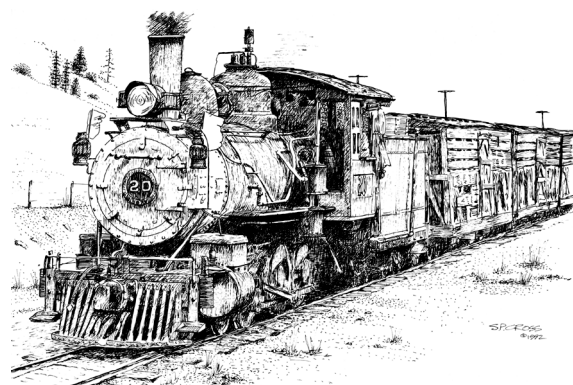


ROCKY MOUNTAIN RAIL REPORT



MARCH 2007

No. 569

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

West Coast Wilderness Railway, Queenstown, Tasmania, Australia

Presented by Ronald Hill

March 13, 2007 • 7:30 PM

This program is an audio / video presentation of this completely renovated mining railway, built originally as the Mt Lyell Mining & Railway Company in 1893. This railway is now owned by the Tasmanian Government and opened to the public in December 2002. The unique feature of the railway is the Abt rack design for climbing steep grades developed by Roman Abt, a Swiss engineer. The present railway has three operating steam rack engines and two shunting (switching) diesels. The rack engines carry the train upgrade to Dubbil Barril where a diesel is attached continuing on the lower grade to Regatta Point, Sthrahan. The steam engine is turned on a manual turntable then returning a train to Queenstown.

The doors will open about 6:45 PM. Members are encouraged to come early. Our meeting format will not include a break. Programs will end by 9 PM in order to tear down and store equipment and exit the church before 9:30 PM, per our contract.

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.**

Book Sale — *Journeys To Yesteryear* — Book Sale

By David C. Goss, published by the RMRRRC in 2005

This 176 page chronological history of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation has hundreds of black and white photographs and eight full color pages. The price has been reduced to \$19.95 plus shipping and handling — USA book rate is \$5 for one copy or \$7 for two copies.

Membership Renewals For 2007 Were Due December 31, 2006

This will be the last *Rail Report* sent out to members who have not renewed.

If you received a color address label on your newsletter this month, that means we do not have a record of receiving your dues payment for 2007. Please use the membership dues renewal form in the November *Rail Report* or renew on the web at: <http://www.rockymtnrrclub.org/membersp.htm>

