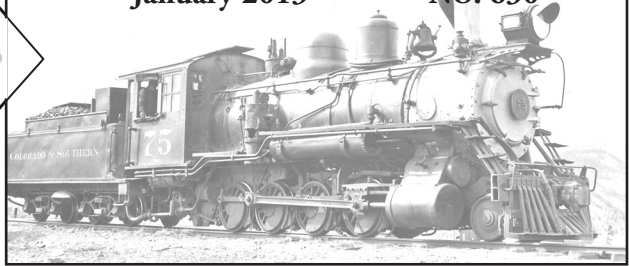


RAIL REPORT

January 2013 • No. 630



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Santa Fe Railroad Warbonnets Over Raton Pass

Presented by Dave Gross

January 8th, 2013 • 7:30 PM

Warbonnets mean Santa Fe! In this program, Dave takes a look at the high-tech red and silver Warbonnets in action – and there was no finer place to do so than the challenging prairies and mountain passes of the Colorado and New Mexico desert. The rugged passes of Raton and Glorieta are a test of strength and power for the “super fleet” diesels that pulled both freight and modern Amtrak trains on this busy line. Join fellow Club members for some great Warbonnet action.

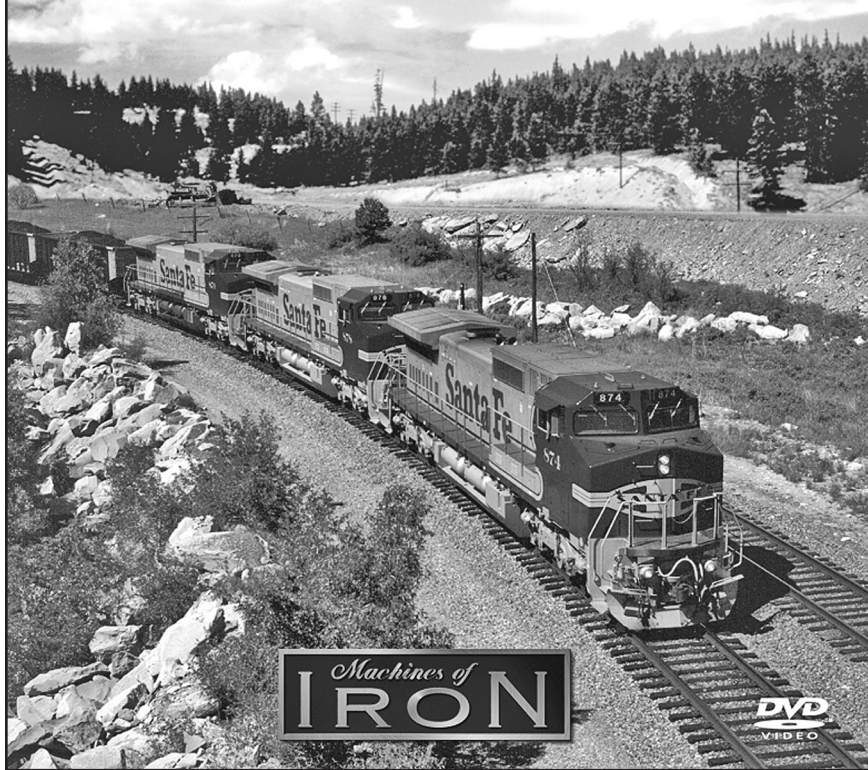
Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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 2013 Calendar

- | | |
|---------------|---|
| February 12th | Meeting and Program, “History of the Ski Train” presented by Steve Patterson. |
| March 12th | Meeting and Program, “Trolleys and Denver” presented by Bruce Vincent. |
| April 9th | Meeting and Program, “Farewell to the Apache Railroad” presented by Chip Sherman. |
| April 20th | Excursion, Inaugural trip on the RTD West Corridor rail line. |
| May 11th | Saturday Movie, Ticket to Tomahawk with popcorn in Barnes Hall. |

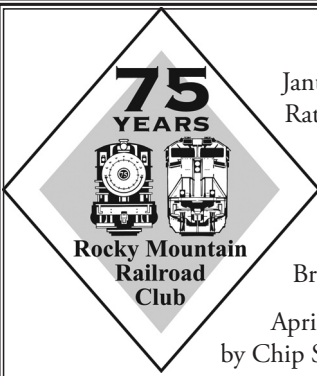
Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at pkmauro@yahoo.com or phone 303-838-7740 with program ideas.

