

RAIL REPORT

July–August 2009 • NO. 592



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

D&IM Interurban No. 25 Open House and Roll Out

August 15, 2009 — 10 AM to 3 PM

All are invited to see and ride D&IM Interurban No. 25 – an opportunity to experience the restoration of this historical gem. Come out to ride one of Denver's first "light rail" cars and visit with the volunteers who have been working on the project. This will be an open house for everyone in the community so please bring your family, friends and neighbors. Rides are free but donations will be gratefully accepted. Light refreshments will be served.

Enter the Denver Federal Center at Gate No. 1 off of Kipling Street, south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Government issued photo ID's are required for all adults. Remember, pets and firearms are not permitted and there are no nearby rest room facilities. Questions may be directed to 303-667-4797.

Please Note That There Is No Meeting In Barnes Hall In July Or August

RMRRC Calendar

July	No meeting in the summer, Colorado Railroad Museum 50th Anniversary.
August 15th	No. 25 roll out and open house, no meeting in the summer.
September 8th	Meeting, with program to be announced soon.
October 17th	Annual Banquet at The Arvada Center.

The Club's future program listing will provide members adequate advance information for planning. Proposed 2008 meeting and event 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.

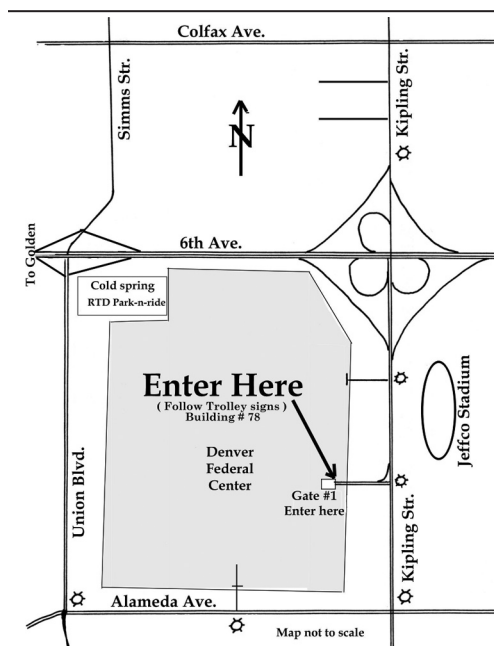
Trolley No. 25 Rollout and Open House

August 15 • 10 AM to 3 PM

Ninety-seven years ago the Woebler Carriage Company of Denver constructed an interurban railway car, No. 25, to improve service on the recently electrified 13 mile line between Denver and Golden. Almost 40 years later, the entire street railway system shut down and over 250 trolley cars were scrapped or parted out except for one car ... No. 25! Visionary members of the Rocky Mountain Railroad Club stepped forward and purchased it to save it from destruction with dreams of eventual operation.

Almost 40 years later, a new group of visionary Club members stepped forward with ambitious plans to restore the car to running condition. It turned out to be a much, much longer journey than ever conceived but the continued dedication by the restoration workers and the financial support by Board and Club members and the community made the project successful. Now, after 20 years of perseverance, the culmination of this effort can be seen and enjoyed by all!

All are invited to this year's open house and "roll out" of D&IM Interurban No. 25. This will be an opportunity to experience the restoration of this historical gem, ride one of Denver's first light rail cars and visit with the volunteers who have been working on the project. No. 25 will certainly be a long lasting legacy, not only about Denver's electric railway past, but for the Rocky Mountain Railroad Club and the Rocky Mountain



Railroad Historical Foundation.

This will be an "open house" for everyone in the community so please bring your family, your friends and your neighbors. Rides (weather permitting) are free but donations will be gratefully accepted. Light refreshments will be served.

Visiting hours will be from 10:00 AM to 3:00 PM. Enter the Denver Federal Center at Gate No. 1 off of Kipling Street, south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Government issued photo ID's are required for all adults. Remember, pets and firearms are not permitted and there are no nearby rest room facilities. Questions may be directed to 303-667-4797.

From The President



The former American Orient Express / GrandLuxe Express passenger cars are currently stored at Burnham yard in Denver on May 31, 2009.

– Photo © 2009 Dave Schaaf.