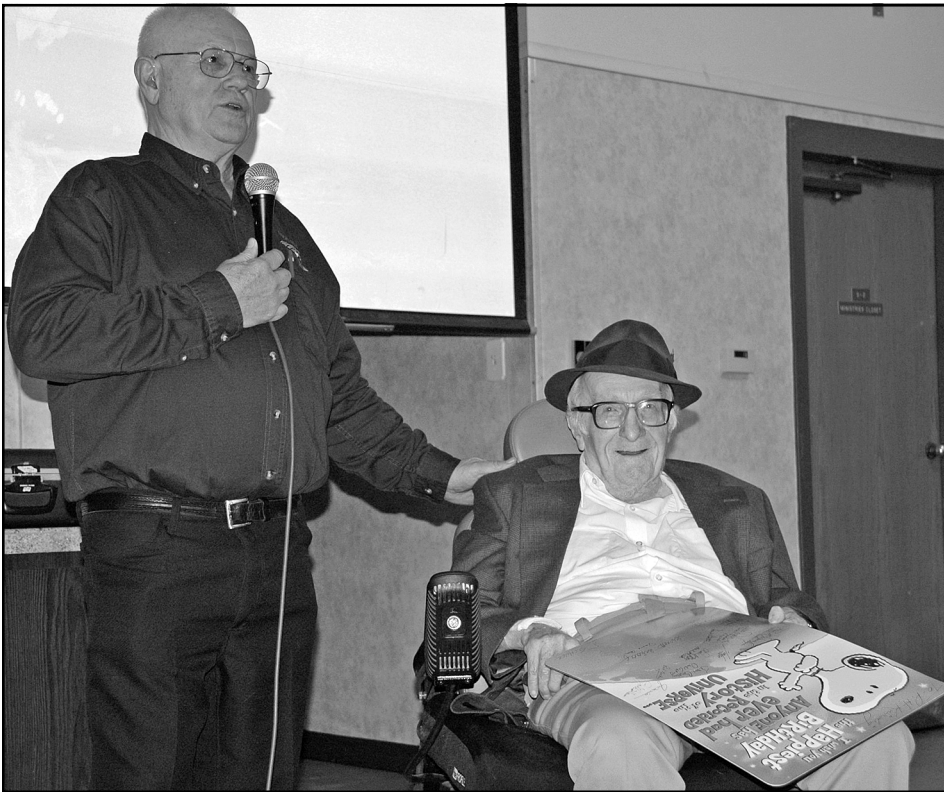
2007 RMRRRC Calendar

April 10 Meeting	Mexican Narrow Gauge
May 8 Meeting	To Be Announced
June 16 Event	Como — South Park Day
July 21 Event	Club Day At The Colorado Railroad Museum
August Event	Annual Luncheon Banquet
September 11 Meeting	To Be Announced
October 9 Meeting	To Be Announced
November 13 Meeting	To Be Announced
December 11 Meeting	Annual Meeting

The Club's future program listing is limited to three or four months. This will provide members adequate advance information for planning. Proposed 2007 meeting dates are shown. Due to circumstances beyond our control programing and dates are subject to change without notice. Please contact Joe McMillan at jmcmillan20@comcast.net or phone 303-456-4564 with program ideas.

The deadline for items to be included in the April *Rail Report* is 3/19/07.

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.



Club President, Jim Ehernberger (left), introduces founding member and past president Richard Kindig who was celebrating his 91st birthday at the February meeting.
 – Photo © 2007 Jean Gross.

From The President

By Jim Ehernberger

A last minute surprise occurred during our regular monthly meeting on February 13th when Richard Kindig attended. If you stayed home because of the cold and the light snow, then you missed an opportunity of a lifetime. Those who did attend were delighted!

It was indeed a great honor and pleasure to have Richard at our meeting. We wish to thank his caretaker Rod Kenney and his assistant for arranging transportation and allowing us the privilege to help celebrate Rich's 91st birthday.

Instead of regular committee reports, the schedule was modified allowing those in attendance to hear comments and stories regarding various experiences Rich had during his years photographing trains, certain locations, his work career, etc. He has a remarkable memory.

None of this was planned in advance so there was no way to publicize it. The

planning process started the Friday prior to our meeting.

We were also honored to have three out-of-town guests of Dave Gross. Ron McDaniel of Illinois, John Parker of the United Kingdom, and Don Phillips of Washington, DC. Don is featured monthly in Trains magazine. He is a well known transportation columnist and writes for the International Herald Tribune in Washington, has had articles featured in the Wall Street Journal as well as many other publications. It was a pleasure having these gentlemen present.

Richard Luckin again presented a fine DVD program on railroad private cars, which was shown to us prior to going out to PBS for broadcast. Richard also provided a brief trade show video used in exhibit booths as a railroad promotional. We thank Richard for his professional

Continued on the next page, column 1

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	Jim Ehernberger
Vice President - Projects	Darrell Arndt
Vice President - Programs	Herb Edwards
Secretary	Roger Sherman
Treasurer	Jimmy Blouch

Board Meetings

Members are always welcome to attend any board of directors meeting. 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

From The President

Continued from page 2, column 2

documentaries and look forward sometime down the road for more.

With the change in our meeting schedule, a table has been placed near the entrance of the meeting room where members can bring their "show and tell" items. Brian Gould brought some models for members to see and an opportunity to visit with him personally. Anyone desiring to participate by bringing an item, or photos, or other artifacts, are most welcome to do so. The doors open early so members can socialize.

The Foundation is interested in gathering used railroad books to sell at the annual roll-out of Car 25. The date will be announced next month, but we are looking for these items as the proceeds benefit further restoration work of Car 25. It has been quite a long time since we have requested items, so please consider "downsizing" so we can find good homes for your items. The Foundation has a 501(c)3 tax exempt status and donations can be shown on your personal income tax. We provide a receipt, but are not allowed to provide appraisals in accordance with IRS regulations. Thank you for your donations.

