

# RAIL REPORT

September 2009 • NO. 593



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Rio Grande Sunset — Cumbres & Toltec Sunrise

Presented by Tom Klinger

September 8th, 2009 • 7:30 PM

Join us for a quick look at the end of the D&RGW Cumbres Pass line and the birth of the C&TS. Enjoy Tom's review of the late 1960s and early 1970s southern Colorado and northern New Mexico narrow gauge operations. Final moves of Rio Grande narrow gauge, early train movements of the Cumbres & Toltec Scenic RR, and views of the derelict line during the times between those events will be featured. See views of the Antonito to Chama operation and the first C&TS run from Cumbres to Chama in September 1970.

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.**

### RMRR Calendar

- |               |   |
|---------------|---|
| October 17th  | Annual Banquet at The Arvada Center.        |
| November 10th | Meeting, with program to be announced soon. |
| December 8th  | Meeting, with program to be announced soon. |

Due to circumstances beyond our control, programing 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.

## Rio Grande Sunset — Cumbres & Toltec Sunrise



484 was derailed just east of Windy Point on May 13, 1973, while attempting to open the line for the 1973 season. – Photo © Tom Klingner.



483 and 482 at Antonito along with miscellaneous equipment that will be moved to various sidings west of Antonito on September 19, 1970. – Photo © Tom Klingner.

## From The President



One of the honored guests at the Colorado Railroad Museum's 50th anniversary celebration was the postmaster of Golden, Julie Rodriguez. Shown here with Larry Dorsey holding large versions of the special postmark "cachet" cards that are available as a souvenir of the occasion. Dave Schaaf served as the announcer for the "Parade of Motive Power" on July 11th. – Photo © 2009 Darrell Arndt.

---

## From The President

By Dave Schaaf

On August first, for the first time in 48 years, Rayonier #2 moved under it's own power in Washington state. The tests went well and the standard gauge Willamette, geared steam engine made her public debut a week later. The locomotive had been saved in 1962, and then 40 years later donated to the Mount Rainier Scenic Railroad by engineer Jim Gertz, who was on hand for the recent first run. Shop crews at MRSR are responsible for all the hours that went into rebuilding and putting her back together.

Uintah Railway caboose #3 has been restored by the Rio Grande Chapter of the NRHS, after more than 10 years of extensive work. There will be a celebration of this event from 10 AM until 4 PM on September 12, 2009 at the Cross Orchards Historic Site, 3073 F Road in Grand Junction, Colorado.

Rio Grande pile driver "OB" has been restored by the Friends of the C&TS, and is on temporary display at the Colorado RR Museum, where it may have some operating demonstrations this fall. In Chama, engine #463 has it's boiler off of the frame for the rebuild. On nights with a full moon, the C&TS has been running special trains.

D&RG caboose #49 at the CRRM has been restored to it's 1880's appearance, and made some runs for the Museum's 50th birthday. Paul Luning was the project leader on the restoration, and was given a special trip at the museum in the car. The plan is to display this caboose along with DSP&P #191 on the three-rail track in front of the Richardson library.

There is a new water tower at Silver Plume, Colorado. The Georgetown Loop

## From The President

is working to have a steam engine back in operation this season. Dinner trains have been popular on the Loop.

“Railroad Days” happens September 10 – 13 in Ridgway, Colorado. It’s an annual event for their railroad museum. More info at 970-325-0931.

The Union Pacific transferred its 33-mile Boulder Industrial Lead from Brighton Boulevard in Commerce City to Boulder, Colorado, to RTD. The agency will use the right of way to construct its North Metro commuter line. UP has reserved a rail easement to continue providing freight service on the first eight miles of the lead. Once RTD begins construction on the corridor, freight operations will transfer to specified time windows.

Iowa Pacific Holdings, LLC, which has the Alamosa-based San Luis & Rio Grande Railroad and Rio Grande Scenic Railroad among its short lines, is hoping to bring back rail service to Winter Park ski area in Colorado. If negotiations with Union Pacific and Amtrak are successful, Iowa Pacific could use it’s double-deck coaches, full length domes, and possibly their private car Caritas on the Moffat Tunnel line.