Santa Fe WARBONNETS through Raton Pass



75th Anniversary Masthead Photo Notes

To celebrate the 75th Anniversary of the Rocky Mountain Railroad Club, we will be featuring railroad equipment numbered 75 or with 75 in the number. This month C&S #75 is on the Leadville, Colorado, wye on May 30, 1941, in this John Maxwell photo from the Tom Klinger collection.



75th Anniversary Events

January 8th – Program: The Santa Fe Railroad over Raton Pass, by Dave Gross

February 12th – Program: History of the Ski Train by Steve Patterson.

March 12th – Program: Trolleys and Denver by Bruce Vincent.

April 9th – Program: Farewell to the Apache Railroad by Chip Sherman.

April 20th – RTD Excursion: Inaugural trip on the West Corridor.

May 11th (Saturday) – Movie: *Ticket to Tomahawk* and popcorn in Barnes Hall.

June – Tour of Como, Colorado, and the King Mine.

October 12th – Annual Banquet Luncheon at the Denver Chop House.

Notes From The President

By Dave Goss

Nearly fifty Club members enjoyed cookies, beverages and two outstanding presentations at the December Annual meeting. First, Nathan Zachman presented photos of the Norfolk Southern Heritage fleet Open House held in Spencer, North Carolina, on July 3 and 4, 2012. After the unanimous re-election of the current Board of Directors and Officers and conducting the annual meetings for the Club and Foundation, Nathan Holmes presented a program on the Goose Fest at the Colorado Railroad Museum, held on June 16 and 17, 2012. It gives one pause to think that these two programs both documented an event that may never be repeated. Twenty uniquely painted locomotives in NS's huge fleet gathered together in one location, spotless and accompanied by many historical locomotives from predecessor lines. In Golden, five of the original Rio Grande

Southern Geese, all operational, plus one replica (of Number #1) were available for inspection. Whereas the Rio Grande Southern might have been (to some) a footnote in America's railroading history, the Galloping Goose has nonetheless become an icon of Colorado narrow gauge railroading. NS's heritage fleet pays homage to some of the hundreds of railroads that through mergers and acquisitions over more than one hundred years now make up the Norfolk Southern. Sometimes we forget that we are witnesses to history almost every day.

As you can see by the new masthead, this year marks the beginning of our 75th Anniversary celebration. Our calendar is starting to be filled with special programs and event, to be capped with our Annual Banquet at the Denver ChopHouse. In 1938, this building



As of December 1st, Denver's Union Station is closed for re-modeling until 2014. Amtrak has been using a smaller temporary station a few blocks away. This was how the Union Station waiting room looked on November 30, 2012.
– Photo © 2012 Dave Schaaf.

Information For The Rail Enthusiast

By Dave Schaaf

In Denver, the renovation of the Union Station building began in early December and is now closed to the public. Amtrak trains have been using a small facility a few blocks away for almost a year now, while the rail, light-rail, and bus access is being re-configured. Steel trusses for the new outdoor train canopy are coming into place, and should soon be covered with PTFE fabric. Passenger trains are expected to return to this depot in early 2014, with the public opening of the entire Union Station later that year to include a hotel, dining, and retail stores.

The concourse of the St. Paul Union Depot in Minnesota has re-opened to

the public. It has not served a passenger train since 1971. Amtrak is expected to begin using that station later this year.

John Bush has been hired as President of the Cumbres & Toltec Scenic RR. He recently was manager of the Roaring Camp & Big Trees narrow gauge steam railroad in California. His previous experience includes time at the C&TS and Georgetown Loop.

In recent years, Canadian Pacific had considered extending a line into the Powder River Basin coal fields of Wyoming, but weaker demand has changed the outlook. C.P. assumed operational control of the Dakota, Minnesota & Eastern

Information For The Rail Enthusiast



Construction of the canopy over the passenger tracks adjacent to Denver Union Station is underway on November 20, 2012. – Photo © 2012 Dave Schaaf.

(DM&E) railroad in 2008. They have now decided to explore strategic options for the main line track from Tracy, Minnesota, west into South Dakota, Nebraska and Wyoming and are inviting expressions of interest from prospective partners who may want to operate over 650 miles of the DM&E.

The American Association of Private Railroad Car Owners will have its 36th annual convention next October. Their special train will run from Seattle in late September to Los Angeles, with rare mileage events along the way. See the website: www.aaprco.com.

Union Pacific has made some inquiries about obtaining and restoring a Big

Boy steam locomotive to operation.

The former Fremont Dinner Train in Nebraska has moved, and will now run as the Kansas Belle Dinner Train on the Midland Railway in Baldwin City, Kansas. Un-related, the now-defunct Minnesota Zephyr Dinner Train has two operable F7A locos, which may end up being scrapped in Stillwater.

Jersey Central 0-6-0 #113 has run under steam for the first time in 50+ years. This 1923 Alco is kept at Minersville, Pennsylvania.

The city of New Orleans is working to finish a new streetcar line before the Super Bowl game in early February.

Information For The Rail Enthusiast



The shape of the framework for part of the new platform cover is seen from an upper window of the Denver depot. – Photo © 2012 Dave Schaaf.



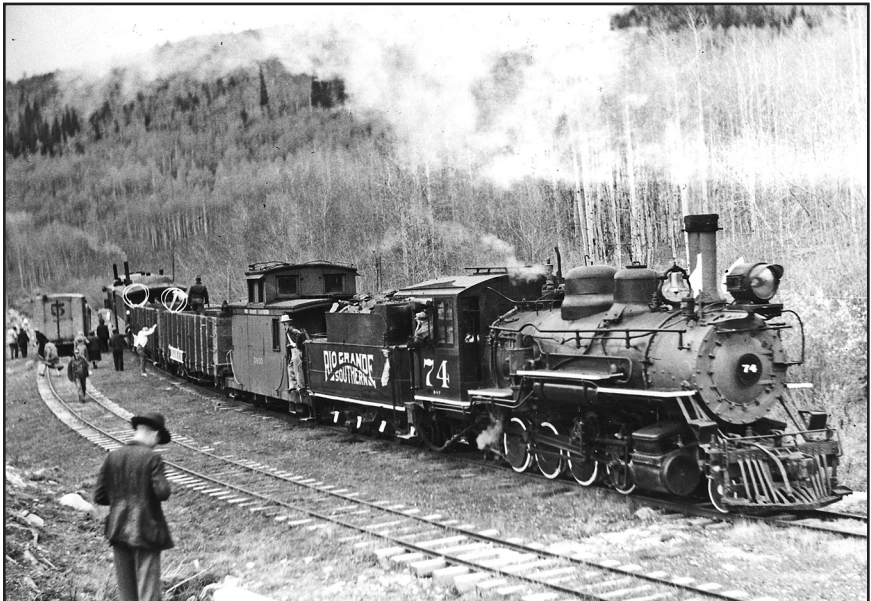
On a Wednesday in December with the unusual date of 12/12/12, BNSF 6086 was southbound at Palmer Lake, Colorado, with Wyoming coal en route to Arizona. This view is across the dry Palmer Lake bed.

– Photo © 2012 Dave Schaaf.

The May 28, 1949, Club Trip From The Camera Of Bob Andrews

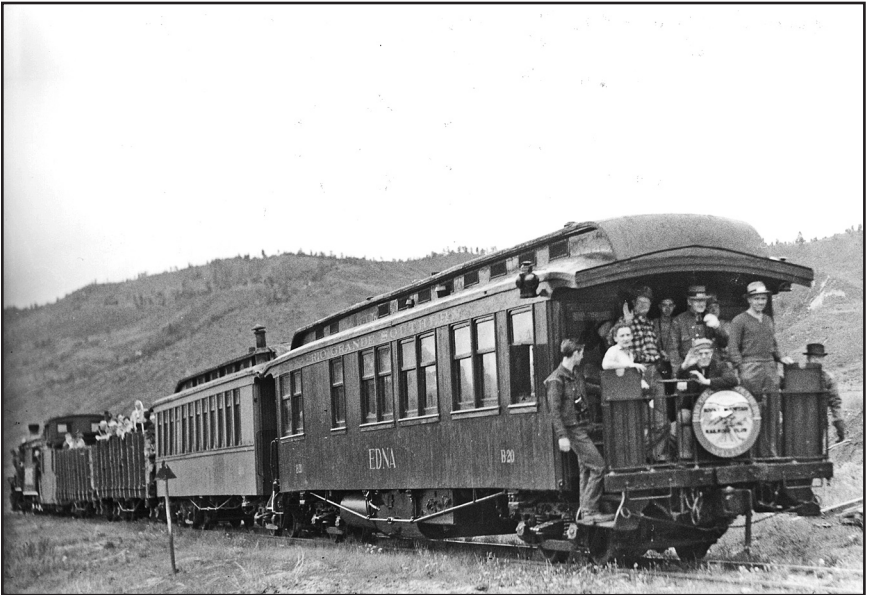


RGS #74 is but one number away from the Club's 75th anniversary, shown here stopped at Ridgway, Colorado. – Bob Andrews photo, Tom Klinger collection.

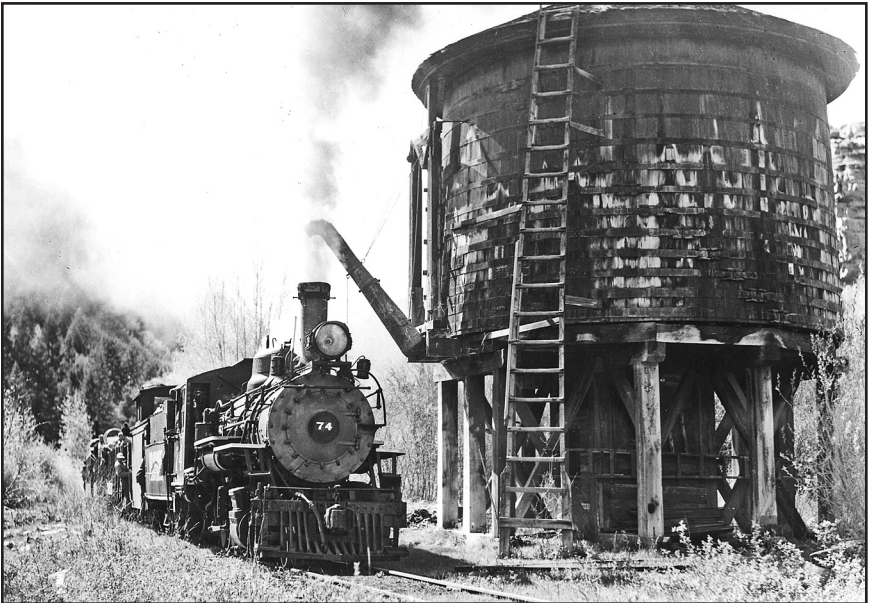


RGS #74 pauses along Leopard Creek for what the day was about – smoke, steam, scenery, companionship and photos. RGS Galloping Goose #5 is on the far left. – Bob Andrews photo, Tom Klinger collection.

The May 28, 1949, Club Trip From The Camera Of Bob Andrews



The Edna, with Club members proudly displaying the Club's drumhead, is departing Ridgway. – Bob Andrews photo, Tom Klinger collection.



RGS #74 eases up to the tank at Vanadium
– Bob Andrews photo, Tom Klinger collection.