Members may contact me at:
RMRRCPresident@sisna.com
Phone: 307-637-4011
Rocky Mountain Railroad Club - President
PO Box 2391
Denver, CO. 80201-2391

In Remembrance

Robert W. Richardson

1910-2007

Immediately prior to going to press we received word from several sources that long-time Club member (card number eight), and co-founder of the Colorado Railroad Museum passed away on February 23rd. We will provide membership a detailed tribute and report in the April issue of the *Rail Report*.

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 Unit Coal Trains for Mexican Customer Loaded In Utah

BNSF used their Utah Railway / Union Pacific coal train trackage rights twice in January 2007 moving 75-car unit coal trains via Grand Junction, Colorado, that loaded at the Wildcat Mine in Utah. It's been nearly two years since BNSF operated a Utah originated unit coal train.

The first westbound BNSF unit coal empty was on 1/12/07 operating Denver to Glenwood, Colorado in daylight. That train came east as BNSF unit coal load, C GJCCEFS0 01, (GJC = Grand Junction, Colorado) running off UP's Moffat Tunnel line on 1/14/07. The train ran 3 x 2 with BNSF ES44AC 6126 on the point. The two distributed power units were BNSF 9442 and BNSF 5750. The train had hopper cars with RGCX reporting marks.

The load departed Utah Railway Junction on Saturday, 1/13, about 1:00 PM, arriving in Grand Junction at 6:00 PM with a Utah Railway crew. BNSF left Grand Junction at 10:00 PM, 1/13/07, out of Kremmling at 6:30 AM January 14th. The train operated south via the Joint Line towards a customer in Chihuahua, Mexico.

The second train ran west on UP passing DeBeque, Colorado, 1/25/07 about Noon with BNSF SD70MAC 9717, 9430, 9955, 9973 and 9427. The train received a Utah Railway crew at Grand Junction for the trip to the Wildcat Mine in Utah. UP operated the westbound train as C CHG3J 22. *-Thanks TME*

Continued on page 4, column 1

In Remembrance

Jack Morison

Long-time Club member Jack Morison passed away on February 13th. Jack joined the Club in 1955 and held card number 36. He made his first Club excursion on the 1955 Denver to Chama combined standard and narrow gauge round trip.

Over the years Jack became one of our most active volunteers. Jack was Vice President in 1962 under Jackson Thode. In 1981 he narrated a 1981 field trip (for Ed Haley) on the Denver, Boulder & Western. In 1984 he led a two-day field trip to the Cripple Creek and Victor area touring many historic sites and the CC&VNG Railroad. In 1988 Jack was one of the presenters of "Silver Rails and Golden Memories" for the Club's 50th Anniversary Banquet held at the Brown Palace Hotel. He led two Sherman Hill field trips in 1986 and 1994 respectively. He was also instrumental in gathering about 20 Club members as volunteers to repaint the former CB&Q Fleming, Colorado, station in 1987.

On November 13, 1990, Club President David Salter presented Jack and his wife Erma, who was always a great supporter, a Certificate of Appreciation for many years of volunteer work with the Club, especially on the Newsletter Mailing Committee. At the presentation it was stated Erma cleaned house and prepared goodies 168 times. Together they served seven years, attended 84 committee meetings, and carried more than 94,500 newsletters to the Post Office.

A celebration of Jack's life is planned to be held in April.

OS Colorado

Continued from page 3, column 3

UP Places Rio Grande Heritage Unit, UP 1989, On The Ski Train

AnSCO's Ski Train had a rough start to its 2006-2007 winter operation. The train was cancelled two days by the Holiday Blizzard that struck on December 28 to 30, 2006. Jim Bain wisely cancelled the train on December 29 and 30th.

In late January 2007, the Ski Train owned (reporting marks SKTX) F40PH 289 suffered an AR10 generator bearing problem necessitating its removal to Union Pacific's Denver Locomotive Shop. The Ski Train operated the weekend of January 27 & 28 with just SKTX 242 and 283. The following weekend another unit was added.

Union Pacific RR sent their Rio Grande Heritage SD70ACe, UP 1989, to provide protection power in the bitterly cold weather that descended over Colorado that weekend. UP 1989 was added to SKTX 242 and 283 at Denver Union Station, track 2, on 2/1/07. The Ski Train began Friday, Saturday and Sunday operations in February. The first trip to the Winter Park Ski Resort with UP 1989 was Friday, 2/2/07. Due to the extreme weather and train traffic, the Ski Train didn't make Winter Park until about 12:45 PM – the train normally arrives before 9:30 AM.

The skiers driving I-70 west into the mountains didn't fare much better. An overturned truck near Idaho Springs kept I-70 westbound lanes blocked for several hours.

High winds and blowing snow had highways 72 and 93 closed at various times over that weekend. Folks out chasing the Ski Train had to contend with bitter winter weather. On Sunday, 2/4/07, the Ski Train had air problems requiring stops at Clay Siding and Pinecliff, Colorado. Union Pacific crews had to deal with blinding, wind blown snow and gusty winds.

UP 1989 remained on the Ski Train until 2/6/07 at Denver Union Station. It then



Rio Grande Heritage unit, UP 1989, was on the Ski Train for the first time on 2/1/07. The snowstorm with a brisk north wind made for a chilly night. Photo was taken about 9:30 PM at Denver Union Station. The train was on track two. Power for first Friday, Saturday & Sunday trips were UP 1989, SKTX 242 and 283. – Photo © 2007 by Chip.



The AnSCO Ski Train departed the first Friday operation with Union Pacific's elusive Rio Grande Heritage unit, UP 1989, up front on 2/2/07. Two regular units, SKTX F40PH 242 and 283 were against the train. The train was delayed about 10-minutes leaving Denver that frigid Friday morning. It passed the former Denver & Salt Lake Railway water tank north of Utah Junction about 7:50 AM. Further delays, i.e. CTC outage at Rocky Siding and numerous freights delayed the train. – Photo © 2007 by Chip.

moved to North Yard, Denver, for a round trip on the North Yard Denver to Pueblo train. UP 1989 returned to the Ski Train on 2/8/07 for the Friday, Saturday and Sunday trips.

RailPower Hybrid Switchers to Texas

BNSF moved RailPower Technologies GG20B GenSet switchers, RPRX 5403 and 5406, to California via Colorado on



Freshly outshopped RailPower model GG20B 5304 has high visibility cab. Unit was stopped at Prospect Junction as the Casper, WY, to Amarillo, TX, train worked out a distributed power link problem with the rear DPU. – Photo © 2007 by Chip.



RailPower Technologies (reporting marks RPRX) model GG20B 5406 and 5403 moved south on BNSF's Casper, WY, to Amarillo, Texas train the snowy afternoon of 2/13/07. BNSF 5099 and 4045 led the train south from Rennick Yard past Prospect Junction. – Photo © 2007 by Chip.

the Casper, Wyoming, to Amarillo, Texas, train which was in Denver 2/13/07. The new units sport a green, gray and gold paint scheme with white lettering. California offered the railroads incentives

to operate low emission switching locomotives.

BNSF was awarded clean-air grants by California for implementing hybrid

technology. Several GG20B cabled units were placed in service. The Green Goat locomotives use a relatively small, clean diesel genset in conjunction with over 300 recyclable lead-acid batteries to improve fuel economy and reduce pollution.

Remanufactured from existing switcher locomotives, they cut oxides of nitrogen and particulates by 80 to 90 percent. The reduced greenhouse gases and diesel fuel savings are other advantages to using the RailPower switchers.

Union Pacific Studying New Rail Yard South of Fort Lupton

The Union Pacific Railroad has undertaken a study to evaluate the relocation of its 36th Street switching yard and 40th Street Intermodal Yard to a site south of Fort Lupton, Colorado. Denver's Regional Transportation District (RTD) FasTrak Project has selected the UP's 36th Street Yard and adjacent intermodal area for inclusion in their growing Denver Metro Area rail passenger commuter system. The yards would be converted to diesel commuter storage and maintenance yard on the East Corridor line – Denver Union Station to Denver International Airport (DIA).

The proposed UP classification and intermodal rail yard would be about one mile south of Fort Lupton. It would be located along UP's Greeley line parallel to Weld County Road (WCR) 27 between WCR 10 and WCR 4 – about three miles in length. According to UP spokeswoman Katherine Blackwell, "It will be a minimum of six to nine months before a decision can be made, dependent on land availability, property price, and interconnection with existing rail lines." Fort Lupton is just over 25 miles from Denver Union Station.

–*Brighton Standard Blade contributed to this report.*

General Electric HHP-8 Electric Locomotive

Amtrak shipped a General Electric double-ended HHP-8 electric locomotive

Continued on page 6, column 1

OS-CO

Continued from page 5, column 1

manufactured by the Bombardier and Alstom consortium to Colorado's Technology Transportation Center in February 2007. The HHP-8 stands for High Horse Power with 8000-horsepower. These electric locomotives replaced the older Amtrak E60s and supplemented the AEM-7s used on Amtrak's Northeast Corridor (Washington, DC to New York City). The HHP-8 can handle Amtrak passenger trains up to 125 MPH. Maryland Rail Commuter also operates HHP-8s on their Penn Line – Perryville, Maryland, to Washington, DC.

HHP-8 Amtrak 658

Amtrak's train 5 departed Chicago on February 10, 2007, with Amtrak 194, 192, P32-8 518, and HHP-8 Amtrak 658. Amtrak 518 handled moving the electric power, Amtrak 658, from Denver to the Transportation Technology Center east of Pueblo south via the BNSF/UP Joint Line.

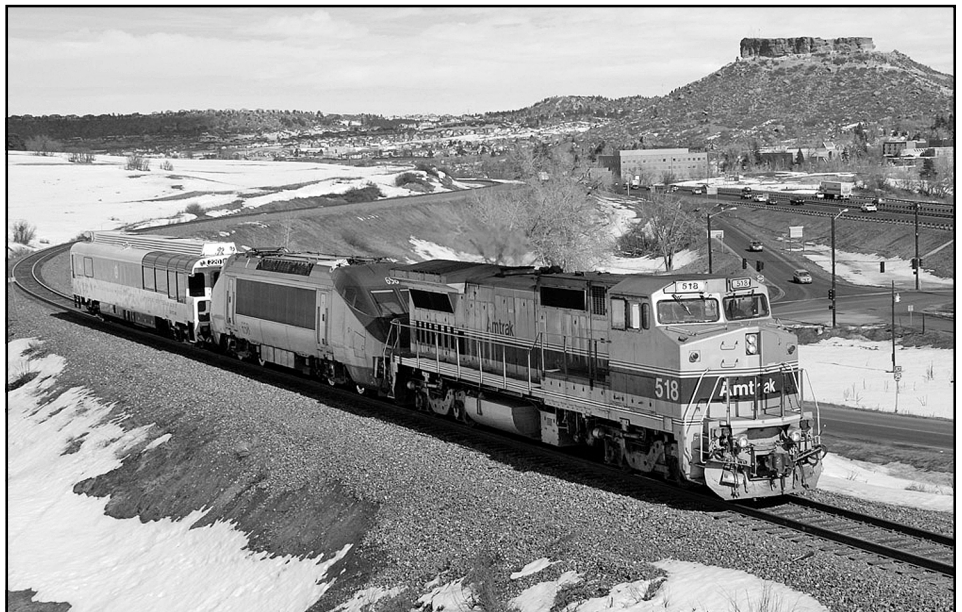
Ski Train Reaches Winter Park While Berthoud Pass Is Closed

AnSCO's Ski Train delivered skiers to the Winter Park Ski Resort on a blustery Friday, 2/16/07. Passengers were dropped off at the foot of the ski slopes into the warmth of the ski lodge. However, strong winds curtailed their skiing around noon. Gusty winds toppled trees on the slopes forcing Winter Park Ski Resort to close around Noon. The Ski Train departed on time returning skiers to the Denver Metro Area with their normal F40PH locomotives, SKTX 242, 283 and 289.

During the windstorms that closed mountain highways in Colorado, including Berthoud Pass, a lot of people were trapped on the west side of the continental divide. The Ski Train volunteered to take onboard about 200 kids for transport back to Denver, and even arranged for rides home from the station. Interstate 70 was closed for more than six hours Friday, 2/16/07, and five hours Saturday, 2/17/06, due to weather conditions and avalanche-prone roadways.



The Federal Railway Administration's new inspection car, DOTX 220, was at Denver Union Station, Denver, CO, on 2/10/07. Colorado Railcar built the custom designed car in ten months at their Fort Lupton, Colorado, manufacturing complex along Union Pacific's Greeley line. The car features Colorado Railcar's trademark curved roof windows on the observation end of the car. – Photo © 2007 by Chip.



Amtrak moved an electric locomotive, model HHP-8 658 and new Federal Railroad Administration inspection car, DOTX 220, to the Transportation Technology Center east of Pueblo, Colorado, via the Joint Line on 2/11/07. The two locomotives, P32-8 518 and HHP-8 658 came west on the California Zephyr, train 5, arriving Denver Sunday morning, 2/11/07. Amtrak 518 departed Denver Union Station about 10:30 AM with an Amtrak crew and BNSF pilot. The train was passing Castle Rock, Colorado, just before Noon. DOTX 220 was built by Colorado Railcar, Inc., at Fort Lupton. –Photo © 2007 by Chip.

Highway travelers encountered closed roads due to gusty winds and avalanche danger at Berthoud Pass. Skiers planning on a long President's Day weekend were disappointed. The Colorado Department of Transportation found conditions too hazardous for travel on Loveland and Berthoud Passes at varying times. They were out performing avalanche mitigation

to prevent cars being swept off the road as happened earlier this winter.

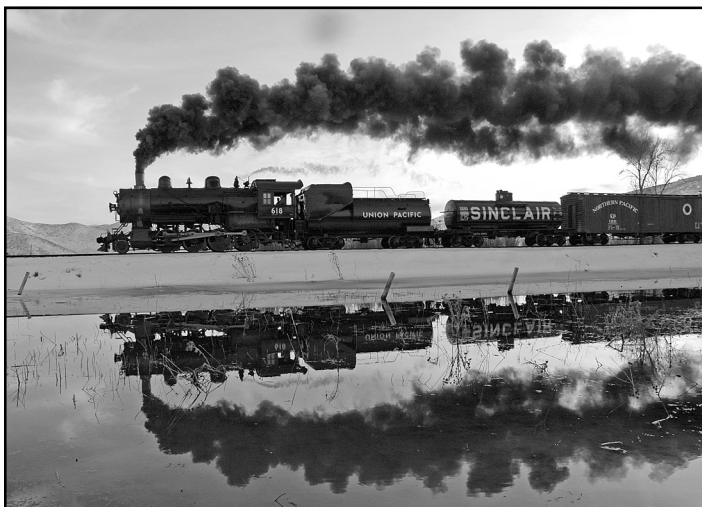
Winter Park reported a snow base of about 75-inches that weekend. They had received around 30-inches of fresh powder that week.

–Jim Griffin contributed to this report

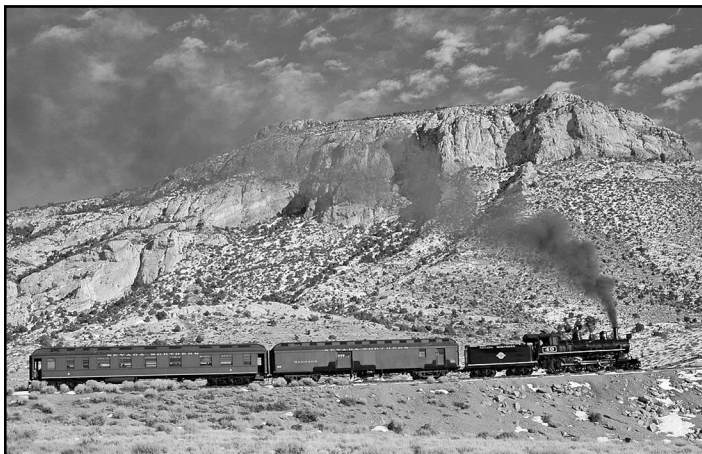
Winter Excursions On The Nevada Northern Railway And The Heber Valley Railroad



