

# RAIL REPORT

January 2016

No. 666

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## UP Diesels From The 1970s To Today

Presented by Tom Klinger

January 12th, 2016 • 7:30 PM

Union Pacific freights from across the UP system will be on the screen without the wind, cold, heat or bugs you might find while at track side. This will be a night of UP power, on UP tracks with UP scenery.

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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.**

### RMRRC 2016 Calendar

February 16th      Monthly Meeting and Program, "Howard Fogg, WWII Fighter Pilot and Master Railroad Artist" presented by his son Richard and Janet Fogg.

**Please note: This February Meeting is on the THIRD Tuesday due to a church event.**

March 8th            Monthly Meeting and Program.

April 12th            Monthly Meeting and Program.

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](mailto:ds5280@comcast.net) or 303 988-3456.

## UP Diesels From The 1970s To Today



UP #3748 is climbing the grade at Albany, Wyoming, on its way to Walden, Colorado, on the Union Pacific Coalmont Branch on December 23, 1986.

– Photo © 1986 Tom Klinger.



UP #6908 is westbound, east of Granite, Wyoming, on the climb to Sherman Hill on May 19, 1984. – Photo © 1984 Tom Klinger.

For Rail Report 666, the masthead photo features Northern Pacific engine 666, a 4-4-0, in St. Paul, Minnesota, on August 16, 1934.

– Robert B. Graham Photo from the James L. Ehernberger Collection.



On December 6, 2015, Union Pacific 7812, ES44AC, was one of the last units to receive maintenance at UP's Denver Locomotive Shop, former Denver & Rio Grande Western (D&RGW) Railroad Burnham Shops. EMD locomotives dominated when DRGW ran the operation in the 1970s into the 1980s. In 1988, Rio Grande Industries, the company that controlled the D&RGW under the direction of Philip Anschutz, purchased the Southern Pacific Railroad. The combined company used Southern Pacific's name due to its name recognition among shippers.

– Photo © 2015 by Chip.

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## Notes From The President

By Nathan Holmes

Welcome to 2016, the 78th year of the Rocky Mountain Railroad Club! I hope you all had a wonderful Christmas and New Years. Before I get to the big news, I thought I'd update everyone on a few things that I get asked frequently.

Many of you have asked about another potential Burnham Shop tour before the end comes in February. Dave Schaaf has been tirelessly working his contacts to try to make this happen, but so far we've had no luck getting Union Pacific to authorize it. Our contacts in the shop



## Notes From The President



Stepping in for the President, the annual meetings for the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation were conducted by Vice-President Dave Schaaf (right) and Secretary Roger Sherman (left). Program presenter and director Nathan Zachman (center) monitored the progress of the meetings. – Photo © 2015 Bruce Nall.

are perfectly willing, but so far we're just getting the corporate run-around from the "folks upstairs."

Likewise, we're running into some issues with getting pre-opening RTD trips. Dave and other railroad groups have been working on setting this up, but RTD so far is telling us that because this is full-blown commuter rail, the FRA won't allow them to run pre-opening day trips for anybody – no press, no politicians, and no us. We're still working on it, and maybe we can at least get the first train on opening day if we can't go ahead of time. We'll keep you informed, as the

opening of the first line – the airport line – is coming up soon in April.

January is your last month to renew and make sure you keep your membership number. Don't wait until the last minute and then forget!

Now for the big news – and it's all good. The large book donation I mentioned in December is now a reality. Thanks primarily to long time club member and past president Jim Ehernberger, the Foundation now has over 35 boxes of Jim's spare and extra railroad books to help raise money. Dave and I moved

## Notes From The President

them from Cheyenne in late November, and now they're sitting in "World Headquarters" (otherwise known as our Denver storage locker) waiting to be sold to support our preservation efforts. We've also gotten a number of other smaller book donations through Dave Goss and others that will also be rolled into this project. Honestly, it's a daunting number of items to catalog and auction, but with the help of board members we can do it.

In the words made famous by a credit card marketing campaign, "Membership has its privileges." The board all agrees that loyal club members should get the first shot at this collection, as there are a number of rare items in it. We've debated how to do this fairly, and we've arrived at a mail bid auction with a fixed closing date. Starting in either the March or April newsletter, we'll publish a list of books for auction that month in the *Rail Report*. Since we don't want to try to handle the whole collection at once and we want to give folks' wallets a few weeks to recover, we'll probably list 30-40 books each month. Each will have an identifying number, title, condition, and a minimum bid based on fair market value. There will also be a link to the Club's website, with pictures of each item so that collectors can assess the condition for themselves.