Current Railroad Events



Union Pacific 5655, AC4400CWCTE, was tied up across from former Guiseppes's Old Depot Restaurant (open only for special events) at Colorado Springs, Colorado, on November 26, 2012. In the distance was the Colorado Springs Local power, UP 1358, GP40-2. Holiday lights were lit but no snow for most of November. – Photo © 2012 by Chip.

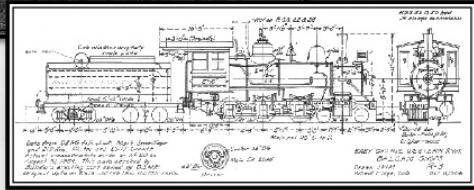
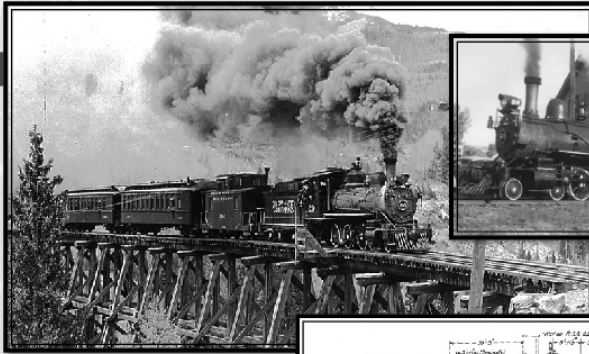


Union Pacific 1358, GP40-2, shoved new Oshkosh Defense built Heavy Equipment Transporters (HET) and M1075 trucks from Colorado Springs, Colorado, to Kelker (Fort Carson) connection on November 27, 2012. UP 1358 was working the Colorado Springs Local. – Photo © 2012 by Chip.

Current Railroad Events



This narrow gauge passenger car on a flatbed trailer was spotted in a truck stop on December 11, 2012. It is in excellent condition, lacking only the air brake system to be operational. The Lac LaBelle & Calumet Railroad was a narrow gauge railroad which operated in the Keweenaw Peninsula, or the extreme northern Upper Peninsula of Michigan. The line ran between a stamp mill at Lac La Belle and two copper mines, the Mendota and the Delaware, from 1883 to 1888, when poor economic conditions forced the line's closure. The car is a replica built from real parts salvaged from a Quincy & Torch Lake car, another narrow gauge railroad in Michigan's Upper Peninsula Copper Range. – Two photos © 2012 Wally Weart.



Rio Grande Southern Locomotive No. 20 Restoration

The Rio Grande Southern No. 20 is arguably the most popular locomotive ever owned by the Rio Grande Southern Railroad (RGS).

Built in 1899 by the Schenectady Locomotive Works and first operated on the Florence & Cripple Creek (F&CC) line, No. 20 was at that time nicknamed the Portland after a famous mine in the Cripple Creek District. It was built to haul freight, passengers and gold from Cripple Creek and Victor, Colorado, to the Front Range.

The Rocky Mountain Railroad Club preserved No. 20 and moved it to Robert Richardson's Narrow Gauge Motel in Alamosa. Once the Colorado Railroad Museum opened in Golden, No. 20 was moved to the new location and donated to the Museum in 2006.

Now, No. 20 is in Strasburg, Pennsylvania, undergoing restoration so it can

be put back into service.

Keeping No. 20 Running

For about 13 years, No. 20 chugged up and down Phantom Canyon, until the flood of July, 1912 ripped out much of the track and brought a halt to F&CC operations.

In 1916, after flash floods destroyed much of the F&CC, putting that line out of business, No. 20 was sold to the Rio Grande Southern (RGS) for \$2,500 and was moved to the Denver and Rio Grande shops in Alamosa for a complete overhaul at a cost of \$1,415.

The rebuilt No. 20 arrived in Durango in March of 1916 and began service on the RGS line and spent the next 35 years on the Silver San Juan Route. In 1951, the RGS went bankrupt and No. 20 was retired.

