

RAIL REPORT

January 2011 • NO. 608



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Toronto Revisited

Presented by Bryan Bechtold

January 11th, 2011 • 7:30 PM

30 years have gone by since I last saw Toronto, the vibrant New York City of the North. Join me for a return visit as we sample the thriving rail and transit operations of this metropolis. We will also get out into the country to see VIA and CN in action, as well as the Halton County Radial Railway Museum.

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

February 8th	Meeting with Program: "Along Steam's Last Main Line"
March 8th	Meeting and Program.
April 12th	Meeting with Video Program: "Steam in Slovakia"
May 10th	Meeting and Program.

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.

Toronto Revisited



Inbound and outbound VIA trains pass along Toronto's busy lake front.
– Photo © by Bryan Bechtold.



Where the trolley pole still reigns – for now. – Photo © by Bryan Bechtold.

One More Chance For Membership Renewal

The Club allows for a one month grace period for late renewals. The re-sequencing of seniority numbers will be performed the first weekend in February. It is the policy of the Club that those members who have not renewed by that time lose their seniority position and membership card number.

There will be no increase in dues for the year 2011. If our records show that you have not renewed your membership, another renewal application is enclosed in this *Rail Report*. Please fill out the information requested on the form and mail to address provided. If you have renewed – Thanks!

Please Welcome Board Members and Officers for 2011

As Directors: Dave Wagner Dave Goss Mike Tinetti Bernie Watts
 Nathan Holmes Andy Dell John Charles.

As Officers: Secretary: Roger Sherman Treasurer: Keith Jensen
 Vice-President: Pat Mauro President: Dave Schaaf

News Notes From The President

By Dave Schaaf

Denver & Intermountain car #25 is celebrating its centennial in 2011. The West Corridor Historical Rail Cooperative will be hosting the first event the afternoon of Saturday, February 19th, at the city center in Lakewood, Colorado. People that have worked on or donated to the restoration of this car are encouraged to attend. More information will be available soon, but you are welcome to contact the Cooperative via RailCoop@Lakewood.org or 303 987-7000.

Colorado & Southern engine #9 was brought from Palisade to Breckenridge, Colorado, in mid-December. It will be put on display there with other railroad equipment. This narrow gauge 2-6-0 ran for one season at the Georgetown Loop in 2006.

Rock Island, Illinois will host America's Largest Celebration of Railroading in July 2011. More details should be available at this internet site:

www.trainfestival2011.com

Local military families across Oregon and Idaho were given a Holiday Express train trip courtesy of BNSF as a show of appreciation for service to the country. The Holiday Express was in its third year of operation, and the railroad also donated \$90,000 to military groups this holiday season. BNSF ran the train through Montana, Wyoming, and North Dakota in 2008, while last year's Express traveled through Kansas.

Funding needed for the repair of the fire-damaged Lobato Trestle on the Cumbres and Toltec Scenic Railroad was essentially completed in December with

News Notes From The President



This was a deadhead move of the former Rio Grande Ski Train equipment moving into the St. Louis area at “Church,” where the former IC, now CN, St. Louis subdivision enters the UP for the trip by the KCS East St. Louis yard and eventually Valley Jct. This train, now owned by the CN, has been used on the Former Algoma Central in Canada since its purchase. It moved under CN symbol X600-31-15 and was heading to Gateway Rail Services in Madison, Illinois, for refurbishing and new paint. – Photo © Drew Mitchem.

the news that Colorado and New Mexico have allocated the money. Contributions from private donors, including the Friends of the C&TS, added \$100,000 to the repair budget. The C&TS Management Company is confident that they will have the trestle back in service for the start of the 2011 season. Engine #488 recently had its 3 year inspection in Antonito.

Southern Pacific #18 has received some early work toward restoring it to steam. This narrow gauge engine has been on display in Independence, California, for over fifty years.

The Museum of Transportation in St. Louis has unveiled the cosmetic restoration of Missouri Pacific observation car #750. Built by American Car & Foundry in 1940, it was mainly used on the Missouri River Eagle. This car has a fresh coat of blue and cream paint, in a scheme designed for Missouri Pacific by famed industrial designer Raymond Loewy.

