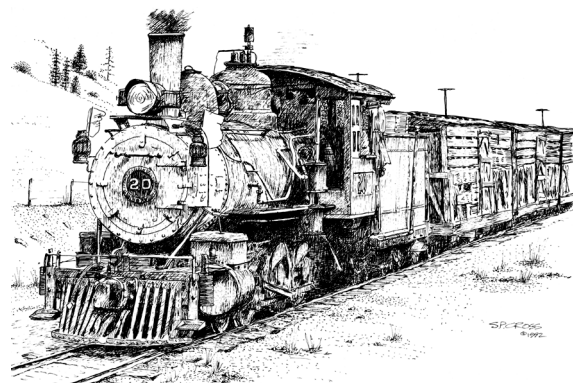


ROCKY MOUNTAIN RAIL REPORT



OCTOBER 1999

No. 481

ROCKY MOUNTAIN RAILROAD CLUB

Annual Banquet Program – Colorado Concerto

Presented by Erwin & Bobbie Chaim
Saturday, October 16 • 7:30 PM

First you will see buildings around Denver, circa 1980's and before; some are still there and some are gone. Views of Civic Center, downtown, the beautiful building once used as our main post office, Larimer Square and some private gardens. Then some trains: 8444, the freedom train, and others. After that, views of Rocky Mountain National Park, Estes Park area (mountains, trails, streams, waterfalls, and lakes) in summer and fall. "Sunsets to Moonrise" will conclude this slide trip through parts of Colorado. All this is set to music chosen by my wife, Bobbie. See you there.

The 1999 Annual Banquet will be held at the Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard, Arvada, CO. The evening will begin with cocktails at 6:00 PM followed with dinner at 7:00 PM.

1999 Events Schedule

November 9 Meeting:	Video Potpourri
December 14 Meeting:	Tribute to Howard Fogg

2000 Events Schedule

January 11 Meeting:	George Beam Photos
February 8 Meeting:	To be Announced
March 14 Meeting:	To be Announced
April 11 Meeting:	Colorado Springs Trolley Status
May 9 Meeting:	Slide Potpourri

Alpine Tunnel Service Project

By Dave Goss

Fourteen hardy club members met at the West Portal of the Alpine Tunnel on Saturday, September 13th. Under the able leadership of Ray Rossman, U.S. Forest Service, these volunteers learned how it was to lay track, construct a walkway and paint woodwork at 11,521 feet elevation. Unlike the workers of the Denver, South Park & Pacific, these folks were not paid \$3.50 per day to build the 1,771 foot long tunnel, but instead, helped reconstruct portions of the support structures at the West Portal. While Sue Stuska measured (to the quarter inch), Steve Mason, Dave Henker, Pete Haldiman, and Dave Goss swung mallets to spike down the narrow

gauge rails. When winded (which was often) new track workers (Larry Lombard, Ray Fleisleber and Bob Wilson) stepped in to assist. Russ Stuska, Jackie Pockrandt and Bruce Eller not only gave direction and took photographs; they shouted words of encouragement to help keep the mallets swinging. The ring of hammer upon rail was often (when they missed the spikes) but soon the track was secure.

Pete Haldiman, highly qualified retired civil engineer, laid out the framework and directed the cutting of boards for a new walkway from the telegrapher's office to the replica privies across Tunnel Creek.

Cindi Mason, Dave Henker, Renee Haldiman and Boy Scout Troop 464 of Gunnison measured, cut, nailed and screwed together the fifteen-foot structure. In short order (after lunch) the bridge was set in place with much fanfare and celebration. Pat Mauro spent Sunday telling visitors about the railroad's operation and the tunnel's history. The weekend closed with fourteen tired volunteers who had a new appreciation for working in high places and a much better understanding of the challenge of the construction of that magnificent tunnel and road grade.

Related Story on Page 2, Column 2 - Turntable

From the President – 1999 Annual Banquet

By Jimmy Blouch

Our Annual Banquet plans are finalized. Erwin Chaim promises a very entertaining program taking us through early Denver with a sprinkling of trains and grand finale. Phil Klinger, our Events Coordinator, has worked hard to make the evening enjoyable for everyone. We have numerous door prizes including: two tickets on the Cumbres and Toltec Scenic Railway; also tickets from the Verde Canyon Railroad; books from Challenger

Press; books from the Colorado Railroad Museum; videos from Green Frog, Durango & