



RAIL REPORT

October 2007

NO. 574

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Rocky Mountain Diesels

Presented by Tom Klinger

October 9, 2007 • 7:30 PM

Tom will present a slide program of trains in the Rocky Mountains. He has been a photographer for many years and this promises to be an interesting program. Tom is an author and is about to release his second book on the C&S narrow gauge.

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.

RMRRC Calendar

| | |
|-------------------------|---------------------------------|
| November 13 Meeting | To Be Announced |
| December 11 Meeting | Annual Meeting – Winter Program |
| January 8, 2008 Meeting | To Be Announced |

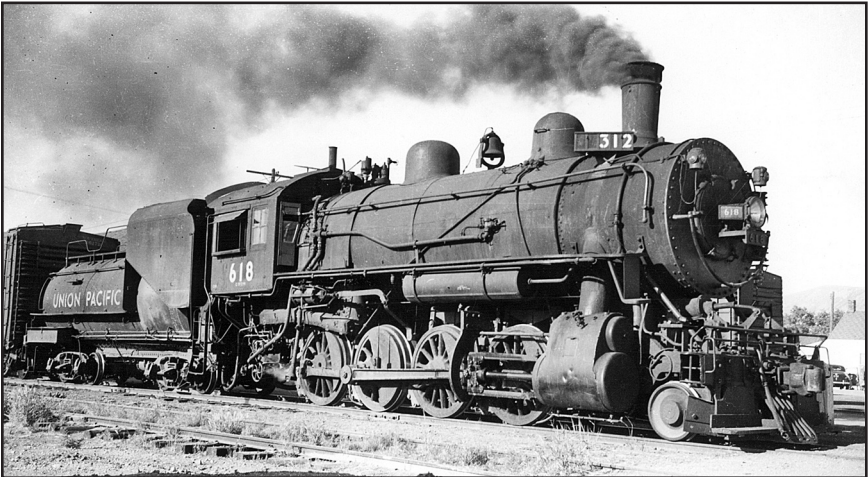
The Club's future program listing is limited to three or four months. This will provide members adequate advance information for planning. Proposed 2007 meeting dates are shown. Due to circumstances beyond our control programing and dates are subject to change without notice. Please contact Joe McMillan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

The Heber Valley Railroad — Scenic Route Thru Provo Canyon

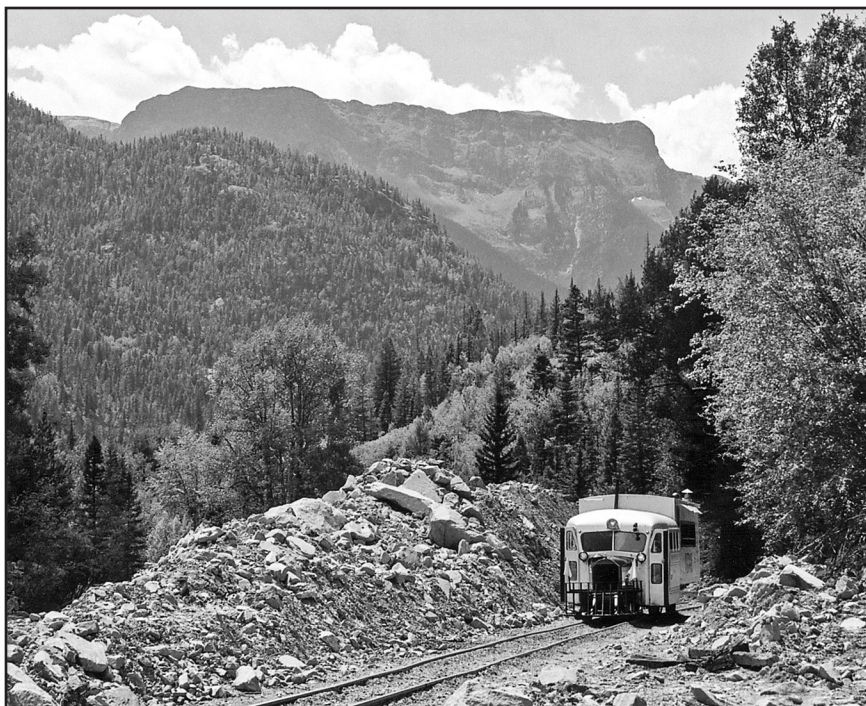


Engine 1068 is a re-creation by the Heber Valley Railroad. Their ex-UP 618 was originally built for the Oregon Short Line in July 1906. The mechanical supervisor at Heber contacted me for details regarding the original number (changed to 618 in 1915) and what the locomotive looked like when new. They wanted to do something different for railfans and photo trains in the future. This August 21, 2007, photo shows their recreation in Heber City, Utah, renumbered back to its original OSL number. – Photo © 2007 Jim Ehernberger.