The stepped-up security screenings at airports in the U.S. are pushing some passengers to a different mode of transportation: rail. Amtrak says dissatisfaction with full-body screening and other stringent measures is driving a boost in

News Notes From The President



How times have changed! The Great Western Railway crossed the Colorado & Southern Railway Fort Collins to Greeley, Colorado, line at Windsor, Colorado. Omnitrax (OMLX) 2959 SD35 was about to cross former Great Western diamond that took sugar beet trains to Eaton, Colorado. The diamond has been removed and the ties piled up at right. Great Western Railway (GWR) trains now serve customers along the former Burlington Northern line. This train was headed northwest to Fort Collins, Colorado, where it interchanged with BNSF on December 8, 2010. The line to Greeley has been out of service since the Cache la Poudre River wooden trestle fire on February 9, 2009, near milepost 95. The GWR line to Eaton, Colorado, was pulled up many years ago. – Photo © 2010 by Chip.

ridership. Amtrak launched the nation's most advanced high-speed rail service a decade ago, and after a herky-jerky start, Acela has come of age as a popular alternative to flights or traversing Interstate 95 along the busy Northeast Corridor. Acela trains carried more than 3.2 million passengers in fiscal 2010, according to Amtrak.

General Electric and Chinese rail-car maker CSR say they will pump \$50 million into a U.S.-based joint venture that will make trains for high-speed lines. GE said it expects the partnership to help maintain or create 250 jobs by 2012, largely at factories in Pennsylvania. The team also plans to bid for contracts in the multibillion-dollar HSR projects in

Florida and California.

The 2010 ski season marks the 75th anniversary of the world's first chair lift operation. During the 1930s, Union Pacific Railroad Chairman W. A. Harriman saw Americans beginning to embrace winter sports and knew his railroad operated through some of the most scenic and mountainous territory in the western United States. His vision – develop a world-class winter sports facility served by Union Pacific. Skiers riding the chair lifts over the glistening fresh powder might be surprised to learn that the railroad's mechanical engineers invented the chair lift in Omaha, and introduced it in 1936 at Sun Valley Resort

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Union Pacific #844 on display at Golden Spike Park in Council Bluffs, Iowa.
– Photo © 2010 Ed Gerlits.

The Trip Of A Lifetime

By Ed Gerlits

Imagine my surprise when the Union Pacific Railroad invited me to be their trip Historian on the celebration of the 844's Fiftieth Anniversary of excursion service. The Rocky Mountain RR Club was instrumental in getting what they thought was the last steam excursion on the U.P. RR on November 20, 1960, and I was on that trip. Union Pacific has continued to run trips with #844 and now 50 years later she is a railroad rock star, traveling all over the railroad system.

On Monday, November 8, 2010, there was a crew photo shoot in Cheyenne as preparations were made for departure on Tuesday morning. Our consist was #844, three E-units, support cars, a

dome coach, standard coach, and a flat car with a set of passenger car trucks as its load. We overnighted at the Holiday Inn in North Platte, and left the E-units at Bailey Yard. Wednesday, we continued on to Fremont, Nebraska, and picked up 60 guests of the railroad that rode the dome and coach through Missouri Valley and on to Council Bluffs, Iowa, where the 844 set out the flat car and coaches and proceeded to Golden Spike Park for display.

After a good night's rest, the 844 and concession car were opened to large crowds of enthusiasts. A group of us were invited to the Harriman Dispatching Center for a tour. The building was

The Trip Of A Lifetime



A “QJ” type steam locomotive, built in China and now owned by the Iowa Interstate Railroad. – Photo © 2010 Ed Gerlits.

originally a very historic freight house. Today it is the “bunker”, tornado and bomb proof, where all dispatching operations control the huge U.P. railroad system. That evening, the Vice President of the Executive Department treated all of us to a delicious prime rib dinner.

Friday was cold, windy, and wet. The Iowa Interstate Railroad brought their Chinese 2-10-2 #7081 over to the display track and parked it behind our concession car. Despite the weather, big crowds showed up to buy souvenirs and see both locomotives. Our group toured the Heritage Park facility, where the U.P. passenger cars are rebuilt and maintained. The tour included a walk-through of the business car fleet. Wow! Absolutely magnificent! During the evening we moved #844 over to Heritage Park, picked up the 24 car excursion

train, and pulled it into the platform track of the U.P. Omaha station, which is now The Durham Museum.

