

ROCKY MOUNTAIN RAIL REPORT



AUGUST 1999

No. 479

ROCKY MOUNTAIN RAILROAD CLUB

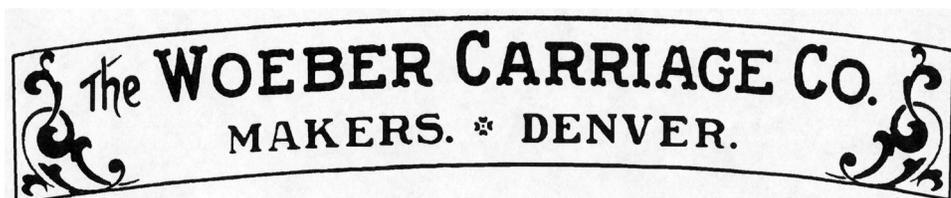
Denver Tramway

Presented by Gene McKeever

August 10 Meeting • 7:30 PM

Join Gene for his program on Denver streetcars. He will present slides from the early days and concentrate on the 1940's up to the last days of operation in the 1950's. The club farewell trip on the 82 and 83 lines will also be included. Gene holds membership card number 108.

We will meet in the southwest wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking is at the rear of the building, east of the meeting hall. Please use the building's south entrance.



D&IM Car No. 25 Rollout and Open House

The Rocky Mountain Railroad Historical Foundation invites you, your family and guests to the rollout of the Denver & Intermountain Railroad Co. Interurban Car No. 25.

The volunteers are feverishly working to prepare for the rollout of Car No. 25. This will be a rare appearance outside of the building in which the work is done. Since the last rollout much has been accomplished to restore this relic piece of transportation originally constructed and run in Denver. No. 25 has been painted, lettered, and has experienced exacting restorations.

This will be a great occasion for not only you as members and supporters of this project but also a great presentation to the public showing our commitment to rail preservation.

Please mark your calendars for September 11th and come out to help celebrate the 75% completion of the trolley car.

The trolley is still at the Federal Center and will be on display from 10:00 AM to 4:00 PM on September 11, 1999. Enter the Federal Center at Gate No. 1 off Kipling Street south of 6th Avenue and just north

1999 Events Schedule

September 11 Event:	D&IM Car No. 25 Rollout
September 11, 12 Event:	Alpine Tunnel Service Days
September 14 Meeting:	Recap of 1998 RMRRC Trips
September 18 Event:	LC&S Excursion
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Tribute to Howard Fogg

Durango & Silverton Narrow Gauge Railfest 99

August 25th through September 1st.
Call 970-247-2733 for tickets or more information or check www.durangotrain.com on the web for up-to-date schedules and information.

of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. NO PETS or firearms are permitted and there are no rest room facilities. Please note that admission is to Building 78 only, all other areas are off limits.

Please let us know if you are coming. If you have questions contact any of the trustees or call 303-779-5186.

From the President

By Jimmy Blouch

C&TS Trip Cancelled

The officers and board of directors of the Rocky Mountain Railroad Club regretfully found it necessary to cancel the excursion on the Cumbres & Toltec Scenic Railroad. This trip was scheduled for August 21 and August 22, 1999.

The club's commitment to C&TS required a 30 days prior to the trip date cancellation. The fee charged our club by the Cumbres and Toltec Scenic Railroad for this trip has been substantially increased over the fee charged during 1998. As of July 8th, we had sold 29 tickets toward a break even point of sixty tickets. The loss to the treasury of the club

without the minimum number of sixty tickets sold would be substantial.

The trip promised to be a fun and enjoyable trip, one we all were looking forward to presenting. The club will continue striving to provide activities that will appeal to our supporters.

Leadville, Colorado & Southern Railroad Excursion

Ticket sales for this trip have reached the initial booking of 40 seats. The club has requested, and been granted, permission to sell an additional 30 seats. It appears this will be a popular trip so don't hesitate in ordering your tickets.

