

# RAIL REPORT

September 2011 • NO. 615



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Rotary Snowplow Operations On Cumbres Pass

Presented by John Charles

September 13th, 2011 • 7:30 PM

Enjoy a slide show of rotary snowplow operations on Cumbres Pass. The program will start out with a few slides taken on one of the last rotary trips by the D&RGW in March 1962. Then see slides from five different rotary trips operated by the C&TS between 1974 and 1997.

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 2011 Calendar

- October 22nd Annual banquet at the Arvada Center.  
November 8th Meeting and Program.  
December 13th Annual Business Meeting and Program.

### RMRRC 2012 Calendar

- January 10th Meeting and Program.  
February 14th 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](mailto:pkmauro@yahoo.com) or phone 303-838-7740 with program ideas.

## West Corridor Historical Rail Cooperative



On August 13th, the West Corridor Historical Rail Cooperative celebrated 100 years of the historic Denver & Intermountain interurban trolley car No. 25 with an open house featuring information and free rides. – Photo © 2011 Bruce Nall.

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### Notes From The President

By Dave Schaaf

The Cumbres & Toltec Scenic RR has issued a request for proposals to operate that line in 2012. These proposals are due on September 9th, and the contract could be awarded in November. New Mexico governor Martinez appointed Billy Elbrock of Chama to the Cumbres and Toltec Scenic Railroad Commission. Elbrock serves as the supervisory facilities operations specialist for the Bureau of Reclamation with the Alamosa Field Division, tasked with delivering water to the Rio Grande River from an aquifer. Locomotive #463 has regained its boiler after extensive work.

The Durango & Silverton Narrow Gauge RR experienced heavy rain in ear-

ly August that flooded the tracks south of Silverton, causing mud and rock slides that forced many passengers to return to Durango by bus. Shorter trips between Durango and Cascade Wye did continue to operate for a couple of days, and service was restored well before the annual Rail Fest.

The Club presented the West Corridor Historical Rail Cooperative with a donation challenge check for \$8670 at the Car 25 open house on August 13th.

In Denver, the new Light Rail Station adjacent to the Millennium Bridge opened on August 15, 2011. To mark this major project milestone, the Den-

## Notes From The President



The West Corridor Historical Rail Cooperative (WCHRC) was able to raise \$8,670 in donations during the 100 Days Honoring 100 Years Challenge. These donations were matched dollar-for-dollar by the Rocky Mountain Railroad Club. Club Treasurer, Keith Jensen and Club President, Dave Schaaf presented the matching funds check to Lakewood Mayor, Bob Murphy, who accepted the check for the WCHRC as a kick off for the Oak Street Transit Museum and Restoration Facility at Lakewood's Oak Street Light Rail Station. – Photo © 2011 Bruce Nall.

ver Union Station Project Authority (DUSPA) and Regional Transportation District hosted a Grand Opening Celebration. Entertainment was provided by the Denver Municipal Band Brass Quartet, and there were speeches by the mayor and others. The construction tab for the new light-rail station is about \$37 million, but the Denver Union Station Project Authority also is spending \$113 million on a commuter-rail facility just outside the west doors of historic

Union Station, and is also building an underground bus depot that will link the light-rail platform with the commuter-rail terminal adjacent to the old station.

Upon opening the new light-rail platform near Union Station, RTD restarted service on its Central Platte Valley rail line that had been closed for three weeks for various construction projects, including the move of the light-rail station about two blocks west from its old lo-

## Notes From The President



The new RTD stop near Union Station in Denver on August 14th, the day before it opened. The entrance to the underground bus terminal is at left.

– Photo © 2011 Dave Schaaf.

caution. RTD has now extended its 16th Street Mall free bus shuttle to serve the new station.

RTD expects to start construction in earnest soon on the \$1.1 billion East Corridor commuter train to Denver International Airport, due to open in 2016.

The Colorado State Historic Fund has approved a grant request for the Como depot. This request is for \$188,531. Combined with the Colorado Department of Transportation grant of \$100,000, this leaves a need for a cash match of about \$25,000 to put the total at \$313,531. This amount should be sufficient to finish the depot – inside and out. With reduced gambling revenues and the Colorado state capitol dome repair project diverting many millions of dollars from the Colorado State Historic

Fund, this has been an extremely austere year for many worthy projects. The fact that a grant request of this magnitude was approved speaks volumes on the importance of the Como depot.