Iowa Pacific Holdings has several 4300 h.p. SD-type EMD locomotives, with the possibility of also using some former Metra / C&NW E8 units. In a presentation to government leaders, Iowa Pacific said the Rio Grande Scenic Railroad “can provide all services necessary for the Winter Park train,” including “railcars and locomotives, onboard

services, reservations and ticketing, sales and marketing, and administration.” They carry \$100 million in liability insurance for passenger operations. This year would mark the 70th season of ski train service.

Amtrak trains that normally travel over the Moffat line have had a few scheduled detours through Wyoming this summer, due to track work west of Kremmling, Colorado. New rail, ballast and concrete ties are being installed from Gore Siding to Bond. This was a 3 month project with support trains and crews, causing coal and manifest trains to run at night.

Some rail folks that we have lost recently include: “Chile” John Pritchard, who had an important part in the formation of the Cumbres & Toltec; Reed Jackson, long-time U.P. man and conductor for the Steam Team; and Hugo Lackman, who was a steam engineer for several railroads, including the Georgetown Loop. We salute their dedication.

Please have a look from time to time at the Rocky Mountain RR Club website. News items and photos are constantly changing, and there is a page too for quality photos that are of interest, but not necessarily “news”. The web address is [www.rockymtnrrclub.org/](http://www.rockymtnrrclub.org/) On the upper left side of the home page, you can click on “news & photos”, and we would like to see our members send in a few shots to news page manager Wally Weart.

As always, Club members may contact me at 303-988-3456 or [ds5280@comcast.net](mailto:ds5280@comcast.net).

## 71st Anniversary Luncheon Banquet Saturday, October 17, 2009

Please plan to join your fellow Club members and guests at the  
Rocky Mountain Railroad Club's Annual Banquet.

Our Luncheon Banquet will again be held at The Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard in Arvada. Enjoy visiting with your railroad friends from 11:00 AM to Noon. Lunch will be served at Noon. The menu includes your choice of London Broil or Chicken Wellington. Both lunch choices include salad, vegetables, dessert and coffee or tea for only \$26.00 per person.

Please make your reservation using the insert in this *Rail Report*. **Reservations must be received – postmarks don't count – by Saturday, October 10th** in order to meet the Arvada Center's deadline. We cannot issue refunds on cancellations received after October 10th. Last minute orders and / or "will calls" must be prepaid by credit card with the Club Treasurer at 303-781-8616.

**Don't Procrastinate — Make Your Reservations Today!**

---

### Danger Lights

Following the meal will be the 1930 movie, *Danger Lights*. Louis Wolheim plays the boss of the railroad yard in Deer Lodge, Montana. The film opens with a landslide across the tracks and a repair crew is dispatched to clear the tracks. Several hobos are lounging nearby and are put to work helping the repair crew. One of the hobos, played by Robert Armstrong, is discovered to have been a former railroad engineer who lost his job due to insubordination. He is given a new job for the railroad by the yard boss, but quickly falls in love with the boss's fiancée, played by Jean Arthur.

Jealousy grows between the two over the affections of Arthur with both of them attempting to win her in marriage. Things come to a head during a fight in the railroad yard between the two, during which Wolheim is hit by a train and injured. To save his life, Armstrong must transport him in record time to Chicago for surgery.

The movie was largely filmed along the Chicago, Milwaukee, St. Paul and Pacific Railroad's lines in Montana. The railway yard in Deer Lodge, Montana, was a primary setting, while rural scenes were shot along the railway line through Sixteen Mile Canyon, Montana. The portion of the film that was filmed in Montana was part of the electrified Mountain Division of the railroad, with the 3,000 volt direct current trolley and the 100,000 volt alternating current "highline" plainly visible in several shots. Additional footage was shot in Chicago, Illinois.

*Danger Lights* features rare footage of a tug of war between two steam locomotives, actual documentary footage of the activities in the Deer Lodge yard, and what is believed to be the only motion picture footage of a dynamometer car from the steam railroad era.