Rocky Mountain Railroad Historical Foundation

Fund Raising Update

Memorials for Lorin Weed continue to come in as do other contributions. Mr. & Mrs. Jackson Thode and Mr. & Mrs. Russell Stuska have thoughtfully given in Lorin Weed's name and we thank you. Mr. Ira Schrieber gave a non-designated contribution and Dave Goss donated through the United Way program. Thank you for your continual support.

There are only four seats left that are in need of a sponsor to enable their restoration. We are proceeding with some of the other important individual aspects of the trolley project. Specifically, the renovation of the window shades and the electrical. Window shades can be restored for a mere \$200.00 each. Please consider

committing to this project by donating to the window shade renovation!!

Thank you to Jeanette Richey for writing a marvelous article about the trolley that will be used in local publications such as the *Colorado History Now* newspaper and will be used to assist in educating other individuals about the Trolley Project.

Volunteers are working intensely to prepare for the September 11th "rollout." We are expecting a large number of guests and need extra help. As you are members of the Foundation, the trustees are asking you to volunteer to help us be ambassadors for the day. If you are interested, please contact Dave Gross.

In Remembrance

Jean Bain

Jean Bain died June 14, 1999, at the age of 89. Born Elizabeth Jean Knight, she was a member of one of Colorado's pioneering families. Her great-grandfather, Charles Davis, founded a flour milling business in the late 1800's. Mrs. Bain was a community leader and former state legislator. She represented the city of Denver for 12 years in the Colorado General Assembly beginning in 1960. Jean Bain served on numerous boards and advisory councils. In addition, she served as director of several local associations and held membership in various local clubs. Mrs. Bain had been a member of the Rocky Mountain Railroad Club since 1994.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club for \$14.00 per year which is deducted from member's dues. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed above. Members joining after April may send a payment of \$1.75 for each month remaining in the year. An associate membership for spouses and children is also available for \$10.00 per year.

Club Officers

President	Jim Blouch
Vice President	Don Zielesch
Secretary	Carolyn Blouch
Treasurer	David Goss

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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The deadline for items to be included in the September issue is August 23rd.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Henderson Mine Railway Tour

By Steve Mason

The last Rocky Mountain Railroad Club trip to the Henderson Mine to see the 42" gauge electric haulage railway was on Saturday, June 19th. During July, the railway will be shut down and by October the Henderson Mine will be converted to the new conveyor belt haulage system. Ira Schreiber, a club member, was our bus driver and provided appropriate commentary on the trip.

Like last year, we stopped at El Rancho exit on I-70 to pick up Mike Johnson, Manager of Human Services and Safety for the Henderson Mine. Three excellent videos explaining the Henderson operation were shown. During a question and answer session with the group Mike said that a decision was made several years ago to upgrade facilities. However, business justified only one mine to continue being active, either Climax or Henderson, with Henderson being the final decision.

Core drilling had shown that more ore was available deeper. The mine was operating at the 7500 level at that time. A new lower level was to be in development during the haulage change over. The lower level would result in a 17% grade to the tunnel portal which the railway would not be able to handle. Most of the equipment was 24 years old and showing increased wear and required increased maintenance.

After this discussion, we arrived at the Henderson Mine. The familiar face of Jim Sloane was there to answer questions and



Loci 26 and 09 leave the crusher house at the Henderson Mine while club members observe the operation. - Photo © Steve Mason

lead the tour of the facilities. Paul Sonnier, front line crew superintendent in charge of engine maintenance, answered many technical questions and participated in the tour.

The tour split into two groups. One went to the "Loci House" to see the electric locomotive maintenance. The other went to the crusher house. Dumping the molybdenum, the product of this mine, is fascinating. We were taken up into the control room for the railroad in the crusher house. Andy Magnuson, who was running the railroad at the crusher house, showed us the computer displays. These displays show loci status, some train location, mill demand, and some mine ore available.

We then toured the mill. Molybdenum uses a flotation process like many gold operations to extract the mineral. The million pound ball mills made a terrific din. On the upper levels, where the flotation cells were located, a thin layer of moly coated everything. The handrails were black and slick. This tour of the huge mill concluded the club's trip to the Henderson Mine.

On the way back we stopped at the Georgetown Loop for lunch. Box lunches were provided by "Full of Beans."

The Henderson people are very good hosts. We all enjoyed the trip very much.

