

# RAIL REPORT

December 2009 • No. 596



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Notice Of Annual Meetings

December 8th, 2009 • 7:30 PM

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 8, 2009, 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

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.**

### RMRRRC Calendar

January 12th	Meeting, with program to be announced soon.
February 9th	Meeting, with program to be announced soon.
March 9th	Meeting, with program to be announced soon.
April 13th	Meeting, with program to be announced soon.
May 11th	Meeting, with program to be announced soon.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Joe McMillan at [jmcmillan20@comcast.net](mailto:jmcmillan20@comcast.net) or phone 303-456-4564 with program ideas.

## The City of Lakewood Proposal



If their proposal was accepted, the City of Lakewood planned modifications to their Oak Street Promenade redevelopment and the RTD Oak Street Station. The City commitment included construction of a Rail Heritage Center for No. 25 with its historic operations across a new two-stall maintenance and storage facility and museum from the RTD Light Rail at the RTD West extension FasTracks Oak Street station. – Two renderings courtesy of Nick Antonopoulos, praXarc.



## Rocky Mountain Railroad Club Membership Renewal

It is time to renew for 2010. There will be no increase in dues. The renewal application is in the middle of this month's *Rail Report*. Please fill out the informa-

tion requested on the form and mail to address provided. We started our yearly renewal process last month. Seniority numbers will be assigned in February.

# Finding A Home For No. 25

By Dave Schaaf

As the restoration of D&IM No. 25 nears completion, the Officers and Board of the Rocky Mountain Railroad Club and Historical Foundation are tasked with finding a new home for the magnificently restored trolley car.

For those who may not be aware, the Denver Federal Center requires that the car be removed from their premises due to redevelopment of the area. The new St. Anthony Hospital is well underway and RTD is building a large park-n-Ride facility. The building where No. 25 is stored is between these two construction areas and is slated for demolition. There are also concerns about fiscal responsibilities for the car as storage, utilities and insurance costs go beyond the costs of restoration and maintenance.

Two proposals have been received. The Board of Directors has a responsibility to ensure that No. 25 has an appropriate, protected and functional environment so it may be enjoyed by future generations.

## The Denver Rail Heritage Proposal

The Denver Rail Heritage Society is working with the Metropolitan Football Stadium District to locate a new car house along the existing Platte Valley Trackage on District owned land south of the flagship REI store and north of the Colfax Viaduct. No. 25 would run on the Platte Valley Trolley trackage.

The DRHS is in productive conversation with the City and County of Denver to reestablish trackage from old Col-

fax, around the curve and up to Decatur Street. The original trackage which the PVT ran on for years has been removed to make room for the Westside Line, the Lakewood Gulch intersection with the Platte is being moved to the south, and the entire area now occupied by the city shops is going to become a large new park. The new trackage will run west along this park. Wherever the final location of the Sun Valley light rail station ends up near Federal or Decatur, the PVT will be within walking distance.

## The City of Lakewood Proposal

The City of Lakewood worked with RTD and proposes to add a rail car exhibition and restoration facility at the RTD West Corridor light rail line Oak Street Station. The City proposal included a two stall building to house and exhibit No. 25 as well as providing the opportunity for future restoration projects. An initial installation of rail under overhead wire would be constructed in Lakewood's Oak Street Promenade.

The initial development to accommodate No. 25 at the Oak Street Station would become the start of a new Rail Heritage Center including a railroad museum and either the relocation of an historic depot or the construction of a new building.

Lakewood committed funding for the first phase of their proposal and have interim safe and secure storage plans in place to house No. 25 between its move from the Federal Center and the new Lakewood facility.

## Looking Back – The Beauty of Steam



Union Pacific Big Boy 4019 pulling a train load of cars from the freight yard in Cheyenne, Wyoming, on its initial climb toward Laramie on the afternoon of Saturday, December 3, 1955. – Photo © 1955 James L. Ehernberger.

## Looking Back – The Beauty of Steam

By Jim Ehernberger

For rail photographers capturing a locomotive pulling a tonnage train, or working upgrade, with a huge plume of smoke bellowing from its stack on a frosty day, is exactly what makes a photograph come to life. Without the tremendous exhaust the image would seem dull.

In order to capture the proper view there's more to the in-depth situation. The mood of the atmosphere that helps create the glorious and exquisite smoke plume, the aroma of that exhaust, the sensation of the train passing along with the sound providing a sense of power and feeling, and the melodious whistle.

My steam images were mainly produced to record on film an era of rail-roading which I knew was rapidly fading away. Not only the action views showing off the beauty of steam, but the other views showing details, especially facilities, could add to the scenes as well.

Looking back, the final *good* year for steam in the Rocky Mountain area was 1955. Many classes of motive power operated through that year, as well as service locations were more abundant. Surprisingly, the Santa Fe operated helpers east from Belen, New Mexico, to Mountainair during the summer fruit rush in 1956 and 1957. On the Rio Grande their standard gauge steam operations ceased near the end of 1956. The UP Big Boy locomotives over Sherman Hill between Cheyenne and Laramie, Wyoming, made its last run July 21, 1959.

Each year after 1955 there was less activity than the previous year.

In our efforts to record the steam scene, often-times scenes are duplicated, while others are one-of-a-kind. The weather condition on the afternoon of Saturday, December 3, 1955, was perfect for photography after skies cleared following a morning snow storm. At the west end of Cheyenne my camera captured three westbound UP trains within a half hour in perfect sunlight. The Overland (downgraded to a mail and express) departed with engines 830 and 840.