From The President

By Dave Schaaf

Most of the passenger cars from the former American Orient Express AKA GrandLuxe Express are now at the Burnham shops in Denver. The future plans for this equipment are not known at this time.

The Durango & Silverton and the Cumbres & Toltec have both noticed an increased demand for premium class service, and are working to supply more upscale cars for those passengers willing to pay a higher fare.

The Durango & Silverton Railfest will be from August 13 to 16, 2009. Goose No. 5 and Eureka & Palisades No. 4 will both be on the rails this year! Enjoy special excursions, railroadiana, the President's Reception, and historic tours.

The Cumbres & Toltec Scenic Railroad 2009 season opened during the Memorial Day Weekend with typically unpredictable Rocky Mountain weather,

cloud and rain and even sleet. No. 487 headed the first eastbound train out of Chama, but stalled above Cresco on the 4% grade. The train was split in two and proceeded in two sections to the summit at Cumbres where it was reassembled. On Sunday May 24, 2009, No. 489 suffered a minor derailment when heading the eastbound train at Los Pinos with minor damage to the locomotive's trailing truck. The good news is that No. 488 is back in action after major restoration work and looks splendid in fresh gloss black paint and carrying the 'Rio Grande' logo on its tender. No. 484 will be back in action soon giving the Cumbres & Toltec its best power situation in several years.

The Durango Railroad Historical Society, which restored and operates engine No. 315, will only have one event where this Rio Grande loco will run in 2009. This will be September 13 and 14 on the Cumbres & Toltec Scenic Railroad. The

From The President



This Kyle RR wedge plow is still in the dirt where it derailed in early January 2007 on May 19, 2009, just west of Kanorado, Kansas, at the Colorado border.

– Photo © 2009 Dave Schaaf.

DRHS is planning to complete it's connection with the D&S track and their Silverton Northern engine house by fall.

The San Luis & Rio Grande RR has taken delivery of two more passenger cars. These are former Southern Railway cars that had lately been at the Mt. Hood RR in Oregon, one of them being the open car "Lookout Mountain". On most days, trains from Alamosa to La Veta, Colorado, are pulled by steam loco No. 18. There are also daily trains between Alamosa and Antonito, for connections with the C&TS RR narrow gauge line. The SL&RG current passenger car fleet consists of 4 domes, 2 open window coaches (with lengthwise bench seats), lounge car Calumet Club, double deck 2-unit commute car, plus the 2 new cars. A caboose is occasionally used on the mixed train to Monte Vista.

On a recent business trip to eastern Colorado, I observed that the Kyle RR

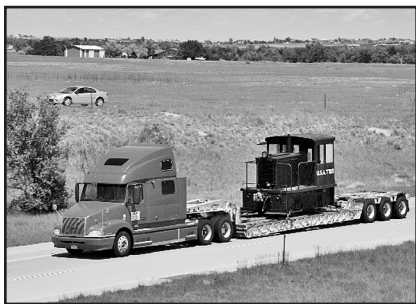
has cars stored in most of the sidings between Limon and the Kansas state line.

The 29th National Narrow Gauge Convention will be held in Colorado Springs, Colorado, September 16 to 19, 2009, headquartered in the Doubletree Hotel – World Arena at 1775 East Cheyenne Mountain Boulevard. At the same time and place, the first convention of the Rio Grande Modeling & Historical Society will also be held. For information see the convention web site at: www.29nng.com

The 25th National Garden Railway Convention will be in Denver from July 5 to 11, 2009. It will be based at the Marriott Hotel in the Denver Technological Center. For information see their web site at: www.2009ngrc.com

As always, Club members may contact me at 303-988-3456 or ds5280@comcast.net.

The Platte Valley Trolley's River Critter No. 7765 Arrives



Passing through Bennett.



Passing by the Downtown Aquarium.



Delivery in Denver.



Almost on Platte Valley Trolley rails.

By Darrell Arndt

The Denver Rail Heritage Society was recently selected as the successful bidder for a small industrial locomotive that the Museum of Transportation in St. Louis determined to be surplus to their fine collection. The 25 ton, 150 HP engine was built by GE in 1943 for the US Army's Kelly Field installation. It was moved by Jim Disher Trucking and arrived in Denver on June 3rd.