Helper engine D&RGW 3612 passing Frasier, Colorado, on October 7, 1956.  
– Photo © James L. Ehernberger.

---

## Looking Back – Livestock Movements

By Jim Ehernberger

Railroad business fifty years ago was seasonal. Agricultural products played an important role during those years, especially when summer was almost over, crops had been harvested, and during September and October the movement of livestock was common practice. Ranchers drove their stock from the high country after summer grazing so it could be moved by rail to lower feeding areas or market, thus avoiding severe winter conditions.

The Rio Grande, as well as all other railroads in this region, owned large fleets

of stock cars to handle this business. On January 1, 1950, the Rio Grande's total standard gauge stock car fleet consisted of 1,267 (10.33%) cars and 448 (17%) narrow gauge stock cars, indicating the important nature of this business. However, with improved roadways, trucks became available to handle these movements, eliminating the long tedious drives to a rail shipping point.

Rio Grande standard gauge steam operations ended by the end of 1956, and that consisted of only a small fleet of 2-8-0s, which were kept at Alamosa

## Looking Back – Livestock Movements

to handle yard duties and locals to Antonito and Creede. The Rio Grande also placed two of their 3600 class locomotives (3609 and 3612, 2-8-8-2s) at Tabernash for helper service to expedite time sensitive livestock movements on eastward trains to the West Portal of Moffat Tunnel.

On October 7, 1956, four F7 units (5614 on the point) handled one of these trains with the 3612 (built by American Locomotive Company Schenectady Works in 1930) placed in the train, as shown in this photograph, passing Fraser, preparing to tackle the final 5.5 miles of the 2% grade to West Portal. The stock car shown (36403D was built in September of 1955) obviously indi-

cating sheep were headed to an eastward destination.

It was only a very short time, after a group of us witnessed this operation, their final service as helpers ended. Upon returning to Denver (coupled together) their grand finale resulted in a spark from one of the engines causing a forest fire, and within a month they were then taken to Pueblo for scrap.

Looking back upon operations of that era, it was always something we expected at that time of year. We were able to witness this type of action with the increase in traffic, not only on the Rio Grande but on all of the railroads of the region.



It was only a matter of time – BNSF and UP are changing out the old searchlight style signals on the Colorado Joint Line. BNSF has been working at CTC South Bragdon (north of Pueblo, Colorado) for a month and has the new tri-light signals in place but not in service. The ex-Santa Fe Cantilever Signal will be replaced as well as all of the other signals in the area.

– Photo © 2009 Nathan Zachman.

## Current Railroad Happenings



On July 20, 2009, BNSF 1205 was moved from Kansas City to Pueblo, Colorado, to undergo testing at TTCI northeast of Pueblo. The 127-ton fuel cell-hybrid switcher is derived from the Green Goat™, a commercially available diesel-battery hybrid switcher with a 200-kW diesel prime mover, by replacing its diesel-generator with a 250-kW fuel cell powerplant based on the powerplant of the Citaro fuel cell transit bus. See: <http://www.fuelcellpropulsion.org/Rail/Websites/Switcher.htm>  
– Photo © 2009 Nathan Zachman.



The Union Pacific Historical Society operated a 12-car passenger special with four domes to Lyman, Nebraska, via the Yoder line in eastern Wyoming on July 10, 2009. E-units; UP 951, UPB 963 and 949, were going to run around train east of Lyman. The cab signal wasn't set up or tested on UP 949, thus power had to be wye'd at Joyce, Nebraska, west of South Morrill. Eastbound loaded Powder River Basin train passed on the east leg of the wye. – Photo © 2009 by Chip.



## Groups Pull Together For A Work Day At The Como Roundhouse



Dave Schaaf (left) and Pat Mauro in the turntable pit outside the Como roundhouse. – Photo © 2009 Deb Queen-Stremke.

On June 27th, members of the Park County Historical Society and Rocky Mountain Railroad Club assembled for a work day at the Como Roundhouse. General cleanup in the yards and roundhouse were completed. In the turntable pit (used to align locomotives to enter a roundhouse bay) we cleaned up and dug out the ties that the turntable originally rotated on. This made a great improvement to the turntable area.

