal load (C BKMOKO 027A) passing Tonville Siding, Colorado, BNSF's Brush Subdivision. Overhead a hawk was on the prowl on 5/14/06. — Photo by TCBYRNAS.



Dome CHARTER CLUB and business car ST. JAMES PLACE on Amtrak's westbound 13-car California Zephyr left Denver about an hour late. The train was approaching Prospect Junction on BNSF rails 5/19/06. — Photo © 2006 by Chip.



Finishing touches are put on the newly built wooden cab for C&S #9 at Uhrich Locomotive Works in Strasburg, Colorado, on 4/28/06. – Photo © Dave Schaaf.



Colorado & Southern 2-6-0 #9 pokes it's stack out the door at Uhrich Locomotive Works in Strasburg, Colorado, on 4/28/06. It had a wood fire in the box on this day for testing purposes. It has been converted to an oil-burner. You can see that the new pilot plow is about finished, and there is some new brass trim. – Photo © Dave Schaaf.

### More Third Main Track Added in Powder River Basin

About 19 miles of third main track went into service Tuesday, May 16, between Reno and Milepost 58 on the Powder River Basin Joint Line in Wyoming. Until work on crossovers and signal cutovers is completed in September, trains will operate over the entire 19 miles in one direction at a time.

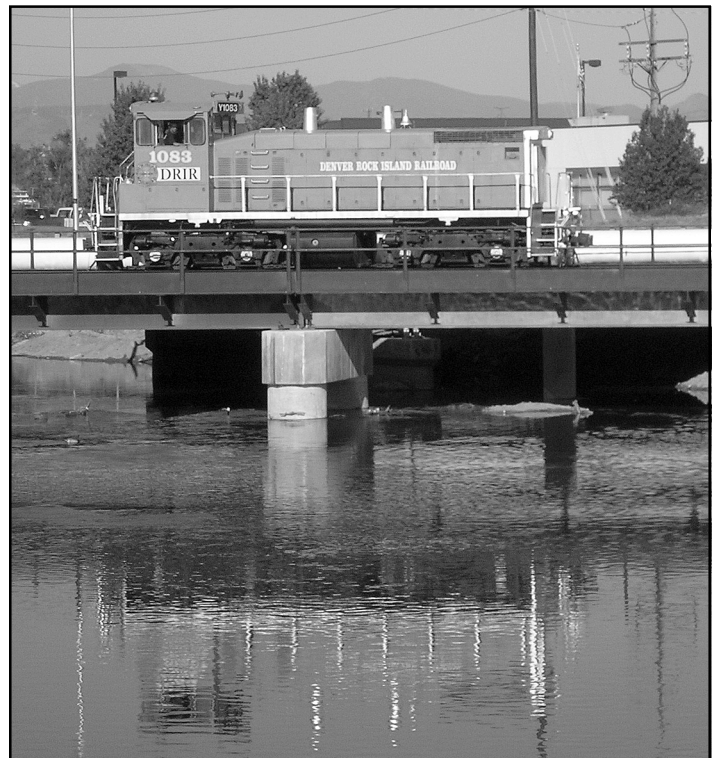
“This is a great accomplishment for you and your various team members,” said Dave Hestermann, assistant vice president and chief engineer, Central, in an e-mail to leaders of the teams involved in the project. “You have accomplished something you should feel very proud of.”

“I’m very proud of all of you, for the long hours and very professional attitudes that made this phase of the project a huge success,” he continued “Please maintain your intense focus during phase two of this very important project and deliver it on time, and accident free!”

The third main track is expected to provide additional capacity for the Wyoming Joint Line even before the crossovers and signal cutovers are completed and the track becomes fully operational in September. The Wyoming Joint Line is used by both BNSF and Union Pacific Railroad.

Year-to-date through May 14, BNSF has loaded a total of 101.694 million tons of coal systemwide, up 6.9 percent from the year-to-date total of 95.111 million tons through 5/15/05.

–BNSF News Release



Denver Rock Island Railroad's SW1500 1083 started 5/18/06 crossing the new South Platte River Bridge in Denver, CO. The railroad has acquired an ex-Union Pacific SW-10 1264. DRIR plans to have the 1264 repainted and working their rails come June 2006. – Photo © 2006 by Chip.

## Bob's First Trip On The Cañon City & Royal Gorge Railroad

By Chip Sherman

The Cañon City & Royal Gorge (CC&RG) Railroad had eleven cars of the fourteen car train repainted into the Denver & Rio Grande Western RR inspired orange, silver and black paint scheme operating on 5/6/06. Painting was undertaken in late 2005 creating a uniform train appearance. Passengers boarding the train at 401 Water Street in Cañon City, Colorado, are greeted with an impressive looking train.

### The consist on 5/6/06

#### starting from the west end:

CC&RG F7A 402 and SD-9 5305 (ex-Denver & Rio Grande Western RR low nose).

Kitchen car CRRX 9618.

Dining or cafe car CRRX 3235,

GENERAL WILLIAM PALMER.

Full dome diner/lounge/bar car HALX 50

Open car CRRX 3214 (had once been named SANGRE de CRISTO).

Lounge table car CRRX 5541

ZUBELON PIKE.

Generator car CRRX (no number, freshly painted orange, silver and black).