Alpine Tunnel Service Day

By Dave Goss

The club's service day at the Alpine Tunnel is scheduled for September 11th and 12th. Members are encouraged to join the U. S. Forest Service and the Alpine Tunnel Historic Association in this activity. Members are welcome to come up either or both days. The Forest Service Coordinator, Ray Rossman, is planning activities. For those members who want to camp, there will be no charge for use of the nearby Forest Service Quartz

campground. A number of rooms are being held for club members in Pitkin, ranging from \$15 per person (bunk beds) to \$50 for a room with a queen bed.

If you would like detailed information about this event, please send a self-addressed envelope to PO Box 2391, Denver, CO 80201. Carpooling will be available for those who don't want to drive. We are suggesting that members

who participate in this event contribute \$30 to the Alpine Tunnel Historic Association to support restoration activities. Those contributors will receive a cast belt buckle depicting the West Portal of the Alpine Tunnel.

If you cannot attend the Service event but wish to contribute, you can send a check made out to the Alpine Tunnel Historic Association to the Club's Post Office Box.

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

Yoder Subdivision Gets Busy During UP Powder River Basin Maintenance Project



The North Antelope Mine, WY, to Asbury, MO, (Empire District Electric on the Kansas City Southern) coal load emerged from the 1928 built tunnel with UP 8187, 8055, 6672 and rear helpers 7329/7002. The 6/19/99 train had 120 loads, weighed 15,889 tons at 6882 feet in length. The tunnel is located north of Albin, WY.
– Photo © Chip Sherman

The huge Powder River Basin maintenance project ran 6/13 to 6/22/99, resulted in detouring UP trains on the BNSF line and using the Yoder Subdivision 6/16 saw 4,716 concrete ties, 3,048 wood ties inserted, 73 in-track welds, and 0.91-miles of curve rail laid. They also surfaced 13.55 miles of track. The train diversion and maintenance window allows UP to get many maintenance projects accomplished in a relatively short period of time. The large maintenance forces are able to work uninterrupted by train traffic.
– The Colorado Zephyr

BNSF Derailment at Wiggins, CO

The BNSF's eastbound Denver to



Union Pacific handled a low-level radioactive train across Colorado on 6/11/99. The unusual container cars and use of a Department of Defense escort caboose makes this train a rare find. The train moved west on UP's Kansas Pacific (via Limon, CO), then turned north at Denver onto the Denver Pacific. It then continued across Wyoming on the UP's main to Idaho. UP C40-8 (equipped with cab signals) 9168 handled the train north from Denver through Brighton, CO. The train's escorts used the DODX caboose #209. – Photo © Jon Bockelman

Galesburg, IL, train derailed 8-10 cars at Wiggins, CO, around 3:00 AM, 6/20/99. The cars derailed in town, but involved mostly empty tank cars that were no threat to the community. One car did hit the southwest corner of Walton Bean Growers Coop receiving building.

The train derailed just west of milepost 479, Pearl Street, Wiggins, CO, near the grain elevator siding switch. Derailing cars demolished the north side grade crossing signal at Pearl Street and damaged the crossing and tracks. Tracks damaged included the Brush Subdivision main (McCook, NE, to Denver, CO, line), the passing siding on the south side of the tracks, a short spur off the siding and the grain elevator industrial siding. Wiggins is over 60 miles east of Denver, CO.

Since the Brush Subdivision was closed most of 6/20/99, BNSF detoured some trains. The Z-DENCHI9-20 (Denver to Chicago intermodal train of 6/20) was an example. It rolled south via the Joint Line. SF 7446, BN 6702 and BNSF 6391 went south by South Littleton signal bridges, milepost 12, at 9:00 AM with about 70 containers and TOFC's. Some trailers were UPS. – Herb

BNSF continued detouring trains around the Wiggins, CO, derailment site into 6/21/99. BNSF coal empty from Smithers Lake, TX, (UFI coal empty) was at Rennick Yard, Denver, with SD70MAC's (pumpkin) 8850 and 9403. It moved north on BNSF's front range subdivision.
– The Colorado Zephyr

