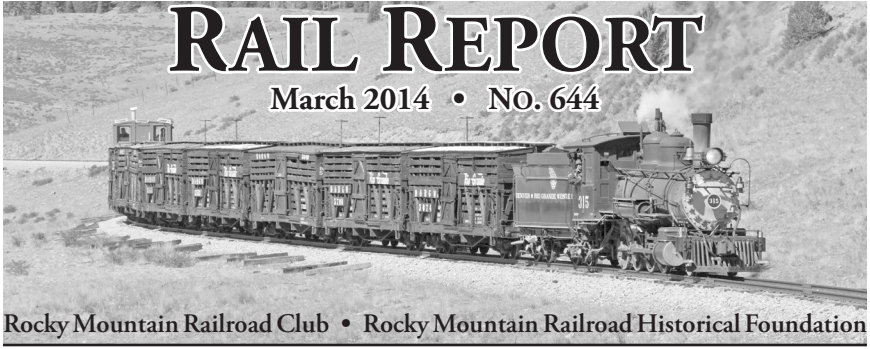


RAIL REPORT

March 2014 • NO. 644



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Cumbres Pass, December 1963 (50 Years Later)

Presented by John Charles, Joe McMillan, & Steve Patterson

March 11th, 2014 • 7:30 PM

John Charles, Steve Patterson, and Joe McMillan have been friends for over 50 years. They have made many rail photography trips together, including visits to Mexico, Africa, South America, and Central America. This past December they celebrated fifty years since their first trip together; a visit to Rio Grande's narrow gauge in 1963. This program chronicles that visit as they follow trains from Durango to Chama and east to Cumbres. John and Steve will present digital programs and Joe will show a 16mm film. Come out and enjoy a program of past railroading.

Please 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.**

RMRRRC 2014 Calendar

- | | |
|-----------|---|
| April 8th | Meeting and Program, "Chinese Steam Operations" by Doug Geiger. |
| May 13th | Meeting and Program, "Colorado Midland" by Mel McFarland. |
| June 10th | Meeting and Program, "Slide and Video Potpourri." |
| July | There is no meeting this month. |

Due to circumstances beyond our control, programs and dates are subject to change without notice.
Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

Cumbres Pass, December 1963 (50 Years Later)

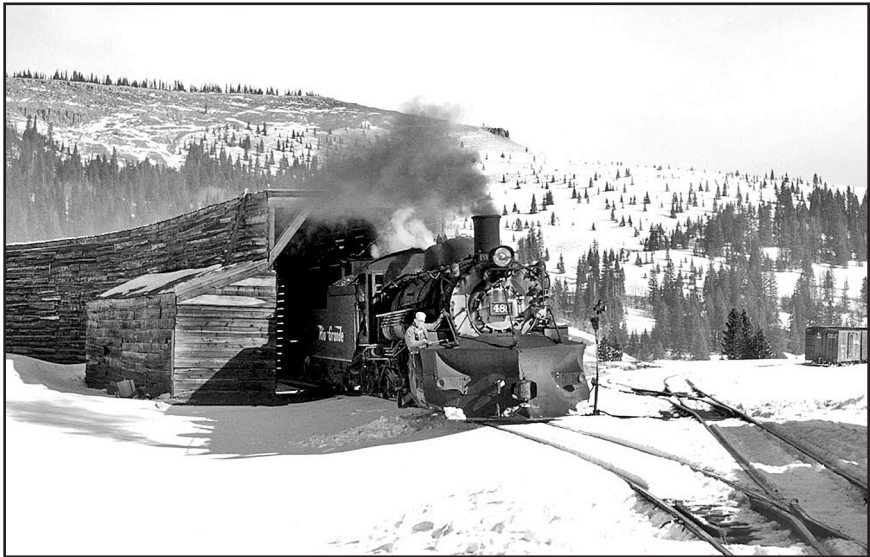


493 leaving Durango with a train to Chama on December 19, 1963.
– Photo © John B Charles.

Cumbres Pass, December 1963 (50 Years Later)



488, with helper 480 ahead of the caboose, between Chama and Cumbres with the last hill turn on December 21, 1963. – Photo © John B Charles.



488 turning at Cumbres after bringing the first hill turn up from Chama on December 20, 1963. – Photo © John B Charles.

Notes From The President

By Nathan Holmes

I want to thank those of you who have responded to my request for comments on the idea of club email updates and electronic distribution of the *Rail Report*. I appreciate your efforts, and it does greatly help us in planning for the future. I had braced myself for a backlash against the idea, but I'm actually a little encouraged to see how many of you are interested in an email list and electronic distribution. With that in mind, the board is planning to move forward with a volunteer pilot program later this fall.