The 50th Anniversary trip was an upscale fund-raiser for the U.P. Museum in Council Bluffs. Tickets ranged in price from \$1000, which included 2 meals in a real diner with a chef, and on down to \$200 depending on car and food service. The train sold out in 35 minutes.

Saturday morning arrived with six inches of wet snow. At 7:30 AM sharp, 844 plus a diesel unit with a big flag on its side stormed up the 1.4% grade out of Omaha and on toward North Platte. What a sight! Lots of steam and action that day! I had the run of the train and told stories of the first trip, as well as the many excursions I’ve been involved with throughout the years! In North Platte,

The Trip Of A Lifetime

we cut out #844 and the support cars, put on the E-units, and they proceeded back to Omaha with the excursion group. We stayed overnight.

Sunday morning we steamed up to Sidney, Nebraska where we had a celebration. Steve Lee had happily announced

his retirement during the trip. Amid a banner and balloons, an impromptu party of well-wishers, friends, crew, and relatives gathered to share in Steve's last run of #844, Sidney to Cheyenne. Mary Nystrom read a special track bulletin from the Union Pacific Railroad.

TRACK BULLETIN FORM C SIDNEY SUBDIVISION ISSUED NOVEMBER 12, 2010

STEVE LEE, SUPERINTENDENT OF HERITAGE OPERATIONS, MANAGER OF STEAM PROGRAM, AND STEAM LOCOMOTIVE ENGINEER, WILL BE MAKING HIS FINAL RUN ON 11/14/2010 FROM NORTH PLATTE TO CHEYENNE ON THE UP 844.

THIS ORDER IS ACKNOWLEDGEMENT OF YOUR VALUED COOPERATION BOTH IN SERVICE AND PERSONAL CONDUCT OF WHICH YOU MAY BE PROUD. MAY THIS LAST TRIP IMPART TO YOU AS PLEASANT A MEMORY AS THE SPLENDID RECORD YOU HAVE LEFT US. MAY YOU HAVE THE RIGHT OF WAY FROM THIS, THE LAST STARTING TERMINAL TO YOUR FINAL DESTINATION, AND FIND ENROUTE NOTHING BUT HEALTH AND SUCCESS. THE CARS OF GOOD FELLOWSHIP YOU HAVE SET OUT ALONG THE LINE OF FAITHFUL SERVICE ENTITLE YOU TO THE WELL DESERVED VACATION YOU HAVE SO HONORABLY EARNED.

ACCEPT THIS HI BALL AS A TOKEN OF GOOD LUCK AND BEST WISHES FOR A LONG AND ENJOYABLE REST.

SIGNED ...
YOUR FRIENDS, OFFICERS, CO-WORKERS ... GOOD LUCK.

On Monday, I headed back to Denver with wonderful memories of this in-

credible week, all thanks to the gracious hospitality of the Union Pacific.

Note: Club member Ed Gerlits is a past president and past vice-president of our organization, and also served for many years as a board member and as trip chairman. He joined the Rocky Mountain Railroad Club when he was 16-years old.

The Trip Of A Lifetime



Inside the Heritage Park facility where the U.P. maintains its passenger car fleet.
– Photo © 2010 Ed Gerlits.



An overview of part of the Harriman Dispatching Center in Omaha, Nebraska.
– Photo © 2010 Ed Gerlits.

R. W. Andrews Photo Gallery



UP Challenger #3962 is the helper for Big Boy #4012 as the westbound freight passes the Buford, Wyoming area on October 1, 1949. Sherman, Wyoming, is but a short distance upgrade. – R. W. Andrews photo, Tom Klinger collection.



UP #4021, UP Big Boys in action. Engine #4021, a helper, with the road engine's #4014 on its number board is passing Ozone, Wyoming, on May 6, 1949. The late afternoon sun gives perfect lighting for the photographer. – R. W. Andrews photo, Tom Klinger collection.