The society intends to use the engine on the Platte Valley Trolley line for maintenance applications such as "rescuing" the trolley should it fail out on the line and for snow removal after heavy storms



Checking out the rails.
– Five photos © 2009 Darrell Arndt.

prior to the Bronco Game operations.

The little engine, dubbed the "River Critter", does need repairs in order to place it into service and the society would welcome participation by anyone with diesel engine and other mechanical experience.



Challenger 3999 with 99 cars at Dale Junction, Wyoming, on August 21, 1955.
– Photo © 1955 James L. Ehernberger.

Looking Back – A Day With Irv August

By Jim Ehernberger

Without a doubt photography was one of the greatest inventions. Photographs bring back many memories and preserve a lot of history. You will recall

in the last issue the 95th birthday celebration for Irv August. This brought back a memory dating back to August 21, 1955. In 1955 Irv August was our

Looking Back – A Day With Irv August

Club President. On this date Irv and his lovely wife Elna, were in Cheyenne with Dick Kindig. The purpose was to photograph trains on Sherman Hill. Irv was equipped and ready for action with his 16-mm movie camera on this day.

After securing a current line-up of train movements, we went to Harriman. Westward freight trains used the so-called “new line” completed in 1953. From Harriman we drove on the UP service road east where we met Extra 4016 West at 9:30 AM. After taking coal and water at Harriman, we followed this train to Perkins. The train proceeded to Dale Junction where it was held for the morning passenger fleet (four streamliners) using the “old line” via Sherman.

As it turned out five more freight trains followed the 4016.

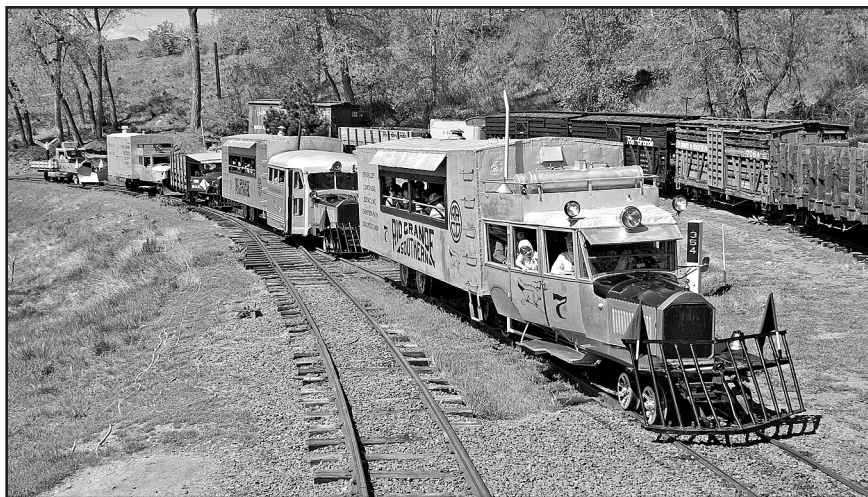
Challenger 3999 was on the sixth and final train. It had 99 cars and arrived Dale Junction at 12:25 PM. Since everything was following on yellow signal indications, this train moved slowly, and there was no indication of smoke. However, Kindig made motions appearing like shoveling coal, and this photograph was the result when the fireman turned on the stoker.

Looking back, this photograph shall always remind me of that fine day with Irv. I shall always cherish this day with Irv August, in the month of August, as being an august photo!



Union Pacific C44/60AC 7285 and AC44CCTE 6053 led the Moapa, Nevada, coal empty across the fast flowing Colorado River at Grand Junction, Colorado. The train was on the North Fork branch headed for West Elk Mine to load the evening of May 27, 2009. Coal traffic is light; some pools on the branch had 13 men, they were down to only five men (pool turns) during May 2009.

– Photo © 2009 by Chip.



There were five RGS motors in attendance on May 9, 2009, at the CRRM Goose Fest on Mother's Day weekend. From front to back are numbers 7, 5, 1, 2, and 6. Rocky Club member Karl Schaeffer built the re-created No. 1, since the original is long gone. – Photo © 2009 Dave Schaaf.

Colorado Railroad Museum • 50th Anniversary

Anniversary Train

July 11 & 12 from 10 AM to 4 PM

Witness the train parade featuring Locomotive 346, RGS Galloping Geese 2, 6 and 7, Pee Wee No. 3, No. 50, No. 4 and Motorcar No. 10.