Diner CRRX 650

THEODORE ROOSEVELT.

Full dome diner lounge bar car HALX 507  
SUSITNA still with Holland America scheme.

Open car CRRX 3225 (had once been named SILVER CLIFF).

Coach CRRX 3250

WILLIAM B. STRONG.

Snack souvenir car 5586.

Lounge Snack bar car 2510

SUNSHINE FALLS (name written inside car, not outside).

Coach 5580 SILVER BUCK.

Coach 5562 TENNESSEE PASS (still wearing VIA Canada blue and yellow paint).

F7A 403



Only the Cañon City & Royal Gorge Railroad offers passengers F-unit locomotives in 2006! Ex-Chicago & North Western RR 403 ply's the Royal Gorge Route in the Rio Grande aspen gold, silver and black paint scheme. The CC&RG 403 was on the east end of the train on 5/6/06 at Cañon City, Colorado. – Photo © 2006 by Chip.



Bob Wimer had a wonderful time riding the Cañon City & Royal Gorge Railroad's open air car CRRX 3214 that once carried the name SANGRE de CRISTO. What better way to experience the Royal Gorge? – Photo © 2006 by Chip.

My father-in-law, Bob Wimer, joined our family for the lunch train that departs at 12:30 PM. He wasn't looking forward to the family outing, but his wife had dragged him onto the train. He enjoyed lunch aboard the GENERAL WILLIAM JACKSON PALMER on the trip west. Despite a rain shower at Parkdale he

discovered the open air car. He rode the open air cars' Dutch door during the light precipitation and then was out in the middle of the car with my seven year old daughter. Bob rode most of the trip back

to Cañon City marveling at the Royal Gorge, waving to the rafters and conversing with other passengers. This 70-plus year old man had a memorable time and we all had a marvelous day.

## A Photo Gallery Of Bob's First Trip On The Cañon City & Royal Gorge Railroad

Photos By Chip Sherman



CC&RG has repainted most of their passenger cars into the Denver & Rio Grande Western RR inspired orange, silver and black scheme. Left to right: dining car CRRX 3235 GENERAL WILLIAM JACKSON PALMER, ex-Holland America dome HALX 50, open air car CRRX 3214, lounge car CRRX 5541 ZEBULON PIKE and generator car. – Photo © 2006 by Chip.



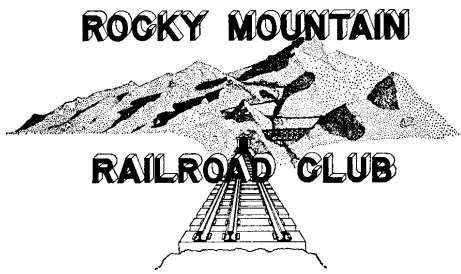
The Royal Gorge suspension bridge viewed through full length dome HALX 50's dome windows is terrific. This well maintained dome with its superb service is a delightful way to ride the Cañon City & Royal Gorge Railroad. The photo was taken on 5/6/06 along the Arkansas River. – Photo © 2006 by Chip.



Cañon City & Royal Gorge Railroad conductor Wendy kindly pointed out the prison on the west end of Cañon City to first time passenger Bob Wimer. He made his first Royal Gorge train ride on 5/6/06 and to his amazement had an unforgettable outing. – Photo © 2006 by Chip.



Jessica says to stop by for a drink aboard the ex-Holland America HALX 507 at Cañon City on 5/6/06. CC&RG has a full service bar in the middle of the dome. – Photo © 2006 by Chip.



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Operation Days**

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

June 17 - 18	Father's Day
July 14	Wine and Cheese Train
July 15 - 16	Armed Forces Day
August 19 - 20	Steam Up
October 29	Ghost Train
December 2 - 3	Santa Claus Special

The Club's equipment committee works on the Club owned equipment at the Colorado Railroad Museum on the second and fourth Saturdays of each month. Any Club member is invited to join in the restoration and maintenance of historic equipment.

Call Bob Tully at 303-428-2322 for details.

**Intermountain Chapter, NRHS 2006 Event Schedule**

For information call 303-298-0377

Friday, June 16, 2006: Dinner meeting at Rossi's Catering. Long-time Chapter member and renowned photographer Darrell Arndt will present his program, *A Ghost from the Past*. Darrell will present a slide program on the only Denver Tramway Company trolley car that survives completely intact, Denver & Intermountain Railroad Interurban No. 25. His program will touch on the heritage of the historic 1911 car, the interurban line that it served and the work to return it to operating condition. We will also visit the Platte Valley Trolley.

Dinner reservations required. No drop-ins. 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. No-shows are billed by the Chapter. Cost for dinner meetings is \$14 per person. Cash bar opens at 6:30 PM, dinner is at 7:00, 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 2006 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/)

June 25 - July 2	Great Western Rail Spectacular	August 25-27	Domes To Feather River Railroad Days
July 3	Domes Down The Valley	September 2-4	Camas Prairie Adventure
July 22-26	Rocky Mountain Express	September 29-30	Durango Photo Special
July 29 - August 12	Great Peruvian Rail Adventure	October 2-3	Rio Grande Photo Freight
August 13-29	Great Brazilian Railfan Adventure	October 4-10	Portland & Western Rail Spectacular
		October 7-15	New England Fall Colors Rail Spectacular