R. W. Andrews Photo Gallery

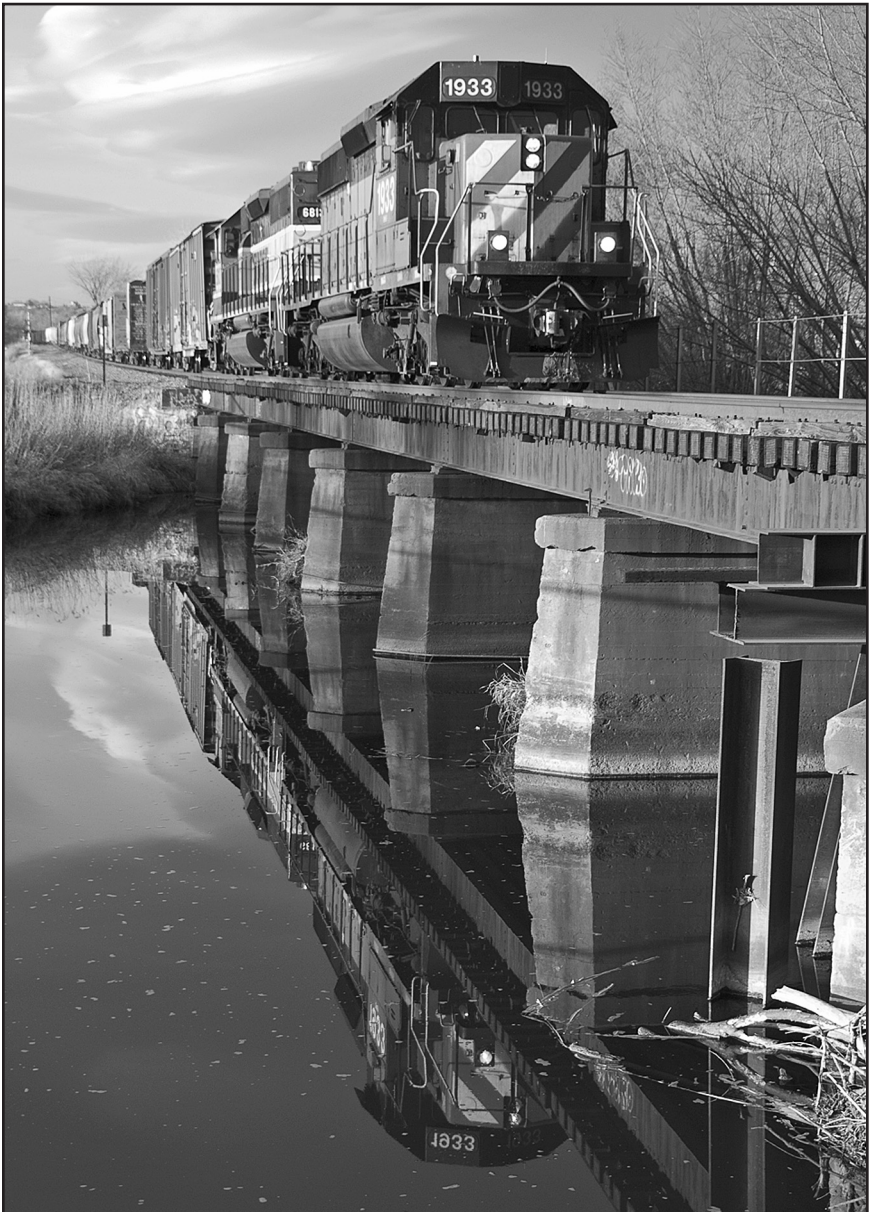


UP #2865 on train #52 from Cheyenne drifts by the Denver Elevator at Denver on its way through the yards to Union Station on May 6, 1950. Train #52 was a Cheyenne to Denver local. – R. W. Andrews photo, Tom Klinger collection.



UP train #11 powered by helper #7002 and road engine #823 are pounding upgrade west of Cheyenne just east of Sherman, Wyoming, on September 22, 1951. Engine #823 is running with a clean stack while #7002 has some “rail fan” smoke. – R. W. Andrews photo, Tom Klinger collection.