The DL&G / C&S Buena Vista depot restoration was completed and opened to the public on July 3rd. This project has served as a sort of template for the Como depot effort and has exceeded expectations. Many photos of both buildings can be viewed on the website at [www.dspphs.org](http://www.dspphs.org)

In Ridgway, Colorado, RGS motor #4 moved under its own power for the first time in nearly 60 years. On the web at [www.ridgwayrailroadmuseum.org](http://www.ridgwayrailroadmuseum.org)

Norfolk Southern launched its new “21st Century Steam” website on August 16th, [www.21stcenturysteam.com](http://www.21stcenturysteam.com).

## Notes From The President

It includes interactive links to NS; its steam partner, Tennessee Valley Railroad Museum; and a message from CEO Wick Moorman. NS announced last summer that it would partner with the Chattanooga, Tennessee, based museum to operate special trips for employees, shippers, and the public using steam locomotives. The museum recently completed restoration of Southern Railway 2-8-0 #630, which is expected to see excursion use on NS. The 1904 Alco has already made a few mainline test runs. Tennessee Valley RR Museum will celebrate its 50th anniversary Labor Day weekend with its first ever festival. Trips will operate October 8, 15, 22, 29, and November 5, departing at 9 AM each day. Ticket cost is \$70 to \$105, information at 423-894-8028, ext. 0, weekdays 10 AM to 4 PM Central Time.

Union Pacific continues improving its Colorado infrastructure with more than \$6 million in investment to enhance the line that runs from Bond to Dotsero. The more than 40-mile project includes removing and installing more than 47,000 ties and renewing the surfaces at 20 road crossings. Crews will also spread 19,400 tons of rock ballast for roadbed. The U.P. has started receiving locomotives of a 40-unit order for SD70ACes. Electro-Motive Diesel, a division of Caterpillar's Progress Rail Services, is assembling the locomotives at its London, Ontario, plant. They'll wear numbers 8671-8710.

A PCC streetcar has returned to the streets of San Diego, California, after a 62-year absence. A former San Francisco car, the operation of #529 marks the end of a six-year restoration that took more

than 3,000 hours and cost \$850,000. The car is painted in the original colors of Kelly green body, carnation crème accents, and plum on top, like San Diego cars of the '30s and '40s. Number 529 will run on weekends and certain holidays, on a downtown circuit called the Silver Line. The transit agency expects the PCC to operate 110 days a year.

In Lincoln, Nebraska, a \$40 million testing facility and track has been completed by Kawasaki. The 36,000-square-foot test building and 2,000-foot-long test track make the Lincoln plant the only site in North America with the ability to build rail cars from the ground up and test them on-site. Kawasaki finished its order of 332 cars for the Port Authority Trans Hudson line, which is part of New York City's Metropolitan Transportation Authority, in May. It has an order for more than 400 cars for the Washington, D.C., Metro rail system, which it will start work on sometime next year. The Lincoln plant produces mostly subway and commuter rail cars, and is equipped to produce standard passenger rail cars, such as for Amtrak. However, the plant would need upgrades to be able to produce cars for high-speed rail.

The Utah Transit Authority opened 16-miles of light rail lines in early August to better serve the west side of the Salt Lake Valley. The two lines cost \$900 million to construct, and are expected to draw 14,000 riders on weekdays.

Known as an historic steam passenger operation, the Strasburg Rail Road in Pennsylvania only handled nine freight cars in 2009, but may haul up to 300

## Notes From The President

this year. This is planned growth, and the railroad acquired a diesel locomotive for freight work in 2008. The 1951 yard switcher, formerly used on the New York Central, is their newest piece of equipment. When the loads are too big for the diesel, steam is used to help out on this railroad that was chartered in 1832.

The Portland, Oregon, city council has approved construction of a new museum to house and display the city's three historic steam locomotives. The engines are currently kept at Union Pacific's Brooklyn Roundhouse, which is soon to be torn down. They are Southern Pacific 4-8-4 No. 4449; Spokane, Portland & Seattle 4-8-4 No. 700; and Oregon Railway & Navigation 4-6-2 No. 197. Portland Parks & Recreation owns the engines and volunteer groups have worked to restore and maintain them for operation. Under the council's plan, a permanent maintenance and display facility would be built near the Oregon Museum of Science & Industry. The first phase of the Rail Heritage Center could be completed within a year.