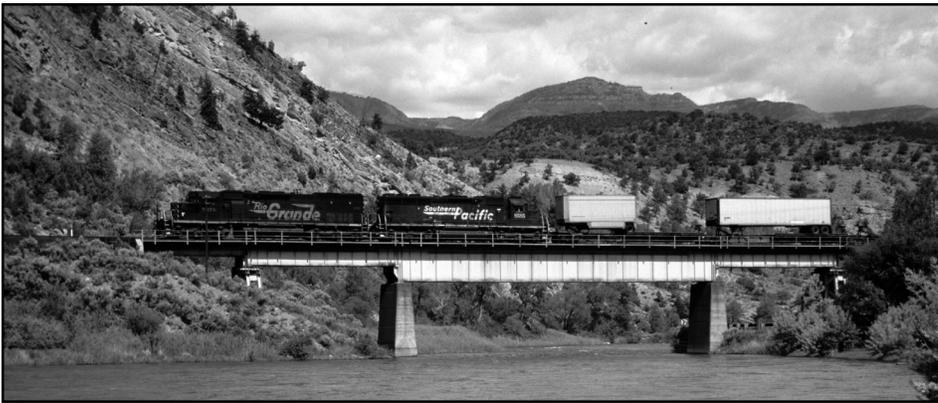
BNSF put the Brush Subdivision back into service on 6/20/99 around 4:00 PM with the passage of Amtrak #5 (P42 #2 on the point). The track gang walked the train through.

Amtrak #5 had New York Central business car #3, an open-end observation, near the rear. Train #5 was about 12 hours late by the time it finally left Denver. – Trey

GECX in UP colors

UP/GECX AC4400CW's now the UP 7000-7009. Several AC6000's were first lettered as GECX. I saw GECX4004 in Portland, OR, in 1997. Most of these are, or will be, renumbered into full UP markings.

The GECX units were not AC6000CW's. They were AC4400CW's. GE built these



Union Pacific returned the Denver to Roper Yard, Salt Lake City, UT, intermodal train to the former Denver & Rio Grande Western route after a brief stint operating it via Wyoming. The train doesn't rate the newest power it did under the Rio Grande, but nowadays it does get two units. Denver & Rio Grande Western RR SD40T-2, better acquainted with coal trains rather than intermodal trains, teamed up with SP SD40M 8585 on 6/30/99. They roll west with the Z-DVRO-30 via the Dotsero Cutoff at Burns, CO, crossing the Colorado River. – Photo © Chip Sherman

10 units and sent them to UP as warranty protection units because of the high failure rate of the SP C44-9W and AC4400CW fleet as well as problems with UP's own DASH 9's and AC's. The 10 units were diverted from a UP AC4400CW order that was already being built. After a short period, UP bought all 10 of the GECX units outright and began to reletter and renumber the units as UP. UP chose the 7000 series, and existing AC6000CW's in the 7000 series were renumbered into the 7500 series because of this. Only a couple of the GECX units remain to be relettered/renumbered. As a side note, the AC6000CW was not even in production when the 10 GECX units were built. (CSX #600-602 and UP 7000-7009 were all pre-production AC6000CW's).– *Bryan*

Denver Railcar (DRCX) Passenger Cars

Eight passenger cars with DRCX reporting marks were in a transfer train the evening of 6/23/99, at BNSF's 31st Street Yard, Denver, CO, going on the transfer to Union Pacific's 36th Street Yard at Denver. The cars were two ex-Northern Pacific baggage cars (DRCX 1003 and 1002), coach or lounge cars DRCX 6660, 6646, 5665 and 5663 (the 5663 lettered VIA), ex-Alaska RR dome DRCX 7033 and ex-VIA Rail/Canada 7032. The 7033 is an ex-California Zephyr car. These cars departed UP's 36th Street Yard 6/25/99 going east on UP freight Denver, CO, to

Salina, KS, the M-DVSI-25. The cars' ultimate destination was Trans Tex, San Antonio, TX.