The Heber Valley Historic Railroad dates back to 1899 when trains served the pioneers who first settled the valley and now operates as non-profit organization.



Union Pacific engine 618 in Tremonton, Utah, in July 21, 1952.
– Photo from the Jim Ehernberger collection.



Goose Number 5 passes the rock slide at MP 486.5 north of Needleton during Railfest on August 24, 2007. The massive slide closed the Durango and Silverton for about a week. The rock slide will need to be removed before high water in the canyon to prevent a main track wash out – Photo © 2007 Jim Ehernberger.

From the President

By Jim Ehernberger

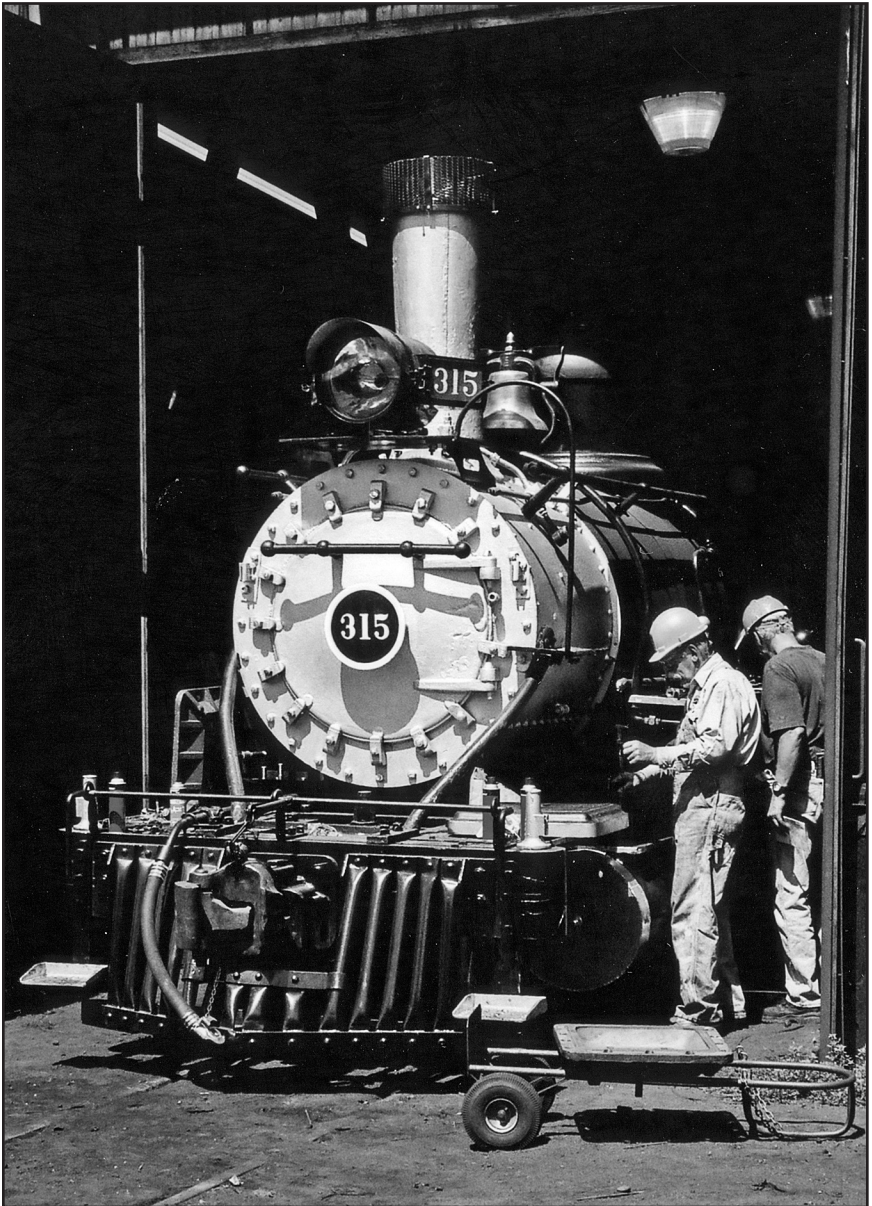
By the time you read this the annual luncheon banquet will be history. Thanks to Club members Dave Gross and Ed Gerlits every effort was made to provide a quality presentation. We appreciate their time, as well as that of many other volunteers (past and present) who keep this organization going.