In addition to the sale list, there will also be a bid form for that month. You'll give us your bid and some contact information and mail it to us so that we receive it by the deadline. (We'll also probably have an online form.) On the closing date, we'll find the winning bid-

der for each book and try to contact them. If we don't get a response with several days, we'll contact the next highest bidder. The winners will then be notified of the final price – with shipping and applicable sales tax for Colorado residents added in – and once you pay, we'll ship out your books.

Anything that doesn't sell will go to the general meetings as a fixed price item, and if it doesn't sell there, will go to general auction. Our goal is to find these items a good home while still getting a fair price for each. We want the Foundation to receive as much benefit from this substantial donation as it can, since donations are the Foundation's only source of revenue.

Speaking of the Foundation, it's time to announce the 2016 RMRHF Mini-Grant Program. Officially we'll kick it off mid-January – keep an eye on the Foundation's website and our Facebook page for the announcement. The rules for applying will be essentially the same as last year. I'll give you all the details in the February newsletter, along with photos and updates on last year's recipients for those who missed the annual business meeting, but it's never too early to start spreading the word to organizations that might benefit. Help us help railway preservation in 2016!

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](mailto:me@ndholmes.com), or by phone at 719-235-1286. Please don't hesitate to reach out to me.



Two EMD Tier 4 emissions demonstrators went to the Transportation Test Center in Pueblo, Colorado, on November 24, 2015. Symbol JSXRAVC922, they were hauled dead in consist with the stacks capped. These units no longer use the 2 Cycle EMD prime mover. Now called the 1010, an updated version of the 265H 4 Cycle diesel is used. EMD unveiled the new cab design and what has been an export fabricated trucks on the Tier 4 emissions demonstrators. The “porkchop” windshield has been brought back along with a more pronounced tilt back. It has a taller long hood behind the cab along with separate horns placed at the back end of the unit over the rear headlights. Export style handrails are behind the fireman’s side of the cab as well. – Photo © 2015 Daren Genau.

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## Information For The Railroad Enthusiast

By Dave Schaaf

In mid-November, Union Pacific announced that it will stop operating the Burnham Shops in Denver on February 14, 2016. This shop area dates back to the 1870s, and was the home of the Denver & Rio Grande. These shops had built and repaired Rio Grande narrow and standard gauge locomotives, freight

and passenger cars, and maintenance of way pieces. Lately, repair work has been just on U.P. locomotives, mostly of G.E. origin. U.P. says that loaded coal trains originating in Colorado have decreased 80% since 2005, and that is a major factor in the closing of this facility. The Colorado Springs Utilities board

## Information For The Railroad Enthusiast



Denver RTD light rail vehicle (LRV) 262, Siemens SD160, hit the end of track bumper and catenary support knocking down overhead wires on December 13, 2015, about 10:00 PM. The Denver RTD car 262 operator was the only person aboard and was reported to be uninjured. The C&D lines terminate at Littleton-Mineral Street Station. A Denver RTD truck with crane was positioned to temporarily support the overhead catenary on December 14, 2015. The object at right is the crushed end of track bumper. The line reopened 7:00 AM on December 14th.  
– Photo © 2015 by Chip.

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has voted to close the coal-fired Martin Drake power plant by 2035. About 200 Burnham employees will be offered the opportunity to transfer to other shops in Nebraska and Arkansas. Union Pacific intends to sell the 70 acre property.

The Apache Railway in eastern Arizona has gotten good news in recent weeks. It had been in danger of being scrapped after it's largest shipper closed 3 years ago. Local investors have bought this 38-mile line and will work to continue the profitability it has recently experienced. This railroad uses Alco diesel units, and connects with the BNSF at Holbrook.

BNSF and U.P. are closely watching efforts by Canadian Pacific to take over Norfolk Southern. There have recently been a couple of different offers by CP, but as of now they were rejected by NS.

General Electric will supply 1,000 diesel locomotives to Indian Railways. In an 11 year contract worth over \$2.5 billion, G.E. will deliver and maintain the units from a new facility in India and also send some in kit form out of the U.S.