– *The Colorado Zephyr*

DRCX Passenger Car to Mexico

The Denver Railcar (DRCX reporting marks) passenger car set out at Big Lift, was destined for Chihuahua, Mexico, via El Paso (obviously for Randy Parton who is operating the passenger trains over the fantastic Chihuahua Pacific RR in Mexico). The car was set out at Big Lift along the Joint Line because of wheel flat spots. The conductor set it out there 6/23/99. BNSF's Joint Line Trainmaster, Allen Wolfe, heard it pass by and instructed the crew to set the car out at Big Lift. The car had seen service on the Alaska RR.– *The Colorado Zephyr*

PV Canadian Sunrise Up For Sale

Omnitrax President Pat Broe is putting private varnish (AKA business car) Canadian Sunrise up for sale. The car (Amtrak number 800576) is currently at Omnitrax's Loveland, CO, facility. It retains the blue and yellow VIA paint scheme. The car was once owned by Jonathan Wood of Oklahoma City, OK. It retains a spicer drive electrical generator system which provides electricity to the car when its on the road. Asking price is about \$250,000.

Also at Omnitrax's Loveland facility is Omnitrax Switching Services (OSS) SW-900 #9400. This former Colorado & Wyoming, then Atlas switcher is headed for Texas. It's now painted a gray and blue paint scheme. Unit lettered "Celanese Bishop Plant," a chemical plant near Bishop, TX, close to Corpus Christi, TX.

– *The Colorado Zephyr*

Amtrak's California Zephyr Operated with three Private Cars

Amtrak's westbound train #5, the California Zephyr, had three private varnish cars on the rear across Colorado on 7/9/99. They were the NORTHERN NITES, dome NORTHERN SKY and dome with open rear platform SIERRA HOTEL. This train departed Chicago, IL, 7/8/99 with all three PV's on the rear going all the way to Emeryville, CA.

The cars departed California eastbound on July 11th returning on Amtrak's train #6. The movement was rare since the Mail Baggage & Express usually has express boxcars on the rear of Amtrak train #5. No coincidence that Amtrak's Southwest Chief, train #3 (of 7/8) had two cars of express destined to Emeryville, CA, with a one day layover in Los Angeles, CA, to go up on the next days train 14.– *John*

Northwestern Pacific SD-9's

On 7/9/99, a Northwestern Pacific (NWP) crew picked up the last two leased Omnitrax SD-9's which started their trip back to Colorado. The units were picked up at Schellville, CA. The crew coupled onto and shoved the last two remaining Omnitrax Black Widows, SD-9's 4423 & 4324 to Lombard where the California Northern pick them up for their trip back east.

The only remaining Black Widows on the NWP are the two wrecked geeps in Willits that were sold to a private party. They are being parted out. Two inbound SD-40's were picked up at Napa Junction, CA, becoming the latest power to operate on this Northern California and Oregon shortline.

– *The Colorado Zephyr*



Florence & Cripple Creek Engine #20 freshly painted in Alamosa, Colorado, on May 12, 1957. – Photo by Irv August

100th Anniversary Engine #20

by Jimmy Blouch with photographs from Irv August

As a result of the club's 100th Anniversary of engine #20 celebration during April, Irv August forwarded the Rocky Mountain Railroad Club one of his reminiscences concerning the engine. I believe you will find his letter very interesting and an indication of the dedication of early members in preserving engine #20.

The photos Irv sent us are in color and we have printed four of them here in black and white. Thank you Irv for providing us with a very interesting account of a club "work day" from bygone times.



Dan Peterson painting the bell on Florence & Cripple Creek Engine #20 in Alamosa, Colorado, on May 12, 1957. – Photo by Irv August

Irving E. August

Dear Jim,

That was a nice presentation of the history of the club's engine #20. It brought back many memories of the countless hours put in by a relatively small group of club members in the early days. Many of the present day members were not even alive in those early days, thirty, forty and fifty years ago.

An example is engine #20 itself. After it was purchased and moved to the Narrow Gauge Motel in Alamosa it was given a sort of cursory cleaning and painting. Then in early 1957 it was decided to give it an authentic Florence and Cripple Creek painting. My company (Worthington) loaned us a steam cleaner, gasoline powered air compressor and the necessary air painting equipment. Dan Peterson and myself spent a long weekend using the equipment to put the engine in first class shape.