On Tuesday, October 9th we will reconvene regular monthly meetings at the church. It has seemed like a long time since the last meeting at the church because of the banquet which substituted

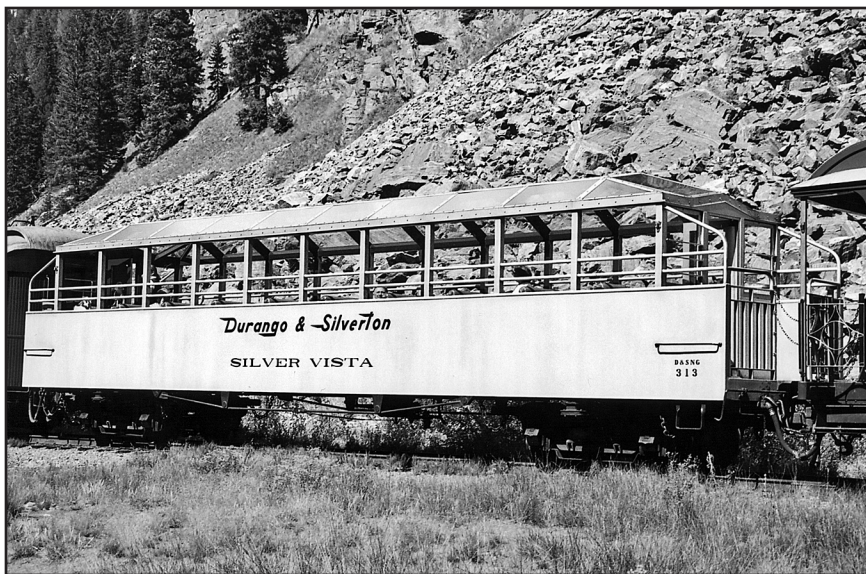
for the September meeting. Fine programs are in the works for upcoming meetings. Come and socialize before the meetings and plan to enjoy the evening.

In addition to the fine day we experienced at the Car 25 rollout, many other rail activities have since taken place in this region. I made a trip to visit the Heber Valley Railroad at Heber City, Utah in August. The purpose was to view the re-styling of their former UP locomotive as it appeared in 1906 when it rolled out of the Baldwin factory. It was the long

From the President



D&RGW engine 315's nose poked out of the Durango roundhouse on August 23, 2007, as D&S employees adjust various parts. The locomotive was positioned on the turntable that evening during the Railfest celebration. The following evening it moved under steam but was returned to the roundhouse after an injector problem. – Photo © 2007 Jim Ehernberger.



Car 313, Silver Vista, was crowded on the August 25, 2007 Presidential Special.
– Photo © 2007 Jim Ehernberger.

From the President

way around for the 9th Annual Railfest Celebration at Durango, but the Heber side trip was well worth it.

While at Durango, engine 315 was spotted on the turntable for photos and it did come out of the roundhouse under steam the next evening. However, some foreign particles created an injector problem. The fire was dropped to prevent damage to the firebox. The locomotive looked very nice at the D&S roundhouse and became an instant attraction for visitors viewing a locomotive which had not operated for 58 years!

The Railfest reception in the roundhouse museum was their usual high quality event and was enjoyed by everyone. There are other activities available too, such as a trip to Silverton using former

Rio Grande Southern Galloping Goose No. 5. Many commented along the way that the D&S track no doubt rode better than what the old RGS rails did!

On Saturday, the Presidential Special steamed away from the historic Durango station for a wonderful trip to Silverton. D&S owner, Allan Harper, personally welcomed passengers, and came through the train several times during the day. The train consisted of three business cars, the Alamosa parlor car and the newly built Silver Vista. The long-lost memories of the original Silver Vista dating back to 1952 flashed back into my mind. Spectacular views are available with this piece of equipment. What a fine (and beautiful) car for the Silverton line. I'm hoping to see more of our members at the 10th Railfest next year, because you will have

From the President



The Durango and Silverton Presidential Special poses at Silverton on August 25, 2007. The train consisted of five cars with the General Palmer B-7 at the rear. Food and light drink were complimentary as well as a few other gifts provided by the Railroad. From the rear of the train were cars B-7 General Palmer, 350 Alamosa Parlor Car, 313 Silver Vista, B-2 Cinco Animas and B-3 Nomad.
– Two photos © 2007 Jim Ehernberger.