The appearance on the grounds was improved, with cleanup of scrap and lumber. Many thanks to Deb Queen-Stremke, and Dr. Charles and Kathy Brantigan for coordinating for the work day, and also supplying a great lunch at the Como Depot restaurant! For more info, see:

[www.parkcountyhistory.com](http://www.parkcountyhistory.com) or  
[www.rockymtnrrclub.org](http://www.rockymtnrrclub.org).

---

---

### Ride the San Luis Central Railroad “Peavine Flyer”!

Join the Intermountain Chapter, NRHS, on Saturday, September 12, 2009, on this popular, unique and very informal rail excursion from Sugar Junction (east of Monte Vista), through the beautiful, agricultural San Luis Valley, to Center, Colorado, during Monte Vista’s Potato Festival. The train leaves Sugar Junction at 10:00 AM and returns around 3:30 PM. Early reservation fare for this excursion, by September 8, 2009, including lunch, is \$30 per person, all ages. Fare at trackside is \$35.

#### Denver & Rio Grande Railroad Creed Branch Excursion

This excursion, operating September 13, 2009, is independent of the Peavine trip but on the same weekend, so you must call and make your own reservations at 719-873-2003. Limited space, so first come, first served. The railcar capacity is 13.

## Current Railroad Happenings – Eureka #4 At Railfest



Railfest 2009 ran Eureka #4 passenger special up to Cascade Creek Wye. The train was in the siding at Rockwood where the Durango & Silverton Narrow Gauge Railroad train with D&SNG 480 passed on the main on August 13, 2009.

– Photo © 2009 by Chip.

## Current Railroad Happenings – Eureka #4 At Railfest



Galloping Goose #5 was running along with Eureka & Palisade #4 at Railfest 2009. The Goose was on the Rockwood Wye switch heading north on August 13, 2009.



Eureka #4 rolled north past the Durango Soaring Club, Inc., located at Val-Air Gliderport, three miles north of Durango, Colorado, on August 13, 2009. The plane in the foreground is a tow plane for gliders. – Two photos © 2009 by Chip.

## Current Railroad Happenings

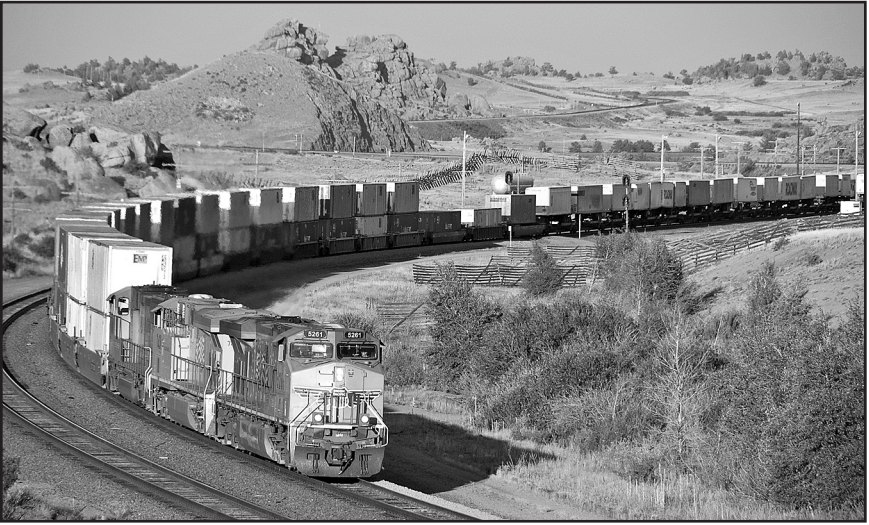


Dan Markoff was at the throttle of Eureka #4 on August 13, 2009, as she departed Durango for Cascade Creek Wye on the Durango & Silverton Narrow Gauge Railroad. Note the cords of wood in the tender – yes, #4 is a wood burner!