Cumbres & Toltec (ex D&RGW) engines 463, 484, 487, 488 and 489 were all under steam simultaneously in recent weeks at Chama, New Mexico. In



## Information For The Railroad Enthusiast

Durango, Colorado, engine #478 and flanger OF have been rebuilt and are back in service.

Steam veteran Dan Ranger passed away last month at 77 in Chama, New Mexico. In his railroad career, he had worked for the SP, Roaring Camp, LK&P in Hawaii, and more. He had also written many articles and been executive director of the Tourist Railway Association. He may be best known around here as twice being general manager of the Cumbres & Toltec Scenic RR. In Iowa, the long-time general manager of the Boone & Scenic Valley Railroad, Fenner Stevenson, died unexpectedly at 71.

North Platte, Nebraska, has held an annual Rail Fest for several years now, but local difficulties may prevent that event from coming back in September.

Former Southern Pacific 4-8-4 #4449 has been overhauled and is back in steam. This famous “Daylight” engine was able to again pull holiday trains in Portland, Oregon.

A diesel locomotive and a caboose were trucked out of the Boulder Valley Railway Historical Society collection near Valmont Butte in Colorado. Details are few right now, but these may have moved to Utah in December.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these web services. Please give it a try!

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

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### Rio Grande Flanger Extra – March 12 and 13, 2016

The Friends of the C&TS will run an exclusive “Rio Grande flanger extra” for photographers in March. The charter trains will depart from Antonito, working as far west as snow and ice conditions will permit. These trains serve as a fundraising event for the Friends, with proceeds going toward ongoing restoration projects on the C&TS.

The Friends are working with Michael Allen and Mike Shade to ensure the best possible photo run-by locations in optimum light. We appreciate their willingness to assist with these logistics.

**Saturday March 12** will feature a snow-clearing flanger train with plow-equipped K-36 #487 on the head end, Flanger OJ, Water Car 0471, Gondola

6205, Box Car 3244, Cook Car 053, Bunk Car 04407, and Caboose 05635 & 0503. Depart the C&TS Depot in Antonito at approximately 5:30 AM for sunrise photos at Hangman’s Trestle. The train will operate from Antonito to Big Horn.

**Sunday March 13** will have the train with #487 on the lead and Flanger OJ, Box Cars, Cook Car, Flat Car, Bunk Car and Caboose departing from Antonito at approximately 9:00 AM. The rain will work west with the goal of reaching Sublette if winter weather conditions allow it. This will also allow for dusk photo opportunities at Lava Tank.

*Note: The consist is subject to change. Please allow some flexibility.*



## Information For The Railroad Enthusiast



UP dispatched its snow bus after blizzard conditions swept across eastern Colorado closing I-70 Airpark Road to Kansas November 16-17, 2015. UP 4449, SD70M, was eastbound on Moffat Tunnel Subdivision Belt Line with UPP 430 caboose and UP 9486, C41-8W. Snow bus, train P DVDV 17 Denver to Denver of November 17, 2015. Train had departed UP's North Yard north of Denver. Zimmerman Metals at left. – Photo © 2015 by Chip.

Price: \$795 per person. This includes water, soft drinks, coffee, doughnuts & snacks being provided on the train.

Deadline: 27 paid passengers are needed by Monday, January 18, 2016 to make the operation of the charter viable. The maximum number of passengers will be held at 40 to ensure the best possible experience for everyone on board. You are considered a “confirmed and ticketed passenger” when your payment has been processed by the office. This is a “first come, first served” charter.

Payments can be made via personal

check, money order, MasterCard, VISA or Discover credit cards. The Friends are a 501(c)(3) non-profit organization with a portion of your fare considered to be tax-deductible. Checks can be sent to:

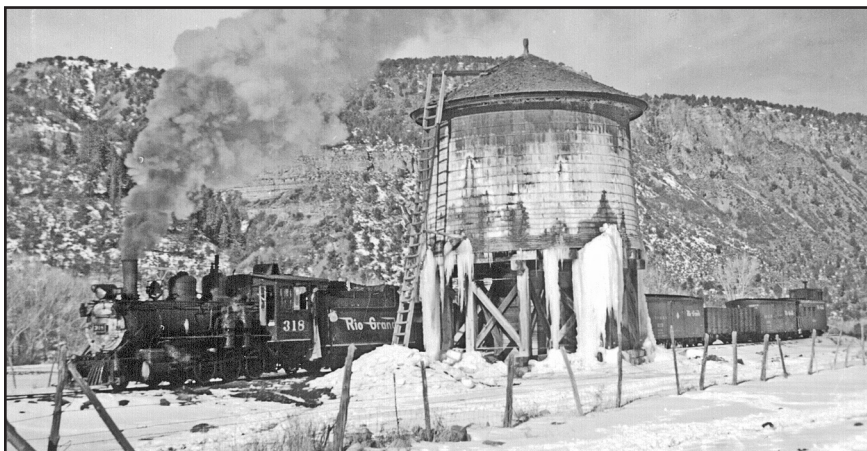
Friends of the Cumbres & Toltec Scenic Railroad, Inc.

4421 McLeod Road NE, Suite F  
Albuquerque, NM 87109

Telephone: 505-880-1311

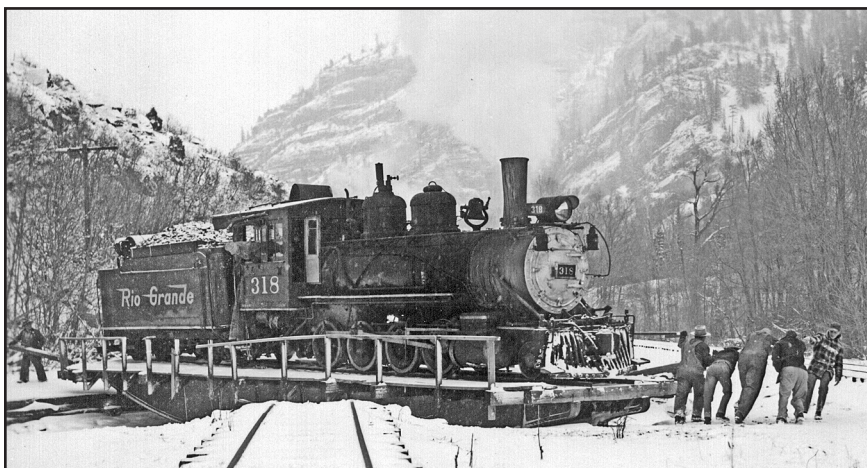
*Note: This event is not organized by or affiliated with the Rocky Mountain RR Club.*

## Engine 318 Gallery



On January 24, 1953, D&RGW engine 318 handled a six-car train between Montrose and Ouray, Colorado, here stopping at the icy Cow Creek tank to take on water. Engine 318, a 2-8-0, was built by the Baldwin Locomotive Works in 1896 for the Florence & Cripple Creek Railroad. The D&RG acquired it in 1917 and it was numbered 428 until its final re-numbering in 1924. Club Member Cornelius Hauck purchased the 318 on January 31, 1954, and it is currently displayed at the Colorado Railroad Museum.

– John McDonald photo, James L. Ehernberger Collection.

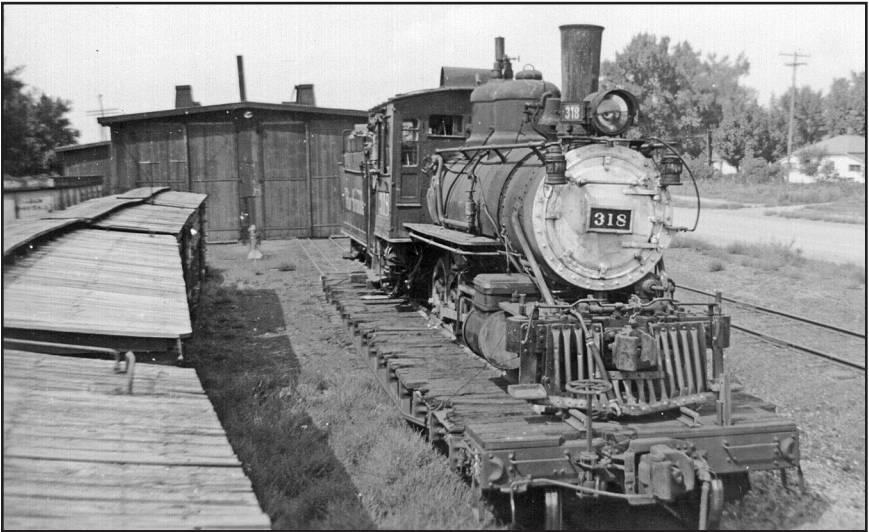


The final train into Ouray took place on March 21, 1953. Bob Richardson captured this rare image showing engine 318 being turned by hand on the “armstrong” turntable at Ouray. The narrow gauge rails between Ridgway and Ouray were removed shortly afterward. The line was made standard gauge between Montrose and Ouray, thus ending narrow gauge operations out of Montrose. Many of the narrow gauge freight cars were loaded on standard gauge flat cars and sent to Alamosa for use on the Durango line. – R. W. Richardson Photo.

## Engine 318 Gallery



D&RGW standard gauge engine 1142 and narrow gauge engine 318 posed near the engine house at Montrose, Colorado, on January 6, 1953. Engine 1142 was the last standard gauge steam locomotive used at Montrose. Engine 318 was the last narrow gauge steam locomotive used on the Ouray Branch. – Railway Express agent John McDonald of Montrose photo, James L. Ehernberger Collection.



D&RGW engine 318 was on a flat car awaiting disposition on September 14, 1953 at Montrose. The Cedar Creek Branch and the Ouray Branch beyond Ridgway as well as various cars, etc., were auctioned at a public sale (according to a descriptive brochure) at Montrose on January 12, 1953, including two locomotives, the 318 and Mudhen 454. The 454 was scrapped, but the 318 was not sold and was held until Cornlieus Hauck came to the rescue and purchased it at the end of January in 1954. – John McDonald photo, James L. Ehernberger Collection.



## Events of Railroad History: A “Spotter’s” Ride from Leadville to Denver in 1883

From the files of the U.S. District Court, Denver

Research by Dan Edwards

As noted in the October, 2015, *Rail Report*, the Union Pacific hired men from detective agencies, called “spotters” by railroad employees, to travel incognito on its trains and report on crew conduct. Below is one such report of a ride on a Denver, South Park & Pacific train.

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At 7:30 a.m. Sunday, June 10, 1883, I left Leadville for Denver on Train No. 6, arriving at 6 p.m. the same day. The train consisted of 1 Baggage & Mail Combined, 2 Coaches and 2 Chair Cars.

I used ticket No. 1375, value \$32.20, bought at Leadville, good from Leadville to Kearney, Neb. I sat in 12 seat left side in 2nd car No. 18, which had 14 seats on right side and 13 seats on left side.

Leaving Leadville. Man and boy 18 year old in first car second seat left side. Man next to aisle gave conductor a bill, & conductor gave him some coins pieces and one drawback check, which conductor cancelled in duplicate as he issued it, and man gave same to boy next to window. Both went to Granite.

Two ladies [were] in 7 & 8 seats left side of second car, and lady in seat 8 gave conductor two or three bills, and conductor returned her what I took to be pieces of coins and I thought one drawback check. The two ladies were evidently together, and conductor appeared to be acquainted with them. I took the parties to be sisters. The seats were turned over & the lady in 7th [seat] paid nothing.

Leaving Granite. Two young men [were] in 1st car about 8th seat when I came into car after leaving station and conductor had collected their fare. They were talking to each other about conductor charging them too much. I saw the transaction from other car but could not tell distinctly. These men I think were tie makers. Both went to Buena Vista. [Note: At this time the South Park’s line over Boreas Pass was not completed, so the railroad was using D&RG tracks from Leadville to Buena Vista enroute to Denver.]

Leaving Buena Vista. Man in 3rd seat left side 2nd car on conductor’s approach gave him a \$20 gold coin. Conductor gave one bill and balance of change in silver coin. Conductor then walked to rear of car and took a seat in 14th seat right side and commenced talking to news agent, who was sitting in seat in front of him and telling him something about the drawback check which he held in his hand. Conductor then got up and walked to man in 3rd seat left side and handed him a drawback check. I did not observe whether it was cancelled in duplicate or not. About ten minutes later the conductor gave the man the drawback check. The news agent went to the man & got the drawback check. (I did not observe what he gave for it) and took it to the rear of the car & gave it to conductor, who took it and put it in his pocket.

Leaving Dawsons. Man in 3rd seat left side next to window on approach of conductor gave him a bill, at the same time pointing to woman sitting next to him & to two women sitting in 4th seat right side. Conductor looked at them & then gave the man some silver coin & 4 drawback checks, which he cancelled in duplicate as he issued them.