An historic narrow gauge passenger train powered by a steam or diesel locomotive will run at approximately 20-minute intervals between 10:00 AM and 4:00 PM.

Anniversary Benefit Dinner

Saturday Evening

July 11 from 5 to 10 PM

The evening begins with private train rides for dinner guests, followed by a fantastic, top-notch dinner under the canopy of the celebration tent.

The Wynkoop Brewery will provide the libations and the background music will be provided by Reckless Abandon.

Best of all, Benefit Dinner guests receive the 50th Anniversary gift bag filled with all our anniversary keepsakes and are eligible for door prizes featuring collectible railroadiana direct from the Colorado Railroad Museum archives.

Tickets are \$125.00 per guest and include admission to the Colorado Railroad Museum for the entire weekend's festivities and private evening dinner program.

Proceeds from the Benefit Dinner go to the continued support and restoration of Colorado's railroad legacy. Space is limited for this special evening at the Museum so purchase your tickets today.

Wind Power Moves By Rail



A Burlington Northern Santa Fe train with 33 wind turbines on board waits to continue its trip in west Cheyenne on June 3, 2009. The blades were manufactured at Vestas Wind Systems plant in Windsor, Colorado, before being shipped for use as part of the boom in wind generation around the world. The blades are 160-feet long, and weigh 20,000 pounds each. It took 66 flat-bed rail cars to carry the 33 blades. – Two photos © 2009 Jim Ehernberger.

The Union Pacific Historical Society's 25th Anniversary Convention

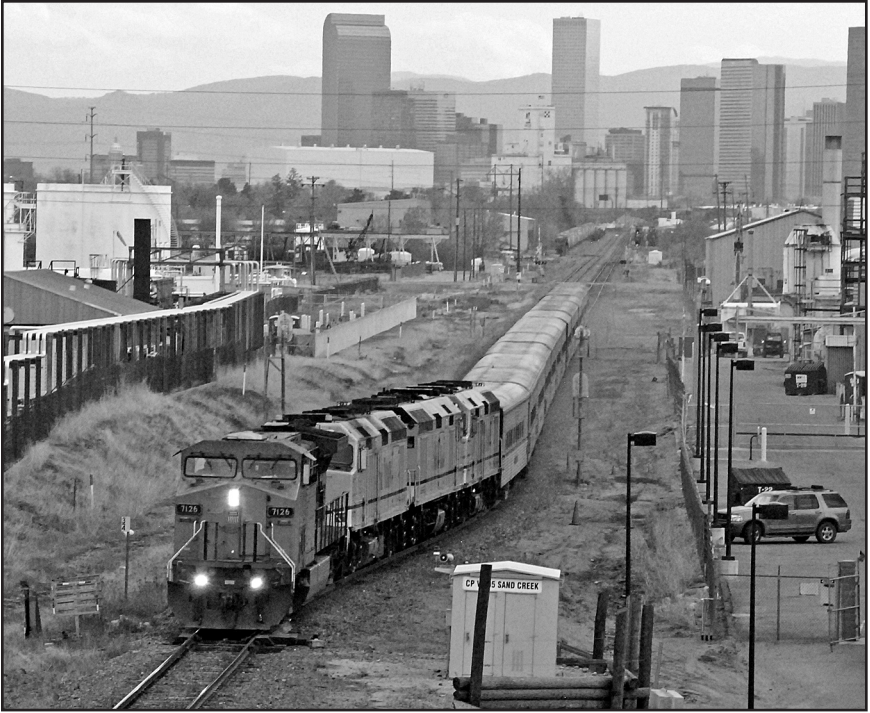
The Union Pacific Historical Society is holding their 25th Anniversary Convention in Cheyenne on July 8 through 11. The Society invites anyone interested to the FREE railroad show and swap meet to be held in the Cheyenne UP depot lobby on Saturday, July 11th between 9 AM and 3 PM. Over 40 tables of various railroad items, models, books, timetables, photographs and artifacts are expected to be offered. See www.uphs.org or call 307.635.5197 for information.