Naturally we took the required slides and enclosed are several printed out copies for your information. When we were doing the black spray painting of the running gear we had a strong wind working against us and it seemed we had more paint on us than on the engine...

Regards, Irv



Florence & Cripple Creek Engine #20 in Alamosa, Colorado, on May 11, 1957. Denver & Rio Grande Engine #318 is in the background. – Photo by Irv August



Irv August painting the "20" on the dome of Florence & Cripple Creek Engine #20 in Alamosa, Colorado, on May 12, 1957. – Photo from the Irv August collection

Out at the Museum Equipment Committee Report

By Steve Mason

We produced a new club equipment brochure for use during steam up weekends at the Colorado Railroad Museum. We usually have someone stationed at our equipment to answer questions about our club.

Work day weekend, Saturday, July 10th, and Sunday, July 11th, had a total of 20 members on both days. We had a lot of activities lined up and many were accomplished.

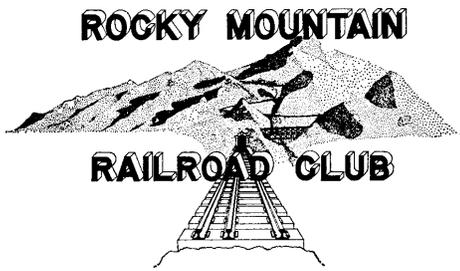
Ken Gow, a new member this spring from Australia, and Roger Sherman installed most of the frost sheathing under the Rico. I helped with about half of that project. This was tight work but went well, though slow. They were in the shade under the car most of the day.

Carolyn and Jimmy Blouch provided a wonderful lunch of burritos with various toppings. Everyone remarked how tasty they were. They also provided plenty of pop for refreshments. Every year they vary the menu. It makes it worthwhile to come to workday to find out what the new menu brings.

Duane Fields supervised and worked hard on the #20. The pilot beam was completely removed. Bob Tully worked both days on this. Bob made this go so smooth that disassembly went a day ahead of schedule. Tom Packer, Phil Schol, Matt and Mark Tomon helped break the nuts loose in the afternoon on the pilot beam. They all took turns using cheaters on the wrenches. Many bolted objects had to be removed to get the old pilot beam off. The pilot, coupler, coupler pocket, cast pilot braces, coupler lift levers, flag holders, pilot steps, and walkways between the pilot beam and steam chest all were removed. Eight bolts to the frame had to be loosened as well as the boiler braces. These men did a lot of hard work.

Ron Kaminen and myself put new roof walks on the caboose. It was hot up there.

Continued on Page 8, Column 1



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Out at the Museum

Continued from Page 7, Column 3

Sunday, July 11, Duane brought a tent which we put over the front end of #20. We had shade with cool breezes all day. Bob Tully, Duane and myself unloaded the new pilot beam off the flat car with the tractor. Duane brought chain and slings which were used to bring the new beam up to the #20. Keith Goodrich and Rich Berens helped us on the lay out work on the beam. We cut the new beam to length. We had air dried the new white oak beam, 10 by 13 inches by 9 feet long, for a year. It is remarkably straight. We guess it weighs about 300 pounds. After lunch we started drilling holes. After an inch of drilling, wet wood was encountered so the drilling goes slowly. The old pilot beam is dry rotted so replacement is necessary.

Sue and Russ Stuska painted the other east platform previously on the Rico. They are also painting the kitchen. Some of the wood has been unpainted for years. They work on the Rico during the week and work on painting and making it look better. Sue did a good match to the existing paint in the kitchen.

In news pertaining to the Colorado Railroad Museum, work on the loop trackage is progressing. Crews are lining and surfacing the track now. Plans are to have the track ready and used by trains at the July 24th and 25th steam up. The museum board met and approved a five stall roundhouse to be built this fall.



From left, Tom Packer, Matt Tomon, Bob Tully, Mark Tomon, Ken Gow, Duane Fields, Roger Sherman and Phil Scholl at the Colorado Railroad Museum. – Photo © Steve Mason

The equipment committee wishes to thank everyone who helped make the annual work day a success. Much was accomplished.