Rio Grande Southern Locomotive No. 20 Restoration

The Rocky Mountain Railroad club purchased No. 20 for \$2,400. The club has spent considerable amounts of money over the years to keep it in top-notch cosmetic shape, resulting in its placement on the National Register of Historic Places in 2000.

Although the Rocky Mountain Railroad Club cosmetically restored No. 20, it hasn't run in about 61 years. For this majestic piece of history to remain silent and still is unthinkable.

A few years ago, an anonymous donor gave the Museum \$650,000 to restore No. 20 to operating condition. Part of that gift was a \$250,000 matching grant, that through the faithful gifts of supporters, the CRRM received the grant.

It was thought at the time that the \$900,000 dollars would be more than enough to make No. 20 operable. However, after the locomotive was disassembled, much more damage and deteriora-

tion was discovered than had previously been known and restoration costs escalated considerably.

After careful evaluation, it is now estimated that full restoration will require a total investment of \$1,500,000. The CRRM is embarking on a campaign to raise the additional \$600,000 to completely fund the operational restoration of this valuable and historic locomotive.

The RGS No. 20 Campaign

Funds for Rio Grand Southern No. 20 Campaign are needed over the next two years to complete the restoration. The Colorado Railroad Museum has identified matching funds of \$150,000 dedicated to the final stage of restoration. That means gifts will be matched dollar-for-dollar up to \$150,000.

The February *Rail Report* will provide a number of ways that Club members can help support restoration of No. 20.

Renew For The 75th Anniversary Year Membership Renewals Were Due By December 31st

Each member was sent a renewal invoice last year. Some households received more than one renewal. Each renewal form has spaces provided to correct any errors about your contact information. Many members have changed their phone numbers as well as their e-mail addresses, if you have one, in the last five years. In some households each member has a different mobile phone number.

The membership year is January 1st through December 31st of each year.

There is no increase in dues for 2013. To maintain membership and seniority in Rocky Mountain Railroad Club, your dues for 2013 should have been paid by December 31, 2012, but we do allow for a one month grace period in January 2013. The re-sequencing of seniority numbers is performed the first weekend in February.

Membership cards will be mailed out with the March *Rail Report*. **Your membership card will be in the envelope.**

Colorado Railroad Museum 2013 Scheduled Special Operation Days

For information call 303-279-4591

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

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

For information call 303-298-0377

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

15th Annual Jeffco Train Show

Saturday, January 5, 2013

at the

Jefferson County Fairgrounds

The 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; \$10.00 Family Maximum.

There will be door prizes and the Snack Bar will be open for breakfast and lunch.

Intermountain Chapter, NRHS

2013 Event Schedule

For information call 303-298-0377

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

Dinner Meeting at Lone Star Steakhouse

January 18, 2013

Historian Anna Lee Frohlich presents "The Lonely Pyramid on Sherman Hill," which looks at the 60-foot-high Ames Monument located in what was once Sherman, Wyoming. It will explore the history of the monument itself, its builders, the area where it is located, and the family history of Oakes and Oliver Ames to whom it is dedicated. Their stories tell of a great construction project that shaped the history of our country: the transcontinental railroad.

Oakes and Oliver honed their managerial skills at the Ames shovel factory in North Easton, Massachusetts. Oliver Ames was president of the Union Pacific Railroad from 1866-1871. Oakes Ames was in Congress from 1863-1873 and was the dominating force behind the financing of the railroad. Their efforts culminated in the driving of the Golden Spike at Promontory Summit, Utah, in 1869. Anna Lee is the great-great-great-granddaughter of Oakes Ames.

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. *Change in following times: dinner will be from 5:30 to 7:00 PM.* The evening's *program begins at 7:30 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

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

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Club and Foundation Officers

President	Dave Goss
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

John Charles, Nathan Holmes, Andy Dell, Dan Edwards,
Mike Tinetti, Nathan Zachman, Dave Schaaf, Randy Worwag.

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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Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the February 2013 Rail Report should be sent by January 18th.



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DENVER, COLORADO 80201