As much as the recent sub-zero temperatures here in Colorado may not feel like it, spring is nearly here. As such, it's time to start thinking about club trips for the year. As I scan and read through the old newsletters, one thing that strikes me is just how many trips the Club did, and how many members rode them. The traditional Memorial Day and fall "Kolor Karavan" trips drew 400 to 500 smiling enthusiasts, families, and friends for three days on the narrow gauge. The cost of the 1964 Kolor Karavan? \$22 per person, and the club sold out handily.

It's a tradition that isn't as easy to carry on as it once was. Even with a very accommodating operator, the cancellation of last year's RMRRC-sponsored Rio Grande Scenic photo charter shows that such trips aren't the sure sell they used to be. Based on feedback the board received from members after the trip's cancellation, it would be challenging to design a multi-day trip that accommodated enough flexibility to appeal to enough members and yet could still run affordably, so we probably won't be trying anything that grandiose this year.

We did have some outstandingly successful trips for our 75th Anniversary, however. The motorcar trip over the Creede Branch on Memorial Day weekend was a hit, with club members filling most of the open seats on anything moving. The Georgetown Loop trip sold most of the available tickets. The tour of the old DSP&P at Como and the King Mine did well. The year before, a late fall trip to the Greeley Freight Station Museum for a behind-the-scenes tour did very well. From these, it seems that the winning formula is the "trip" part of the trip takes no longer than a day from the Denver area, and doesn't break the bank.

As I mentioned in my first column, the club faces a challenge attracting new members, and part of overcoming that challenge is convincing new people that – to borrow a line – membership has benefits. One of those benefits is the trips we run for our members. Using the formula of what works, we're looking at a number of opportunities for this year.

Possibilities on the table include group tours to the Comanche Crossing Museum that was highlighted in our February program, the Pikes Peak trolley museum, or even the Greeley Freight Station Museum for those who didn't get to go last time. We're also looking at repeating the outstandingly successful Creede trip, and possible day trips on railroads that are an easy drive from the Denver area such as the Georgetown Loop or Leadville, Colorado & Southern. There's also been some interest in organizing driving tours of some of the old grades, but last year's free Florence & Cripple Creek trip wasn't exactly a stellar success. Nothing's

Notes From The President



BNSF 1732 switches some industries in north Denver, west of I-25. On February 6, 2014, an SD40-2 and this caboose “shoving platform” on the “D&IM local” wait for an assignment near 53rd and Fox Street. – Photo © 2014 by Dave Schaaf.

finalized yet – I mostly wanted to give you a preview of what’s being considered for the 2014 season. Watch the *Rail Report* and the website in coming months for trip announcements so you don’t miss the deadlines.

That’s not to say we’re ruling out bigger trips in the future. As many of you know, Amtrak’s Southwest Chief is the only remaining traffic over the old Santa Fe Raton Pass line, and even that may come to an end next year. BNSF has asked for a financial contribution from the states served (Kansas, Colorado, and New Mexico) to maintain the route to its current passenger standards. As a result, if the money doesn’t come through the Chief may be rerouted and Raton idled at the end of 2015. As such, the board is considering a club trip over the route before it’s idled. Tentatively, we’re looking at a trip late next summer – possibly over Labor Day weekend – that would be La Junta to Albuquerque one morning and back to La Junta the next day. While in

Albuquerque there are things the club could do, such as explore the Rail Runner commuter rail system or a possible visit to the group restoring ATSF 2926. If there’s enough interest, we could even possibly manage bus transportation to and from the Denver area. The trip is still just a nascent idea, but it’s one that had very wide interest at the last board meeting and I believe would be of great interest to our members.

If you have an idea for a trip or would be interested in helping to plan / lead an outing, contact me or any of the board. We’re always looking for members that have an interest in helping to organize these trips.

I’m always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@ndholmes.com, or by phone at 719-235-1286. Please don’t hesitate to reach out to me.

Information For The Rail Enthusiast



Norfolk Southern #8102, a GE ES44AC painted in tribute to the Pennsylvania RR passed through the BNSF Denver loco facility on February 17, 2014.

– Photo © 2014 by Dave Schaaf.

Information For The Rail Enthusiast

By Dave Schaaf

After a couple of years in the temporary waiting room during RTD construction, Amtrak service returned to Denver Union Station at the end of February. Renovation inside the historic Union Station building is not yet finished, so Amtrak passengers will access the waiting room, ticketing and baggage office by following signs to the track side of the building at the south end (the south wing portion of the historic building). From there, passengers will follow signs to the newly constructed passenger platform, under the large white canopy, where they will load and unload. Access to the new Amtrak facility will be from the front of the building when construction is completed in July.