Trains magazine is accepting proposals for its \$10,000 preservation award. The grant will go to a nonprofit organization for the restoration or repair of a locomotive, rolling stock, or structure, or for

the establishment or conservation of archives. Applicants should submit a proposal of no more than 200 words, up to five images, and proof of nonprofit status to [editor@TrainsMag.com](mailto:editor@TrainsMag.com). Proposals should be mailed only if it is impossible to submit them electronically. Deadline for proposals is October 31, 2011.

Near Trinidad, Colorado, Cline/New Elk mine shipped its first loads of coal on August 10, 2011. A 20 car shipment was loaded at Jansen and departed via BNSF.

Joe Barros was an illustrator at the *Denver Post* from 1951 until the early 1980s, and he passed away in July at age 90. He was a railfan, and among his illustrations were many black and white renderings of "Big Steam", in particular U.P. Challenger #3999. Some of his color paintings of railroading graced the covers of the Post's *Empire* weekend magazine. Many of his portraits of famous railroad personnel are on display at the Colorado RR Museum.

Please take an occasional look at the Club's website. Color photos of current events are updated every few days on the news page. If need be, members can contact me at [ds5280@comcast.net](mailto:ds5280@comcast.net) or at 303 988-3456.

### *In Remembrance* John Holzman

John Holzman, a 28-year member, passed away at age 81 in early August after a lengthy illness. He held Club membership card 180. John retired from the City and County of Denver road survey crew and spent time in Korea with the U. S. Army.

## Annual Club Luncheon Banquet

Saturday, October 22, 2011

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

Black Forest cake, good friends, drawings for prizes and a special slide program – what better way to spend a Saturday afternoon than at the Club's annual Banquet? This year's banquet includes the re-establishment of a drawing for books, rail tickets, calendars and other gifts that each ticket holder will have a chance to win.

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 railfan 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 \$28.00 per person.

Please make your reservation using the insert in this *Rail Report*. **Reservations must be received – postmarks don't count – by Friday, October 14th** in order to meet the Arvada Center's deadline. We cannot issue refunds on cancellations received after October 14th. 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!**



The Daban engine servicing facilities in March 2004. – Photo © 2004 Keith Jensen.

The program is a show by Scott Lothes about the final mainline steam days in China and will be presented by Mel Patrick. There is a chance that Scott may attend. He is the executive director of the Center for Railroad Photography and Art, based in Wisconsin: <http://www.railphoto-art.org/> <http://railphoto-art.org/director/>

## What Is On The Rear Of The Train Counts!



Midland Terminal, #64 is the rear helper shoving upgrade west of Woodland, Colorado on January 14, 1949. – Bob Andrews photo, Tom Klinger collection.



On a July 17, 1949, Club excursion, Manitou and Pike's Peak #6 stopped at Mountain View. Note that the rear locomotive is not always a helper. – Bob Andrews photo, Tom Klinger collection.



## What Is On The Rear Of The Train Counts!



D&RGW #492 is shoving hard with caboose 0589 trailing on the climb out of Maysville bound for Monarch, Colorado, on May 23, 1949. Note the rider on the second gondola. – Bob Andrews photo, Tom Klinger Collection.



UP #840 is giving train #101 a boost out of Cheyenne between Buford and Sherman, Wyoming on July 11, 1948, to maintain the westbound schedule. – Bob Andrews Photo, Tom Klinger Collection.

## Current Railroad Events



Denver RTD's newest stop, Union Station, opened August 15, 2011, about three blocks west of Denver Union Station (undergoing a multi-year \$489 million Union Station redevelopment project). Light rail car 298 (left) was departing with an E Line train as car 267 with three-car train arrived. Commuters make a short cross platform transfer to the waiting Free MallRide buses that cruise the 16th Street Mall. At far left are the BNSF/Union Pacific rail lines (consolidated Platte Valley Rail Lines), Denver, August 15, 2011.

– Photo © 2011 by Chip from the Millennium Bridge.