The Denver Local departed on time (2:45 PM) with engine 2897 (last Pacific class), and shortly afterward at about 3 PM Big Boy 4019 made the finest performance of the day, as it was pulling a train load of cars from the freight yard on its initial climb toward Laramie. The conditions were perfect at that moment as there was no wind, the brisk December air, and the powerful Big Boy, all combined setting the stage for what I've always considered one of my favorite photographs. This is truly **The Beauty of Steam** at its finest!

This will conclude the "Looking Back" series. From time to time additional articles may be submitted, including possible coverage of various historical images.

In conclusion of this series, I'll take this final moment to wish you and yours a Happy Holiday Season.

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Thanks, Jim, for a year of memories and "Looking Back!" – Ed.

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## Current Railroad Happenings



Former West Side Lumber #12 made some warm-up runs at the Colorado Railroad Museum on October 7, 2009. – Photo © 2009 Dave Schaaf.



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## MEMBERSHIP RENEWAL 2010



It is time to renew your membership in the Rocky Mountain Railroad Club for calendar year 2010. Renewals are due by December 31, 2009. The 2010 membership cards will be mailed during the first week of March. Seniority re-sequencing takes place in the first week of February.

**PLEASE MAIL THIS RENEWAL FORM AND REMITTANCE TO THE CLUB AT:**

**Rocky Mountain Railroad Club  
Membership Renewal  
P.O. 2391  
Denver, Colorado 80201-2391**

Name

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Name2

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Address

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## DNW&P Depot Restoration Progress



The 1906 DNW&P depot at the Heritage Park Museum in Kremmling, Colorado, has a beautiful new roof and brown and creamy white paint job! Local painters Paul Kitterman, and Rocky Ballard donated some \$6,000 in labor to repaint this historic structure. The color scheme matches paint chip samples taken from the building along with comparisons with a 1908 picture kindly provided by the Colorado Railroad Museum.

Funding for the ice shield, roof and paint were generously provided by the UP Railroad and the UP Foundation. Thanks to Jhan Pedersen for putting on the ice shield in 2008, and the new roof in 2009, and to Paul and Rocky for painting, and to the many volunteers for the numerous hours of work. Further thanks go to the Grand County Commissions (GOCO), the UP Railroad and many others for helping finance the move, and to the Town of Kremmling for volunteer hours of consulting.

Grand County and the Town of Kremmling have directed the Grand County



Historical Association to install a concrete stem wall and footing before it can be further restored and used for public displays. Substantial funds are needed for the concrete work and total renovation of the interior to open this gem to the public.

Can you help? E-mail GCHA at [gcha@grandcountymuseum.com](mailto:gcha@grandcountymuseum.com)

Grand County Historical Association  
110 E. Byers Avenue, PO Box 165  
Hot Sulphur Springs, CO 80452  
Phone 970-725-3939

[www.grandcountymuseum.com](http://www.grandcountymuseum.com)

## Current Railroad Happenings



Xanterra now owns former GrandLuxe Express, ex-American Orient Express sleeper Paris. Former AOEX 800298 was built in 1950 by Pullman as Southern Pacific 9120 (4-4-2 sleeper) for the Cascade. Sleeper was sold to Amtrak and became Amtrak 2382 in 1971. The American European Express (AEE) purchased and rebuilt car with two Presidential suites, two Parlor suites, and four single bedrooms. Car has been stripped of its exterior markings, name and American Orient Express lettering above the windows shown here on October 30, 2009. Car at right is sleeper Washington. – Photo © 2009 by Chip.



The Longmont switch job rolls down Mason Street in Ft. Collins, Colorado, headed south with a sizable train on September 18, 2009. – Photo © 2009 Dave Schaaf.



## Current Railroad Happenings



Union Pacific Railroad had about 1,700 locomotives, including UP Slug S 25, in short and long-term storage, 50,000 freight cars stored and 4,100 train service employees furloughed as of October 2009. – Photo © 2009 by Chip.



Union Pacific Railroad's Katy Heritage unit, UP 1888, led Salina, Kansas, to Denver train over the Limon Subdivision off the Pullman Wye at 36th Street Yard during a snowy November 14, 2009 arrival. The train went to UP's North Yard and stayed there overnight. The next day it ran south via the Joint Line and BNSF's Boise City Subdivision to Dalhart, Texas. The car behind UP 1888 was power car UPP 2066. – Photo © 2009 by Chip.



**Colorado Railroad Museum  
2009 Scheduled  
Special Operation Days**

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

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December 12-13 Christmas Train Steam

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**Saturday Special:**

Ride in Goose 7 or in a 19th century passenger coach pulled by Locomotive No. 4. Rides begin at 10:00 AM Every Saturday, Weather Permitting  
Adult / Senior Fare: \$4 per ride  
Child Fare: \$2 per ride

**Operate A Locomotive:**

Call for reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat of this diesel for an hour!

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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**

**2009 Event Schedule**

For information call 303-298-0377

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

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There is no December Chapter meeting.

See You At The Jeffco Train Show on January 30, 2010 at the Jefferson County Fairgrounds in Lakewood, Colorado.

## **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.

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### **Club Information**

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

Web: <http://www.rockymtnrrclub.org>

### **Club Officers**

President	Dave Schaaf
VP - Projects	Darrell Arndt
VP - Programs	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

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

**Items for the January Rail Report should be sent by December 14th.**



BOX 2391  
DENVER, COLORADO 80201

***FIRST CLASS***