Leaving Wheatland. Man in 8th seat left side next to aisle [in] 2nd car on approach of conductor gave him a \$5 bill and at same time nodded his head to woman



## A “Spotter’s” Ride from Leadville to Denver in 1883

that was sitting next to window. Conductor gave the man some coin & two drawback checks, which he cancelled in duplicate as he issued them. Both went to Denver.

After conductor gave man that got on at Wheatland drawback check, conductor went in the rear of car and woke up news agent, who was asleep in 14th seat right side & said something to him, and in about 5 minutes news agent went to man in 8th seat left side & tried to buy the drawback checks that conductor had given him, but man would not sell them to him. News agent then went into forward car where conductor was, and in about 15 minutes conductor came to man & gave him a 50-cent silver piece, and man gave conductor the drawback checks. Conductor put drawback checks in his pocket & went back into forward car.

The brakeman did not call all the stations on stopping at them, also spent a good share of his time smoking while on trip.

Conductor was very familiar with brakeman & also news agent and would sit & talk & joke with them between stations.

Conductor & brakeman were polite & attentive to passengers.

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Note: A drawback check was issued by a conductor to a passenger on account of the overpayment of cash fare by that passenger – conductors did not carry a lot of change. The passenger could redeem the drawback check at any DSP&P ticket office.

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### January: Reprieve for Late Renewing Members

The membership renewal invoices were sent to you in November. January is the extension period month for members who have not sent in there renewals. If you cannot find your invoice please contact us by sending an email to [rails@rockymtnrrclub.org](mailto:rails@rockymtnrrclub.org) and request a replacement. A new invoice will be sent by email to you. If you do not use digital media you can sent us a request for a new invoice to the club post box at Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391. You may also renew in person at the upcoming club meeting, or renew electronically at our club website [www.rockymtnrrclub.org](http://www.rockymtnrrclub.org).

Each renewal form has spaces provided to correct any errors with your contact information. Members if you have an email account please make sure we have the correct information. We are using an email notification service now.

**The membership year is January 1st**

**through December 31st of each year. There will be no increase in dues for 2016. To maintain membership in RMRRRC, your dues for 2016 should have been paid by December 31st.**

Multimember households should return each membership form, but a single payment for the household is desired.

The club would have greatly appreciated if all of our members renewed by December 31 of last year. This month is our allowance period and time is running out. The re-sequencing of seniority numbers takes place the first week in February. In order to keep your seniority please make sure we have your renewal by then. It takes a several weeks to print and mail out the new year’s cards.

Your membership card(s) will be mailed to you with your March *Rail Report*. More information about this mailing will be provided next month.



From back left, Directors Nathan Zachman, Michael Tinetti, Pat Mauro, vice-president Dave Schaaf, Director Denny Leonard. From left front: Secretary Roger Sherman, Treasurer Keith Jensen, Directors Debbie MacDonald and Andy Dell.  
Photo © 2015 Bruce Nall

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### **Election Results From The Annual Meetings**

The election was held during the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 8, 2015, 7:30 PM, at Christ Episcopal Church, 2950 South University Boulevard in Denver.

Current officers Nathan Holmes (President), Dave Schaaf (Vice-President), Roger Sherman (Secretary) and Keith Jensen (Treasurer) and directors Denny Leonard, Pat Mauro and Debbie MacDonald were elected. Andy Dell, Mike Tinetti and Nathan Zachman will continue their term as directors.

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### **Colorado Railroad Museum**

For information call 303-279-4591 or <http://www.coloradorailroadmuseum.org/event-listings>

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.

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### **Intermountain Chapter, NRHS Events**

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.  
**Wednesday, January 20, 2016-5:30 PM. – Dinner Meeting at Red Lobster**  
**Program: San Francisco Trolley Festival – Guest Speaker, Keith Kirby**

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

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### **Club Information**

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Web: <http://www.rockymtnrrclub.org>  
Facebook:  
[www.facebook.com/rockymtnrrclub](http://www.facebook.com/rockymtnrrclub)

### **Club and Foundation Officers**

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

### **Club and Foundation Directors**

Andy Dell, Dennis Leonard, Pat Mauro,  
Debbie MacDonald, 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](mailto:selectimag@aol.com)

**Items for the February Rail Report should be sent by January 15th.**

ROCKY MOUNTAIN



BOX 2391

DENVER, COLORADO 80201