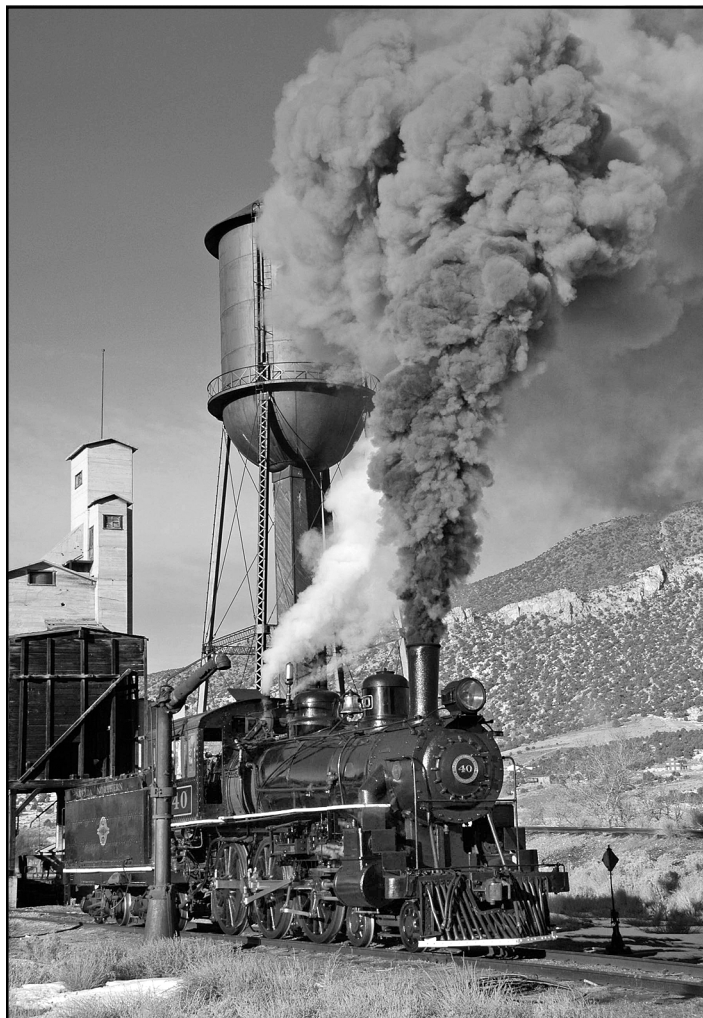
Nevada Northern Number 40 at Steptoe Creek on the High-line. – Four photos © 2007 Dave Gross.



Heber Valley Railroad – UP 618 at the pond at Charleston.



Nevada Northern Number 40 near Adverse on the High-line.



Nevada Northern Number 40 in the East Ely yard.



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Colorado Railroad Museum 2007 Scheduled Special Operation Days

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

April 7	Bunny Express
April 14	ARM Conference
June 16 - 17	Father's Day
July 21	Wine and Cheese Train and RMRRRC Club Day
July 22	General Steam Up
September 15-16, 21-23	Day With Thomas
October 27	Trick-or-Treat Train
December 1 - 2	Santa Claus Special

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

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, March 16, 2007: Dinner meeting at Rossi's Catering. Chapter member June Sturm-Roller will share the program originally scheduled for the Annual Banquet, *Heart of the Heartlands*, a DVD produced by members of the Heart of the Heartlands organization. The program documents a 2002 passenger train excursion, traveling the Kansas & Oklahoma Railroad on the "Kingman Passenger Special."

Menu: St. Patrick's Day fare: Corned beef with cabbage, boiled potatoes, whole carrots, salad,

bread and butter, dessert, and the usual beverages. 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 2007 Tentative Trip Schedule

Discounts on tours are available to Club members.

Just provide your Rocky Mountain Railroad Club membership number.

For TUT information call 1-800-359-4870

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

March 25 - Apr. 7	Mining Steam Of China	September 26-29	Rio Grande Durango Adventure
May 13-28	Steam In Poland	October 5-8	Modoc Rail Adventure
August 24-26	Domes To Feather River RR Days	October 6-14	New England Fall Colors
September 8-16	Railroads Of Ecuador	October 8	Black Hills Central Railfan Day
September 21	Georgetown Loop Railroad	October 13-18	Rocky Mountain Express - Private Cars, Oakland to Denver
September 23	Rio Grande La Veta Pass I	Oct. 26 - Nov. 16	Argentinian Rail Adventure
September 24	Rio Grande La Veta Pass II	November 8-15	Mexican Copper Canyon