In early February, steam trains were busy out west. In Oregon, Mount Emily Shay #1 ran at Prineville, while farther east at Baker City the Sumpter Valley had a 2-8-2 and a Heisler hot. Virginia City, Nevada, also saw two steam engines running on the Virginia & Truckee for a special event.

A few major railroads, some oil shippers, and car builders now plan to construct tank cars with much better safety features. Thicker walls and ends, and better protected valves are some of the improvements. A couple of railroads are now charging higher fees to shippers that use older style tank cars, in an effort to speed up the conversion to safer models.

Information For The Rail Enthusiast



As part of a 2-State and 3-Railroad Winter Steam Charter put on by Pete Lerro we see a classic double header on the Virginia & Truckee RR. V&T #29 and #18 head their freight train up-grade between Gold Hill, Nevada, and Virginia City on February 6, 2014. The tailing pile from the decades of mining in the area provides the backdrop for this impressive sight of steam power.

– Photo © 2014 Martin E. Hansen.

North American intermodal shipments reached 15,537,925 units in 2013, up 4.6 percent in a year.

In northwest New Mexico, BNSF and the Navajo Nation have had some preliminary talks about the feasibility of extending a rail line to the Farmington area. On the Cumbres & Toltec, the Chama Steam charter group is planning a work extra train with engine #315. This would leave Antonito on May 17, and offer unique photo opportunities in several spots. Info at 575-756-1674.

Jim Young retired from his executive position at Union Pacific at the end of January, staying on as non-executive

chairman. The U.P. named Lance Fritz as the new president and chief operating officer, while Cameron Scott replaced Fritz in his former role as exec VP of operations. Jack Koraleski remains CEO of the railroad. Mr. Young died of cancer in February.

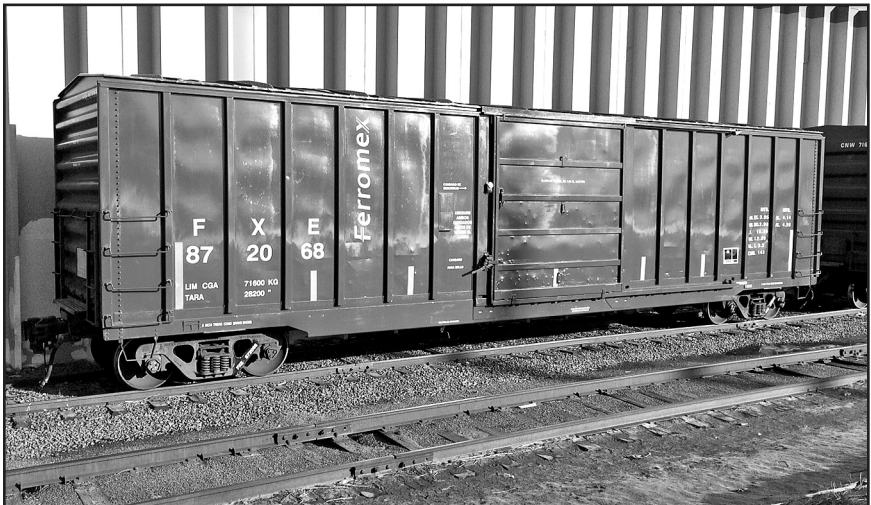
William J. Holtman passed away at the age of 92 last month. He began working for the Rio Grande in 1947, and during his career with the D&RGW he moved up through the ranks to eventually become president and CEO. Following the merger of the Rio Grande with the SP, he served as Vice Chairman until retiring at the end of 1992.

Current Railroad Happenings



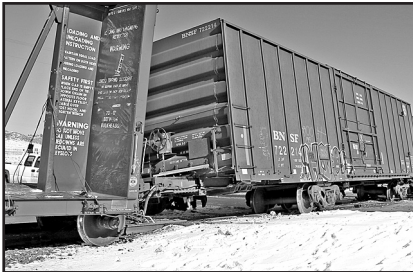
Will locomotives be fueled by liquid natural gas? BNSF 9130 and 9131, SD70ACe, were spliced by liquid natural gas (LNG) tank car BNSF 933501. The train came from Topeka, Kansas, and stopped at Caddoa Siding 35 miles east of La Junta, Colorado. The train was parked there February 10 and went into the Technology Test Center (TTC) via Avondale, Colorado, on February 11, 2014.

– Photo © 2014 by Chip.



