

RAIL REPORT

July - August 2010 • NO. 603



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Restoration of Rio Grande Pile Driver “OB”

Presented by John Engs

July 13th, 2010 • 7:30 PM

The program starts with the departure of OB from Chama in 1999 and follows the restoration through to its completion in 2008. The restoration is based on the Alamosa Shops rebuild completed in 1921, this because of a major accident while working on a trestle west of Antonito. We will discuss the project as it progresses through the years to completion. As an added feature we have pictures of OB's operations at the CRRM. Handouts and information on the upcoming 40th anniversary will be available. An update on the present Friends of the Cumbres & Toltec Scenic Railroad project 0252 will finish the evening.

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

- | | |
|-------------|---------------------------------------------------------------|
| July 23rd | Preview Of The Restored Rico At The Colorado Railroad Museum. |
| August | There will not be a meeting in Barnes Hall in August. |
| August 19th | Pullman-green Club trip on the Durango & Silverton. |

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at pkmauro@yahoo.com or phone 303-838-7740 with program ideas.



Pile Driver OB operates at the Colorado Railroad Museum on September 17, 2009. – Photo © 2009 Bruce Nall.

Georgetown Loop Steam Photo Charter Trip Is Cancelled

Too few reservations have been received for the scheduled July 23rd Georgetown Loop steam photo charter and with the down payment for the trip due soon, the Board of Directors made the decision to cancel this trip. It is our hope that another event can be arranged at this railroad soon.

From The President



Narrow gauge engine 489 leads a photo freight westbound on May 25 east of Osier, Colorado. – Photo © 2010 Nathan Holmes.

From The President

By Dave Schaaf

Welcome to this two-month edition of our newsletter. With vacations and numerous events in August, we will not have a regular meeting in that month. There will also be no regular meeting in October, due to the annual banquet on Saturday, October 16. We already have some great door prizes lined up for this luncheon and program.

Details are still being worked out for the transfer of interurban car #25 to the West Corridor Historical Rail Cooperative, and plans are being made by that organization for an open house event at the Denver Federal Center on August 14. We should have more details in time for the July meeting, or e-mail me later in the month.

Durango & Silverton 12th annual Railfest is from August 20 to 24, 2010. At least 25 Club members have made reservations to be aboard the first run of the Pullman green cars on August 19. On the end of that train will be the newer “Silver Vista”, which has sold out. Coach seats are still available.

As mentioned elsewhere in this issue, the fourth weekend of July is busy in the Denver area. The Santa Fe Railway Historical & Modeling Society has its international convention from July 21 to 25. Union Pacific steam will also be in town for the annual Frontier Days trains for the Denver Post and the Lionel Collectors Club of America. A different kind of event for U.P. will happen this fall, with

From The President



The June 18, 2010, Burnham Shops tour group. – Photo © 2010 Karl Rethwisch.

the 50th Anniversary of 844's last departure from Council Bluffs, Iowa, before entering "special trains" service. They will have a day-long ride with steam on Saturday, November 13, 2010, from Council Bluffs to North Platte, Nebraska. The Anniversary Special is a fundraising excursion for The Union Pacific Railroad Museum in Council Bluffs.

At the Jim Ozment memorial event on June 12, Doug Ozment made a donation to the Colorado RR Museum in his father's name for \$8,000, to be used for the restoration of a narrow gauge baggage car.

Notes from Chama, New Mexico

The Lobato Trestle, second highest bridge on the 64-mile Cumbres and Toltec Scenic Railroad, was damaged by a fire of undetermined origin on June 23rd, rendering it at least temporarily im-

passable by trains. It was initially unclear whether the main structure had suffered damage or whether the fire was confined to the wooden ties and framing of the roadbed over the steel-framed structure. This trestle is on the New Mexico side of the line, about 4 miles up the grade from Chama. This setback came as the C&TSRR management company continues its multi-year program to replace ties and ballast on the track to restore it to optimum operating capability. Over 40,000 new ties have been installed over the duration of this project. Trains are still running daily over most of the railroad.