The Cumbres & Toltec Scenic Railroad engine 488 pulls the seven car train ahead for passenger loading at the historic Chama, New Mexico station on August 26, 2007. Engine 488, a 2-8-2 was built by Baldwin in 1925.

– Photo © 2007 Jim Ehernberger.

From the President

to admit the Durango and Silverton does it up right!

The week-long sojourn included a side trip to Chama, New Mexico, where I followed engine 488 handling the train up Cumbres Pass. The La Veta operation had departed prior to the time I arrived Alamosa so I missed it, but plan to be there for the Trains Unlimited trips on September 20th and 21st.

How lucky we are to be able to enjoy great scenery at these steam operations which are unique in their operations and equipment – all within a one day drive from Denver. We have opportunities where we can visit, ride and photograph these railroads. Agreed, they are tourist trains, but shouldn't we make a stronger effort to support them, perhaps more than what we may have done in the past? It seems logical to do so especially

in view of the fact these railroads are rail-fan friendly, where you can have a sense of freedom, when compared to current restrictions now being applied around busy main line railroads.

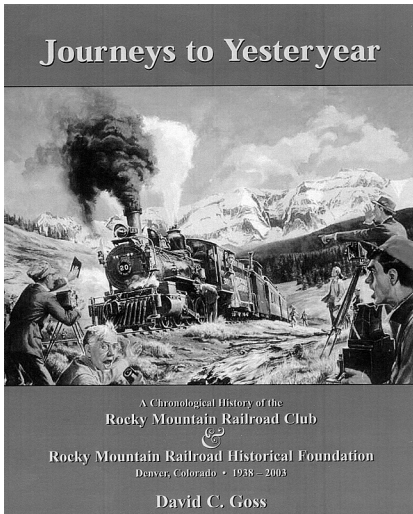
There are more events taking place to be reported in upcoming issues of the *Rail Report*.

If calling on the telephone, please identify your call as Rocky Mountain Railroad Club business – so I know your call is not telemarketing. Thank you very much.

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

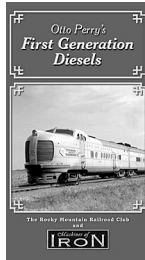
Holiday Sale Items

The Club is offering several items at bargain prices for the Holidays.



The Club history book, *Journeys to Yesteryear* is on sale for \$10.00 each plus \$5.00 shipping.

The following VHS tapes are on sale for \$10.00 each while our limited quantities last. Please add \$5.00 shipping for 1 or 2 tapes and \$1.00 for each additional tape:



Otto Perry's First Generation Diesels

Around the Narrow Gauge Circle

Colorado and Southern Narrow Gauge

Otto Perry's Rio Grande San Juan Express

When these titles are sold out they will not be restocked in the VHS format.

2008 Fundraising Report

By Jean Gross

The Rocky Mountain Railroad Historical Foundation kicked off the ever so important annual drive to raise financial support for the restoration of Interurban Car No. 25. 2008 will be the 70th anniversary year of the Rocky Mountain Railroad Club! How fitting that the year will also mark the completion of the restoration of Car No. 25. For the recent new members, this project has been going on for twenty years! Volunteers have worked tirelessly under the guidance of Darrell Arndt and Tom Peyton. They brought this Interurban trolley back from shambles to a museum quality piece of railroad equipment and should be congratulated as these volunteers enter into the final stages of restoration.

The importance of the 2008 campaign is to give this project financial support so that it does not come to an abrupt halt. As you have read in the letter of appeal, we need to raise \$10,000 to keep the trolley housed in a safe environment and do the last of the necessary jobs for completion. Donations can be mailed to the Railroad Club Post Office Box address and are totally tax deductible.

Congratulations to the first contributors to the 2008 Foundation campaign!

Mrs. Frank (Midge) Braisted
Bud Gamel
M. J. Hiteman
Michael Tinetti
Sidney J. White
Hugh H. Wilson

Thank you also, to the MANY people who donated so generously at the rollout.