Ferromex (FXE) 872068 freshly painted (Autocom Freight Car Felipe Pescador) was being unloaded at Grand Worldwide Logistics, Corporation, 6795 Sandown Road in Denver, on February 13, 2014. No graffiti on this car compared to the other boxcars parked at this industry. – Photo © 2014 by Chip.

Current Railroad Happenings



On February 6, 2014, a north bound BNSF Amarillo, Texas, to Denver freight train derailed in Sedalia, Colorado. BNSF 9746 had a traction motor lock up and judging by the rail shaped scar on the wheel it slid a long way. This caused track damage and then the derailment.

One freight car truck disintegrated and the side frames and bolster were all in different spots at the scene. One wheel set rolled 100 yards down the hill while a delivery truck backed out of its path. The wheels stopped at a store / gas station causing some damage to a brick pillar and a post that held up the awning. All cars stayed upright and no separated air lines were seen. – Three photos © 2014 by Nathan Zachman.



Current Railroad Happenings



Union Pacific 4656 S. was on a 53-car train between Officer Junction and Johnstown headed for Milliken, Colorado, where Union Pacific interchanges with Great Western. It is rare to see big Union Pacific motors this deep into Great Western trackage. February 4, 2014, north of Johnstown, Colorado.

– Photo © 2014 by Chip.



A Stryker 8-wheeled Army vehicle on flatcar moved via BNSF at Englewood, Colorado, on February 6, 2014. While Strykers have been in the Army's inventory since the late 1990s, the ones that came to Colorado Springs on February 7, 2014, are of a new design. The latest generation of the Stryker includes improved armor with a V-shaped hull that deflects landmine and bomb blasts. The Strykers are a family of vehicles, which in different configurations can operate as ambulances, carry infantry squads or take out enemy tanks with a 105 mm cannon. *The Colorado Springs Gazette contributed to this article.* – Photo © 2014 by Chip.

Current Railroad Happenings



Canadian National 5469 and CSX 818 were on westbound BNSF's Lincoln, Nebraska, to Provo, Utah, train at Arvada, Colorado, on January 26, 2014.
– Photo © 2014 by Chip.



BNSF 4155 E. passed Union Pacific 6272 at Leyden Siding. The 6272 was held account winds over 60 MPH at Big Ten. – Photo © 2014 by Chip.

Current Railroad Happenings



Amtrak unit #184 is decorated in the Phase 4 scheme of earlier days, here on the westbound California Zephyr in Denver on February 17, 2014.

– Photo © 2014 by Dave Schaaf.

Long before the founding of the Rocky Mountain Railroad Club in 1938, there was another railroad club in Denver: The Rocky Mountain Railway Club, established in 1900.

This is the second of several articles about the club provided by Dan Edwards.

Hot Boxes and Piece Work Railroad Employees Consider Two Important Factors

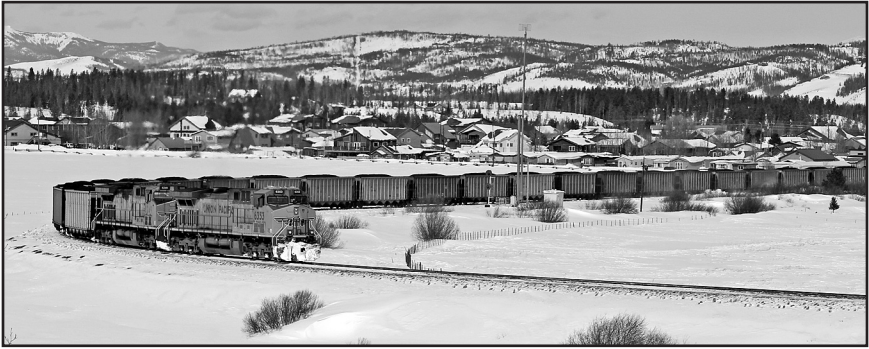
— *Denver Post*, June 17, 1900 —

The Rocky Mountain Railway Club held its regular monthly meeting last evening at the American house, devoting the session to a discussion of hot boxes and “piece” work instead of day work in railway shops. C.H. Quereau, first vice president of the club, opened the meeting and after the discussion devoted to the hot box of the past and the present, it was agreed from personal experiences among representatives of all the roads who were present that the new methods, the result of improvements suggested by scientific application to the problem, save 50 percent of the oil and waste formerly used, and there are half the number of hot boxes or red hot journal boxes caused by the friction of rapid running as there were ten or fifteen years ago.