The C&TSRR is celebrating its 40th year this summer, and special events take place from August 27 to 30, 2010. Some of our readers will remember that during the spring and summer of 1970, a small group of volunteers labored almost every

From The President



The June 18, 2010, Burnham Shops tour group. – Photo © 2010 Karl Rethwisch.

weekend to clear the track, replace bent and broken rail, and prepare the Cumbres & Toltec Scenic Railroad to accept the equipment to be turned over to the two states of Colorado and New Mexico by the Denver & Rio Grande Western Railroad. This dedicated core of volunteers was assisted by a large number of helpers who came for only a day or two, for a week or ten days, or in some cases a month or more. Their hard work was rewarded when the first C&TS train arrived in Chama on Labor Day Weekend, 1970. If it weren't for these dedicated and selfless "Summer of Seventy" volunteers, the C&TS might not exist today. Without their generosity and hard work the line might not have been cleared, there would likely have been no trains at all in 1971, and the railroad might have simply rusted and rotted away.

On August 30th, 2010, you will have a chance to say thanks to these 'Summer of Seventy' volunteers, and to join them in celebrating their accomplishment! A special event is being planned to honor the 'Summer of Seventy' volunteers during the C&TS 40th Anniversary Celebration by re-enacting - insofar as is reasonably possible - the arrival of the first C&TS Train into Chama on September 6, 1970. Rider boxcars and a rider gondola will replace the three boxcars and one of the ballast gondolas pulled and pushed through The Narrows and into town by engine #483 - still wearing the movie make-up from her starring role in 'The Good Guys and the Bad Guys'. As many of the 'Summer of Seventy' volunteers as can be located will be invited to ride and participate in the re-enactment pageant, and up to 40 sponsors of the

From The President



A special charter train left Antonito, Colorado at 1 PM on May 25, 2010. Club member Russ Sperry organized this run as a commemoration of the Rocky Club's 1950 excursion when engine #489 had a dark-green painted boiler jacket on that day. As a tribute to the 60th anniversary of the original event, the Club drumhead was approved to make the trip too. In this photo at Osier, the train had been turned while the passengers were fed, and was ready to head back eastward in the late afternoon light. This photo charter was open to anyone, but these nine members of the club were on board: Nathan Zachman, Nathan Holmes, Steve Forney. Bottom, left to right: George Lawrence, Kevin Corwin, Dave Schaaf, Russ Sperry, Bill Gould, and Jim Poston.

– Photo © Michael Ripley.

train will be able to ride along.

\$100 buys one ticket for a sponsor and one for a volunteer; \$150 buys one

ticket for a sponsor and two for volunteers, \$200 buys one ticket for a sponsor and three for volunteers, etc. It's currently planned that engine #484 will be

From The President

painted up as “Good Guy” #483 for the occasion; the train will depart Chama at noon, and there will be a riders-only photo opportunity somewhere on “The Hill”. To add your name to the list, or for more information, contact Club member Russ Sperry at 805-642-9697.

Caterpillar Inc. is moving farther into the rail business by buying a builder of locomotives, and taking on General Electric Company in the process. In early June, the heavy-equipment maker said it would pay \$820 million for Electro-Motive Diesel. The acquisition is expected to close by year’s end, pending final regulatory approval. EMD would become a wholly owned subsidiary of Progress Rail, which is owned by Caterpillar Inc. Progress Rail provides various rail and transit products in North America, including locomotive upgrades and repairs, rail-car remanufacturing, track-work, rail welding and repair, and signal design and installation.

The Colorado Transportation Commission recently gave the green light for the Colorado Department of Transportation’s new Division of Transit and Rail. Created by legislation enacted in 2009, the new division is authorized to promote, plan, design, finance, operate, maintain and contract transit services, such as for passenger rail, buses and advanced guideway systems.

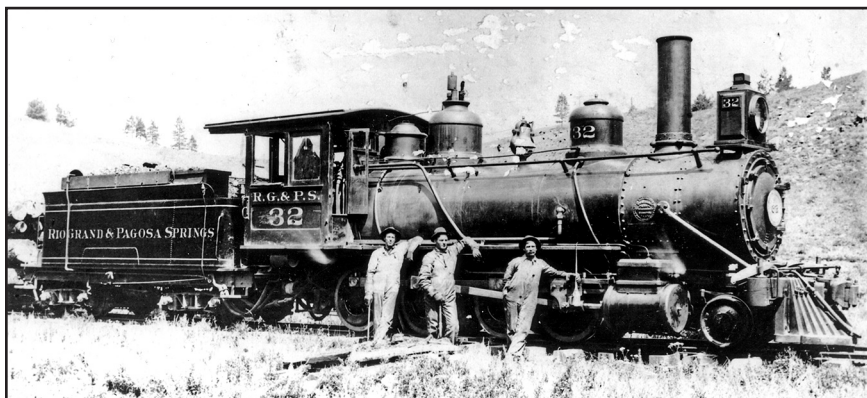
The Regional Transportation District of Denver (RTD) recently won the Rail Transit Achievement award at the 18th annual American Public Transportation Association (APTA) International Rail Rodeo. The top award is given to the

competing transit system that attains the highest rail operator and maintainer team combined score. Nine North American public transit systems competed in the competition, which measures professional skills, including train operation, knowledge of safety regulations, train equipment and right-of-way rules and procedures. RTD’s Robert Dennis won first place in the operators competition. In the maintainers competition, which judges the ability to troubleshoot maintenance problems, Los Angeles County Metropolitan Transportation Authority came in first place, RTD took second and SEPTA placed third.