Current Railroad Happenings — A Photo Gallery



Union Pacific loaded a unit coal train at the Axial Mine in Colorado for the Arizona Power & Transmission power plant near Wilmot (Tucson), AZ, in early September 2007. The train had locomotives from BNSF and UP; BNSF 9-44CW 4494, worn warbonnet 825, mid-train distributed power units (DPU) BNSF 5174-UP 7149 and rear DPU BNSF 4966-UP 7267. Coal cars with TEPX reporting marks were at Rollinsville, Colorado, 9/7/07. – Photo © 2007 by Chip.



BNSF 4393 (GE dash 9-44CW) brings a manifest freight into the siding at Broomfield, Colorado as rain begins to fall on September 5, 2007. The northbound rail train from Pueblo will soon proceed toward Montana. – Photo © Dave Schaaf.

Current Railroad Happenings — A Photo Gallery



BNSF Railway moved a rotary snow plow from Pueblo, Colorado north on the Joint Line on September 11, 2007. This equipment had been brought down last winter to battle heavy snow in the Trinidad area, and was south of Castle Rock, Colorado, on its way back to Alliance, Nebraska. – Photo © 2007 Dave Schaaf.



BNSF returned rotary BN 972559 to Alliance, Nebraska, starting September 10, 2007. The brownish red painted rotary was used after the late December 2006 holiday blizzard to clear BNSF lines in southern Colorado buried by heavy snow and wind. The train moved up the Joint Line on 9/11/07 staying near the Denver RTD Evans Street Station most of that afternoon. BNSF southbound Rawhide Mine, Wyoming (RWM) coal load C RWMDOLO 31A with ES44AC 5832 was photographed passing the rotary south of Denver. BNSF 5832 was on main one and the rotary parked on main three. – Photo © 2007 by Chip.

Current Railroad Happenings — A Photo Gallery



Former Rio Grande spreader O48 was moved from Phippsburg to Craig, Colorado on September 5, 2007. It will be on display at Wyman's Living History Ranch and Museum, after being donated by the Union Pacific. It was built by Jordan, along with sister spreader O49, in April 1937 at a cost of \$15,863 per machine. Spreader O49 is located in Alamosa. Both were painted orange in the 1970s after formerly being painted grey with black lettering during World War II. Spreader O48 was used to plow snow on the mainline of the Moffat Tunnel when based in the railroad yard in north Denver and used on the main line over Soldier Summit when based at Provo, Utah, in the 1970s. *Thanks to Jerry Day for the background information on the spreaders.* – Photo © 2007 Dave Schaaf.



Hopper # 448948 seen in Denver on April 26, 2007. Note the misspellings. – Photo © 2007 Dave Schaaf.

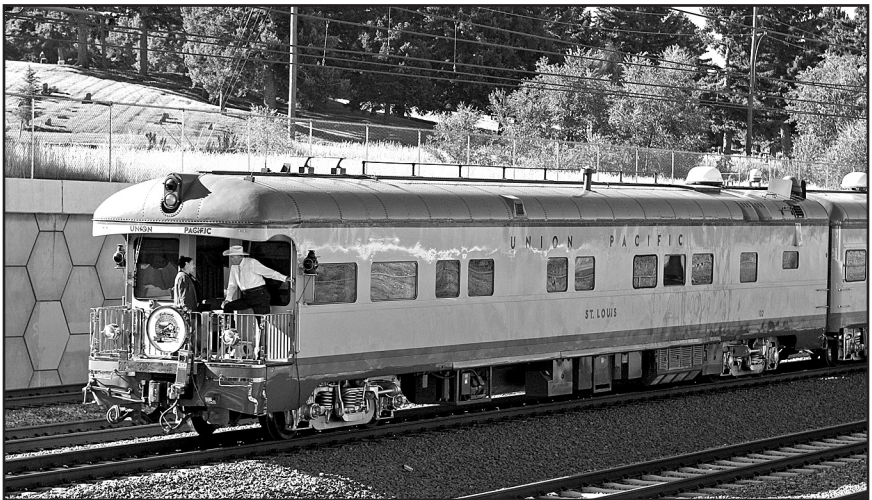


Current Railroad Happenings

The Inaugural Run Of The State Fair Train To The 135th Annual Colorado State Fair



The State Fair Special heads south toward Palmer Lake, headed by UP 844 & 1989 plus 14 cars on August 25, 2007. In this view, it passes a northbound BNSF coal empty on the Joint Line. – Photo © Dave Schaaf.