Current Railroad Events

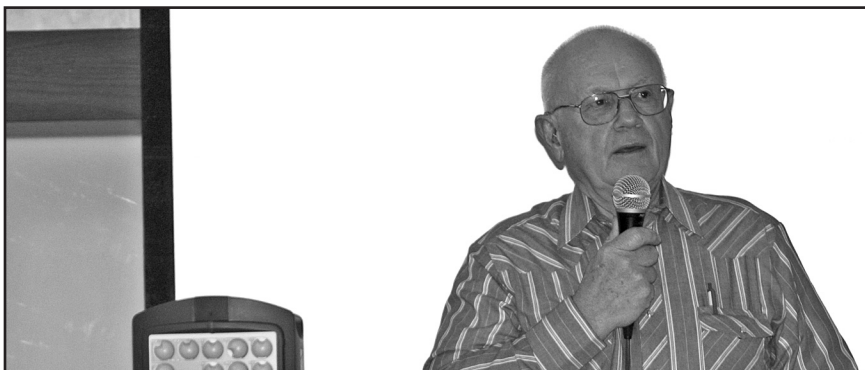


BNSF's Buck Local was earning its keep – 70-cars from Longmont, Colorado, to BNSF's 31st Street Yard in Denver on December 8, 2010. The train crossed the calm waters of Clear Creek nearing Utah Junction where she had a high green signal. BNSF 1933 SD40-2 with 6813 rolled south off BNSF's Front Range Subdivision. – Photo © 2010 by Chip.

Photos From The Annual Meeting



Directors and Officers for 2011, standing, from left: Dave Goss, Nathan Holmes, Dave Wagner, Andy Dell. Seated from left: Pat Mauro, Dave Schaaf, Keith Jensen, Roger Sherman. Not in the photo: Mike Tinetti, Bernie Watts and John Charles.



Jim Ehernberger presented the evening's program, *Railroading With Tin Lizzies And Doodlebugs*. – Two photos © 2010 Bruce Nall.

In Remembrance **Donald Norman Duke**

Mr. Donald Duke, a 62 year member of the Club, passed on in October of this year at 81 years of age. He currently held membership number 5 and lived in San Marino, California. He was a renowned railroad photographer and publisher. In the 1950s, out of his love for trains, he formed Pacific Railroad Publications, later known as Golden West Books. His extensive railroad photography collection, book collection and ephemera have been donated to the Huntington Library in San Marino, California, and Golden West Books will stay in business.

News Notes From The President

Continued

in Idaho. Although U.P. sold Sun Valley in 1964, the adapted banana-loading system changed the sport of snow skiing forever.

Please have a look at the Club's web pages now and then. Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

The Denver Rail Heritage Society January Meeting

Thursday, January 20 at 7:15 PM

REI Flagship Sporting Goods Store near 15th Street and the South Platte River

The Denver Rail Heritage Society, operator of the Platte Valley Trolley, holds their quarterly public membership meeting on the third Thursday of the month. Please park in the underground garage of the REI Store.

Their program will be about public electric transit history.

Bring your friends. The public is welcome and light refreshments will be served.

Colorado Railroad Museum 2011 Scheduled

Special Operation Days

For information call 303-279-4591

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

January 15, 2011

Steam Up

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.

Intermountain Chapter, NRHS

2011 Event Schedule

For information call 303-298-0377

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

13th Annual Jeffco Train Show

Saturday, January 29, 2011

Jefferson County Fairgrounds

Our annual modal railroading and memorabilia extravaganza will be held at the Jefferson County Fairgrounds Exhibit Hall in Golden Colorado at 15200 W. 6th Avenue. This is a one day event.

Early-bird access to vendors: From 7:15 AM to 9:00 AM. Admission is \$10 and good for all day.

Public Show Time: From 9:00 AM to 4:00 PM. Admission: \$5.00 per adult; \$1.00 children 5 thru 12; under 5 free with a \$10.00 Family Maximum.

There will be door prizes.

The Snack Bar will be open for breakfast with coffee, tea, hot chocolate, and donuts! Hot lunch and snacks also will be available!

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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

Dave Wagner, Dave Goss, Mike Tinetti, Bernie Watts,
Nathan Holmes, Andy Dell, John Charles.

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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Fax: 303-978-0402
E-mail: selectimag@aol.com

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



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FIRST CLASS