Washington D.C. will get new transit cars by 2013. Metro’s Board of Directors approved a contract in late May to have Kawasaki Rail Car, Inc., manufacture 428 new generation Metrorail cars at a cost of \$886 million. The cars will address Metro’s number one safety priority to replace its oldest rail cars. The rail car manufacturer selection process was done through a competitively negotiated procurement involving seven different vendors. Through this process, vendors were evaluated for technical adequacy, delivery schedule credibility, management approach, past performance and price. Kawasaki Rail Car was selected based on having the best overall technical proposal, as well as the lowest cost. The new rail cars will be manufactured in Lincoln, Nebraska. Metro currently has a fleet of 1,142 cars.

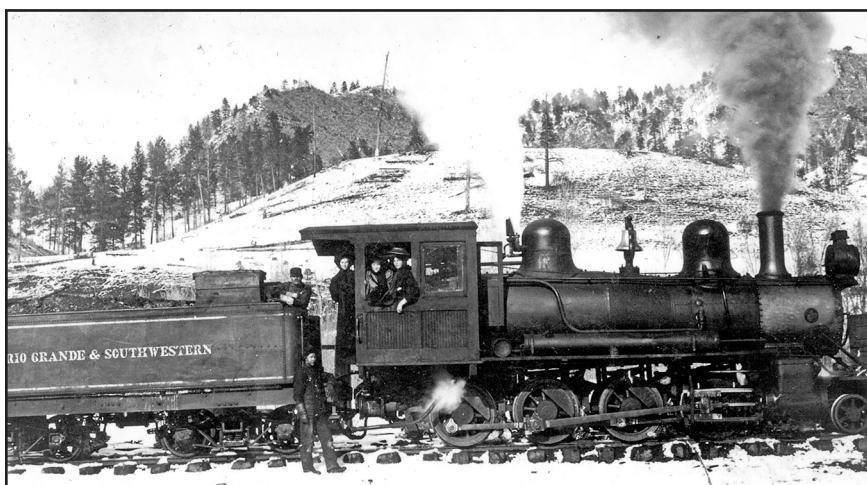
Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Narrow Gauge Locomotive Photo Gallery



The Rio Grande & Pagosa Springs Railroad was incorporated in 1885 to build northward from Lumberton, New Mexico, (25-miles west of Chama) into Colorado. A lumber mill was established at Edith in Colorado and numerous lines were constructed to harvest timber in the area. The line never quite made it into Pagosa Springs. This locomotive was built by Baldwin for a Michigan railroad and became a part of this operation owned by the New Mexico Lumber Company. The line ceased operations about the time of WW-I.

– Photo from the James L. Ehernberger collection.



During the early years of the 20th century, large lumber outfits harvested timber in northern New Mexico. The Rio Grande & Southwestern was a railroad line constructed south of Lumberton to El Vado, New Mexico, about 33-miles with numerous spurs. The railroad only purchased two new locomotives in 1907 from the Lima Company. This view is either engine 6 or 7, which later wandered into other New Mexico Lumber company locations, including Colorado.

– Photo from the James L. Ehernberger collection.

Narrow Gauge Locomotive Photo Gallery



The New Mexico Lumber Company also built railroad lines in Colorado near Dolores where they owned large timber holdings. In 1924 the mill at McPhee (5-miles from Dolores) began operations. Logging spurs branched out to seek timber for the new mill. In 1926 a former Denver & Rio Grande Western 2-8-0, number 285, was purchased. It was lettered "NMLCo" for New Mexico Lumber Company and given road number 2. This view was taken at Dolores on August 24, 1940.

– Photo from the James L. Ehernberger collection.



The New Mexico Lumber Company faded out of existence and in 1935 a group organized the Montezuma Lumber Company who operated the railroad between the McPhee Mill and interchanged at Dolores with the Rio Grande Southern. Fires plagued McPhee and several locomotives were involved. In December 1941 the Durango Yard switch engine 271 was sold to the company. An engine watchman burned the crownsheet in 1946. D&RGW engine 346 was leased and later purchased and tore up this 5-mile line in 1948.

– R.W. Richardson photo from the James L. Ehernberger collection.



The restored Rico on the turntable at the Colorado Railroad Museum.
– Photo © 2010 Phil Johnson.

Preview Of The Restored Rico At The Colorado Railroad Museum For Club Members On July 23, 2010

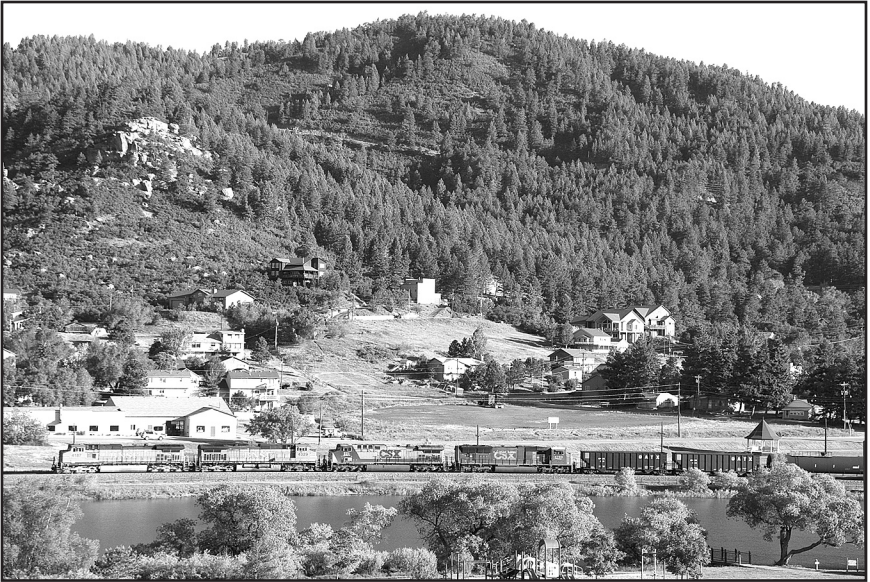
The Colorado Railroad Museum has been restoring the Rio Grande Southern “Rico,” and is planning to have an introduction to the public on July 24th. The CRRM has planned a special preview for Rocky Mountain Railroad Club members on Friday evening, July 23rd. Here is your chance to see and ride this historic narrow-gauge business car before the general public, probably behind engine #346.

The Museum has performed a magnificent restoration of this 1882 wooden car that was saved by our Club in 1952. This event will not be publicized, and our special Club visit will be from 6 to 8 PM. The Museum closes at 6 PM, so Club members will enter through a side gate from the parking area. We hope you can come to Golden, Colorado for this special, free visit.

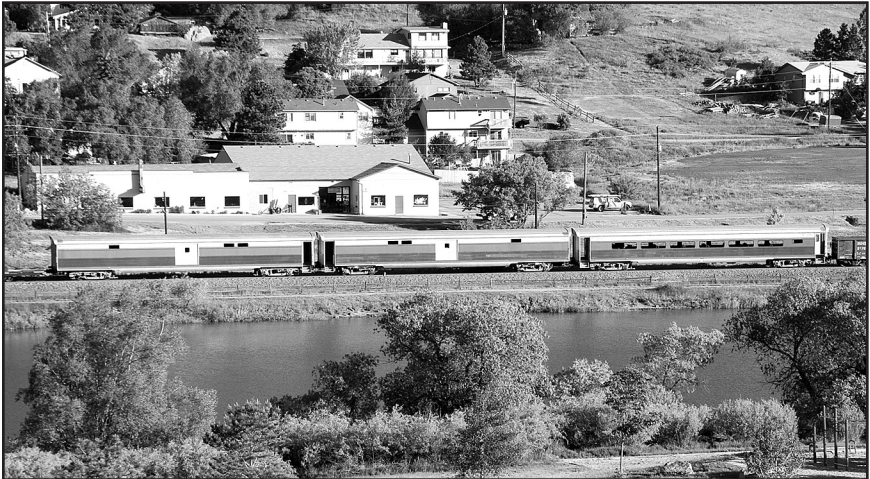
In Remembrance **Rudy Jordan**

37 year Club member, Rudy Jordan, passed away last month. An electrical power engineer, he was originally from Wisconsin and joined the club in 1973.

Current Railroad Happenings



BNSF's Denver to Belen, New Mexico, train H DENBEL1 17a, had BNSF 4187, 4329, CSX 221 AC4400CW and CSX 4789 SD70MAC (CSX units left at Kelker for Fort Carson outbound train) passing Palmer Lake, Colorado, early on June 18, 2010. – Photo © 2010 by Chip.



Three passenger cars for the movie *Fast and Furious* rolled south on Joint Line at Palmer Lake, Colorado, on June 18, 2010. BNSF 4187 South was train H DENBEL1 17a, the Denver to Belen, New Mexico. The cars were (left to right) RPCX 2019, 2032 and coach 2002. The passenger cars were headed for Arizona. – Photo © 2010 by Chip.

Current Railroad Happenings



BNSF 4558 and 5405 had two high/wide transformers coming west on train M-STEDEN4-09a (Sterling, Colorado, to Denver). Train took the Keenesburg, Colorado, siding for eastbound traffic then rolled west over the Brush Subdivision into 31st Street Yard on June 10, 2010. – Photo © 2010 by Chip.



UPP 403 is a load test car that was assembled by Morrison-Knudsen for Union Pacific. Shown here on June 18, 2010, in the collection of equipment to be auctioned soon in Denver. – Photo © 2010 Dave Schaaf.

Current Railroad Happenings



Boy Scouts of America unit, UP 2010, hustled west with UP 5152 past milepost 643, Hanna, Wyoming, with 58-loads of pipe on June 24, 2010. The train originated at Memphis, Tennessee, headed for Perez, in northern California. The four track signal bridge is still in use at upper right. – Photo © 2010 by Chip.

The Denver Rail Heritage Society July Meeting

The Denver Rail Heritage Society, operator of the Platte Valley Trolley, will hold its next quarterly public membership meeting at the REI Flagship Sporting Goods Store near 15th Street and the South Platte River on Thursday, July 15 at 7:15 PM. Please park in the underground garage.

Keith Kirby will present a program about the attractions of San Francisco. The very mention of the name conjures up visions of the twisted descent of Lombard Street, the Golden Gate Bridge, shopping on Union Square, the Coit Tower, Fisherman's Wharf, choco-

late and the like. But for Keith, it also means diesel buses, trolley buses, cable cars, Bart, and most of all, PCC streetcars. Over the past 40 years he has taken and collected pictures of San Francisco's famous Muni, a transit system like no other in the world. His program will attempt to give the viewer a taste of the diversity that makes up urban transit in the city by the bay.

Bring your friends. The public is welcome and light refreshments will be served. The next quarterly DRHS public membership meeting will be on Thursday, October 21.

Colorado Railroad Museum 2010 Scheduled Special Operation Days

For information call 303-279-4591

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

SCFD Free Days:
November 13

July 24 & 25 Buffalo Bill Wild West Days
August 21 Wine Train
August 21 & 22 KidFest

Day Out With Thomas
September 11, 12, 18, 19, 25, & 26

October 30 & 31 Trick or Treat Train
November 27 & 28 Thanksgiving Goosefest
December 4, 11, 12, 18 Santa Express Train

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

2010 Event Schedule

For information call 303-298-0377

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

Mile High Rail Fair
Saturday, July 24, 2010
Jefferson County Fairgrounds
15200 West 6th Avenue, Golden, Colorado

Mile High Rail Fair will offer a diverse selection of merchandise, with railroiana our main focus.

Public Show: 9:00 AM to 4:00 PM. General Admission: Adults \$5.00; Children 5-12 \$1.00, under 5 free; Family \$10.00.

Early Bird Entry Fee: \$10, allows 7:00 AM access to vendors during set-up.

Dinner Meeting at Lone Star Steakhouse August 20, 2010

Our program is a video by local railroad photographer John "Chip" Sherman. He'll share some rail adventures of the Spokane, Portland & Seattle 700, based in Portland, Oregon, which made a trip across Montana. Hop aboard as we travel Mullan Pass and enjoy the wonders of Montana on the former Northern Pacific Railroad. Then we travel the former Chicago, Rock Island & Pacific line operated by the Kyle Railroad to clear snow.

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 our guest speakers also supports your 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.

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Club Information

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Club and Foundation Officers

| | |
|----------------|---------------|
| President | Dave Schaaf |
| Vice President | Pat Mauro |
| Secretary | Roger Sherman |
| Treasurer | Keith Jensen |

Club and Foundation Directors

John Charles, Andy Dell, Don Hulse, Mike Tinetti, Dave Goss, Dave Wagner

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:

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Items for the September Rail Report should be sent by August 20th.



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