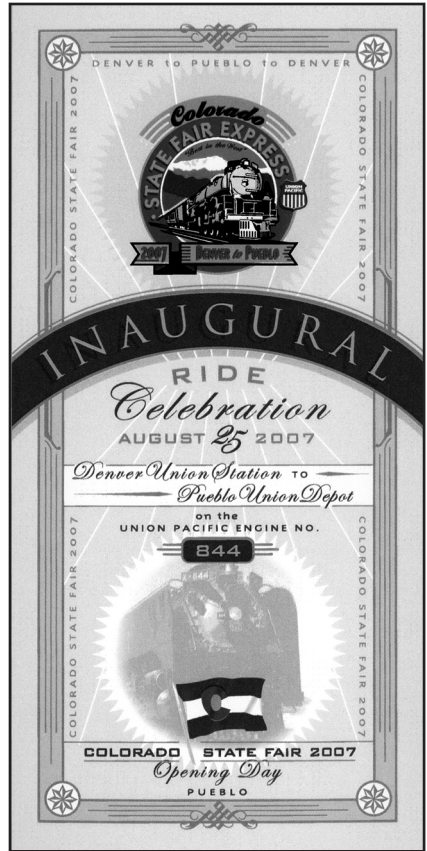
The publisher and editor of *The Pueblo Chieftain*, Bob Rawlings (with the white hat), enjoys the ride on the rear platform of Union Pacific St. Louis as it passed behind Arapahoe Community College in Littleton, Colorado. *The Pueblo Chieftain* is a sponsor of the Colorado State Fair Express. The St. Louis was built in 1950 by Pullman Standard. St. Louis, Missouri, was headquarters of the Missouri Pacific Lines prior to its merger with the Union Pacific. – Photo © 2007 Bruce Nall.

The Inaugural Run Of The State Fair Express

The inaugural run of the State Fair Train to the Colorado State Fair was on August 25, 2007.

The Scheduled Equipment:

Union Pacific Northern #844
Union Pacific Water Car #814
Union Pacific 1989
Art Lockman Tool Car
Howard Fogg Boiler Car
Power Cars 205 and 207
Cabarton
Omaha
Columbine
Portland Rose
Sherman Hill
Colorado Eagle
City Of Los Angeles
Katy Flyer
Council Bluffs
Missouri River Eagle
Walter Dean
St. Louis



Union Pacific 844 leads the State Fair Express south toward Pueblo. Seen here just south of Monument on August 25, 2007. – Photo © 2007 Dave SchAAF.

Trains Unlimited, Tours 2007, 2008 Tentative Trip Schedules

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/

| | |
|-------------------|---|
| October 5, 6, 7: | Private Railroad Cars Positioning Moves: Los Angeles, Oakland, Portland, Spokane (One Way Only) |
| October 13-18 | Rocky Mountain Express |
| Oct. 26 - Nov. 16 | Great Argentinian Rail Adventure |
| November 8-15 | Mexican Copper Canyon Rail Adventure |

The complete 2008 trip schedule is available

| | |
|----------------|---|
| February 16-18 | Snowflake Express |
| March 15 | Yosemite Express |
| April 12 | Domes Down The Valley |
| April 27-29 | Arizona Rails |
| May 3-4 | La Veta Pass Explorer |
| May 12-18 | Western Maryland & West Virginia Railfan |

Colorado Railroad Museum

2007 Scheduled

Special Operation Days

For information call 303-279-4591

http://www.crrm.org/train_trips.htm

| | |
|----------------------|----------------|
| Trick-or-Treat Train | October 27 |
| Santa Claus Special | December 1 - 2 |

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

2007 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>.

Friday, October 19, 2007: Dinner meeting at Rossi's Catering. *Light Rail Stole My Bus and Other Transportation Myths*. Our guest speaker will be Robert Rynerson, RTD's senior service planner/scheduler in the Customer Services Department. Long-time veteran of public transportation, he says he has some amazing and amusing tales to share.

The dinner meeting is \$14 per person. 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 make sure they take your name along with the number in your party. The cash bar opens at 6:30 PM, dinner at 7:00 PM, program at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

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:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

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

Club Officers

| | | |
|--|---------------|-----------------|
| | President | Jim Ehernberger |
| | VP - Projects | Darrell Arndt |
| | VP - Programs | Herb Edwards |
| | Secretary | Roger Sherman |
| Web: http://www.rockymtnrrclub.org | Treasurer | Jimmy Blouch |

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.

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

Items for the November Rail Report should be sent by October 19th.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