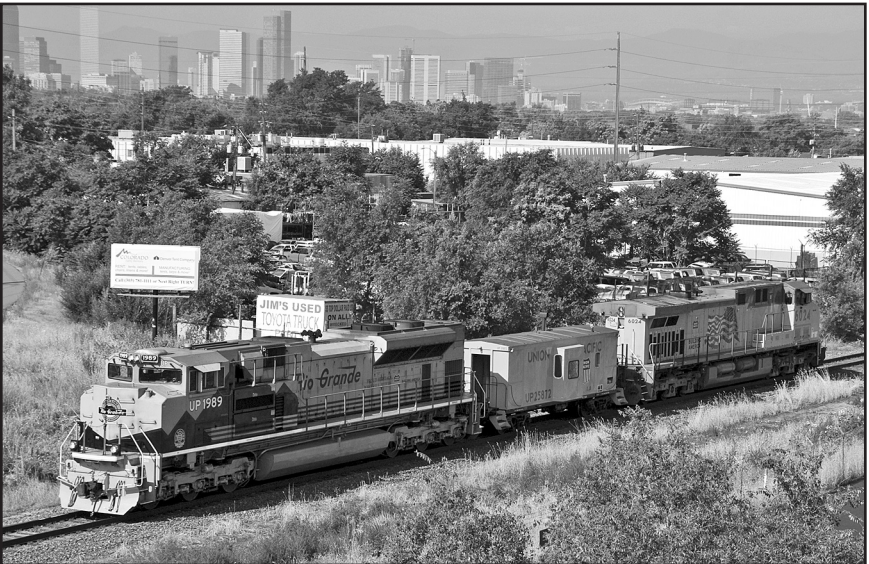


Amtrak will be relocated to a “temporary” facility near 19th / 20th streets for four years while the Denver Union Station track area is rebuilt. Plans call for covering the railroad tracks with buildings and walkways. A thunderstorm had hit Denver on August 6, 2009. – Two photos © 2009 by Chip.

## Current Railroad Happenings



The Union Pacific hustled the Canal Street, Chicago, to Salt Lake City, Utah, train Z CSSC 04, across the country in a day and a half arriving at Salt Lake City before 7:00 AM on August 6th. UP 5261 West was accelerating out of Dale Creek Junction, Wyoming, approaching the Hermosa Tunnels on August 5, 2009.



The Union Pacific Railroad operated an Officer on the Train for the Aurora and Denver Police departments on July 22, 2009. The Rio Grande Heritage unit, UP 1989, an EMD SD70ACe, was pressed into service with caboose UP 25872 (based at Cheyenne, WY) and UP 6024. – Two photos © 2009 by Chip.

## Colorado Railroad Museum 2009 Scheduled Special Operation Days

For information call 303-279-4591

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

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

### 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.cozx.com/nrhs>

September 18, 2009

Dinner meeting at Lone Star Steakhouse

### Rails to Sails:

The 2008 American Association of Private Railcar Owners Annual Convention in San Pedro, California

There were technical difficulties back in February, when Chapter member David Pitts tried to present his photo montage, "Rails to Sails: the 2008 American Association of Private Railcar Owners (AAPRCO) Annual Convention in San Pedro, California". This time, Dave is confident the bugs will be worked out of the software and you can enjoy the photos and commentary of the journey to and from the convention, including the Santa Fe 3751 steam excursion round trip from Los Angeles to San Diego. You'll also peek into the travel life en route aboard the Colorado Pine private railcar.

**Please remember to call in your reservations.**

**PLEASE NOTE:** Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM.

The evening's program begins at 8:00 PM and should end around 9:00 PM. Supporting the guest speakers also supports the Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

## **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	Dave Schaaf
	VP - Foundation	Darrell Arndt
	VP - Club	Pat Mauro
	Secretary	Roger Sherman
Web: <a href="http://www.rockymtnrrclub.org">http://www.rockymtnrrclub.org</a>	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 October Rail Report should be sent by September 11th.**



BOX 2391  
DENVER, COLORADO 80201

***FIRST CLASS***