Current Railroad Happenings



SFGX 1810, an EMD GP7, works at United Prairie Ag in Hugoton, Kansas, on May 20, 2009. EMD built the unit in 1951 as U.S. Army 1821 model GP7L, on switcher trucks with a small fuel tank. Alaska Railroad, then a federal agency, acquired 12 units in 1960 from the Army. The Alaska RR 1821 had its switcher trucks replaced with AAR Type Bs off an RS-1 at the Anchorage Shops. A larger fuel tank was added. In the late 1960s the nose was chopped at the Anchorage Shops – large front windshields were installed on ARR 1821. In 1975 ARR 1821 was sent to the Morrison Knudsen shop at Boise, Idaho, where it was rebuilt. Alaska RR 1821 was renumbered ARR 1810 in 1976; retired in the 1980s. ARR 1810 was sold in 1986 and moved to the Pacific Northwest. The unit was used in the movie *Under Siege II* in early 1990s. Oregon Pacific picked it up and mated it with ex-Southern Pacific RR slug TEBU. They sold the 1810 and slug SFGX 1010 in 2007 to United Prairie Ag at Hugoton, Kansas. The units work along the Cimarron Valley RR, ex-ATSF line. – Photo © 2009 by Chip.

The Rio Grande Ski Train Leaves Denver



One of the most unique mass transit venues in the country, if not the world, departed Colorado on Friday afternoon, May 8, 2009. The Rio Grande Ski Train equipment traveled from North Yard east to the UP mainline for its trip north to Cheyenne en route to its final destination at the Algoma Central Railway in Canada. – Two photos © 2009 Darrell Arndt.

Current Railroad Happenings



Colorado & Southern Railway 2-6-0 #9 under went cosmetic restoration at Mammoth Locomotive Works at Palisade, Colorado, late 2008 to June 2009. The narrow gauge steam locomotive was built in 1884 by Cooke. The Colorado Historical Society purchased it in 1988. The engine operated briefly over the Georgetown Loop Railroad August into October 2006. The Mogul will be displayed at Breckenridge, Colorado. – Photo © 2009 by Chip taken May 28th as Union Pacific's Minturn Local (Grand Junction to Gypsum, Colorado, and return) passed.



General Electric has a new variation on its ES44 model of diesel locomotive. BNSF 6610 is known as an ES44C4, and is seen in Denver on April 30, 2009. – Photo © 2009 Dave Schaaf.

Current Railroad Happenings



In December 2008, Phil Anschutz purchased the former American Orient Express, AKA GrandLuxe Express. The train moved as Amtrak train 904-27 from Napa, California, to Denver, May 27-29, 2009. Round-end observation lounge bar car NEW YORK was about to dive into the 6.2-mile long Moffat Tunnel at Winter Park, Colorado, on May 29, 2009. – Photo © 2009 by Chip.



The new permanent, fake shingle roof on the 1906 Kremmling DNW&P depot, is complete thanks to a grant from the UP Foundation. – Photo © 2009 Jim Yust.

Colorado Railroad Museum 2009 Scheduled

Special Operation Days

For information call 303-279-4591

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

July 11-12 50th Anniversary Steam
August 8-9 Dog Days of Summer Steam

September 12-13, 19-20, 26-27
Day Out With Thomas

October 24-25 Halloween Train Steam
December 12-13 Christmas Train Steam

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

Other Special Events:

July 11
50th Anniversary and Fundraising Dinner

July 24 through 26
Buffalo Bill Days
No Train But Lots Of Activities!

August 8
Wine and Cheese Fundraiser Event

Operate A Locomotive:

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

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.cozcx.com/nrhs>



Mile High Rail Fair
Jefferson County Fairgrounds
15200 West 6th Avenue
Golden, Colorado

July 25th, 2009

Vendor set-up:

Saturday, July 25th, 7:00 to 9:00 AM

Public Show:

Saturday, July 25th, 9:00 AM to 4:00 PM

For the 32nd year, Rail fair will offer a diverse selection of merchandise, with railroadiana our main focus, and a garden-scale model railroad layout presented by the Denver Garden Railway Society.

Early Bird Entry Fee:

\$10 (allows 7:00 AM access to vendors)

General Admission:

\$5.00, Adults
\$1.00, children 5-12
Free under 5
\$10.00, Family maximum

No Chapter Event In August

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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 - Foundation	Darrell Arndt
VP - Club	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

Items for the September Rail Report should be sent by August 14th.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