August Klein, coach yard foreman of the Colorado & Southern, opened the consideration of “piece” work instead of day work as effecting more results at less expense. It was said men loafed when they had day work, but when given individual jobs, not only were they more energetic, but they took pride in their jobs. A.L. Humphrey, the new superintendent of motive power of the Colorado & Southern, took part in the discussion.

Nineteen new members were added. The next meeting will be held the third Saturday in July. The club is an organization of railroad men, and its object is the advancement of knowledge concerning the operation of railways.

Current Railroad Happenings



On February 18, 2014, this eastbound coal train was climbing toward the Moffat Tunnel at Fraser, Colorado. UP 6353 was pulling 113 loads to Houston, Texas.
 – Photo © 2014 by Dave SchAAF.

Rio Grande Southern R. R. No. 191	RIDGWAY, COLO.	to TELLURIDE, COLO.	SEPT. 1, 1951	TELLURIDE, COLO.	to LIZARD HEAD, COLO.	SEPT. 2, 1951	LIZARD HEAD, COLO.	to RIDGWAY, COLO.	SEPT. 2, 1951				
										Rocky Mountain Railroad Club Excursion to TELLURIDE and LIZARD HEAD, COLORADO By Special Train September 1-2, 1951	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<small>SECRETARY</small>													

The Club archives are incomplete and missing announcement flyers or postcards for several trips. Dave Goss is collecting historic Club items for the archives and would like to talk to any person who might have them. A ticket for the Telluride and Lizard Head trip on September 1-2, 1951, is in the archives but Dave would like to hear from anyone who has a trip flyer, post card or advertising.

Do You Have Old Rocky Mountain Railroad Club Information?

Even though we have a ticket for the October 7–8 1950 Alamosa to Gunnison excursion (reproduced in the February *Rail Report*), this trip did not take place. Was any announcement printed?

Contact Dave Goss at 303-693-9933, or by email at dave@dcgoss.com.

	No. 277
	UNION PACIFIC 9000
	MARCH 11, 1956
<input type="checkbox"/> HALF IF PUNCHED	WATCH YOUR STEP

The UP 9000 trip in 1956 was a short notice event and no flyer was published. Were post cards sent out? Dave would like to hear from you if you know.

Colorado Railroad Museum 2014 Scheduled Special Operation Days

For information call 303-279-4591

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

Bunny Express Train	Saturday, April 19
Wild West Day	Saturday, June 21
Dinosaur Express Train	Saturday, July 19

Day Out With Thomas
Saturdays & Sundays
September 13, 14, 20, 21, 27 & 28

Trick or Treat Train
Saturday & Sunday, October 25 & 26

Santa Claus Special
December 14, 15 & 21

Colorado Rails and Cocktails - An Evening of Colorado History

The Lonely Pyramid Hill on Sherman Hill,
April 11

Railroad Stories: Kate Shelley, June 20

Denver's Street Car Suburbs, August 29

Firing on the Grande, October 10

The American Hobo, December 12

Advanced Tickets Required,
21 and older only.

Ride The Rails Saturday

Train rides every Saturday. Catch a ride behind one of the Museum's steam or diesel locomotives in passenger cars from different eras in Colorado railroad history or on the uniquely Colorado Galloping Goose. Rides operate 10:00 AM to 4:00 PM.

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

2014 Event Schedule

For information call 303-298-0377

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

Friday, March 21, 2014

Dinner Meeting and Program at IHOP

Dinner 6:00 PM, Program 7:00 PM.

Refer to the Intermountain Chapter,
NRHS website for program information.

Dinner Meeting Notes:

The dinner meetings are at the IHOP at 5280 Wadsworth Bypass in Arvada. Go to 53rd and turn east, you will be there. Lots of parking and well lit. We have the back meeting room from 5:30 to 8:30 PM. The food is good and priced right. The menu is varied from breakfast, lunch, and dinner items available all day. IHOP management has been informed to expect 20-25+ people, so please plan to attend the program and support the Chapter. When you arrive tell the IHOP personnel you're with the railroad club.

No minimum dollar amount of food to purchase is required to attend, but please order something. The gratuity will NOT be pre-added to your dinner check. You'll calculate your own. Dinner orders begin at 5:30 and the program begins at 7:00 PM. So, please arrive accordingly to be served in time to enjoy both your meal and the program.

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Club Information

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Club and Foundation Officers

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

John Charles, Andy Dell, Don Hulse, Dennis Leonard,
Pat Mauro, Charles Moffat, Mike Tinetti, Nathan Zachman.

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

E-mail: selectimag@aol.com

Items for the April 2014 Rail Report should be sent by March 14th.

ROCKY MOUNTAIN



RAILROAD CLUB

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