On the joint line, an empty BNSF auto train bound for El Paso, Texas, moves south past the new lead for the north end of Burnham Yard in Denver on August 17, 2011. Changes have been made to accommodate the construction of the west corridor line for RTD light rail. – Photo © 2011 Dave Schaaf.

## Current Railroad Events



Denver Regional Transportation District (RTD) light rail car 260 (left) departed the new Union Station stop on opening day, August 15, 2011. Southbound train departed for Lincoln stop. Trains arrive on track in foreground where passengers can cross platform to a Free 16th Street Mall bus. The old Union Station light rail stop (end of Central Platte Valley line) behind Denver Union Station was demolished during July and August 2011. The two light rail tracks were realigned at Millennium Bridge (pedestrians only) to a new location along BNSF's LoDo Siding (coal train parked at left). Further south near the Auraria West Campus, tracks were realigned for a new Auraria West stop which will also serve the West Corridor line due to open May 2013. – Photo © 2011 by Chip.



The BNSF south yard holds many coal trains at Alliance, Nebraska on August 10, 2011. – Photo © 2011 Dave Schaaf.

## Current Railroad Events



Union Pacific 1989 (left), the Rio Grande Heritage unit, led train M RONY 10 (Roper Yard, Salt Lake City, Utah, to North Yard, Denver) into the Mile High City on August 11, 2011. The eastbound train was at Rocky Siding where it passed BNSF 9224, SD70ACe, distributed power units on BNSF's train H DENPVO1 10a (Denver to Provo, Utah) which had 81 cars: 61 loads, 20 empties, 8,372 tons and 4,655 feet long. The cars at upper right belonged to UP 1989's train. Cattle were grazing in the area once known by the Denver & Salt Lake Railroad as Arena.  
– Photo © 2011 by Chip.



BNSF 5765 leads a coal load north, outrunning a hail storm near Northport, Nebraska, on August 10, 2011. – Photo © 2011 Dave Schaaf.

## Current Railroad Events



Union Pacific 5999, AC4400CWCTE, had train C DKEY 16 (Colorado Springs Utilities Drake Power Plant to Energy Mine, Colorado): 0 loads - 115 empties - 2,875 tons - 6,728 feet long departed Phippsburg, Colorado, on August 19, 2011. Union Pacific is replacing the General Railway Signal installed centralized traffic control (CTC) signals along the Craig and Moffat Tunnel Subdivisions. The signal at right has been in place since the early 1950s. – Photo © 2011 by Chip.



Westbound Deseret Power Railway electric locomotives, GE model E60C, DPR-1, ex-WFU-1 led DPR-3, ex-Ferrocarriles Nacionales de México EA 031, and DPR-4, ex-NdeM EA 012 (painted early July 2011). The 44-car loaded coal train had Deserado Mine (near Rangely, CO) coal headed for the Bonanza Power Plant in Utah August 18, 2011. – Photo © 2011 by Chip.

## Colorado Railroad Museum 2011 Scheduled Special Operation Days

For information call 303-279-4591

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

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Day Out With Thomas: Themed Event  
September 10, 11, 17, 18, 24, 25  
Reserved Admission Tickets Required

Trick or Treat Train:  
Steam-Up Event                      October 29 & 30

Santa Claus Special:  
Steam-Up Event    December 3, 10, 11 & 17

SCFD Free Days – Saturdays:  
January 8, March 12 & November 12

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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.

## Intermountain Chapter, NRHS

### 2011 Event Schedule

For information call 303-298-0377

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

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### Dinner Meeting At Lone Star Steakhouse September 16, 2011

We're pleased to have Tom Janaky as our guest speaker. He titled his program, *Planes, Trains, Automobiles, Ships, and Travel: How One Executive Managed to Successfully Fit All of Them into 50 Years.*

Tom, whose ancestor started America's first railroad, will share interesting stories about buying and operating Boeing 707s, a cruise ship, and being involved in the American Orient Express. Porsches came first and self-propelled trains [DMUs] came last. What's next? Tom is currently involved with Transport Consulting, working out of Evergreen, Colorado, and recently has been busy selling train parts.

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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.

## **Publishers Statement — Rocky Mountain Rail Report**

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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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**Items for the October Rail Report should be sent by September 16th.**



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*FIRST CLASS*

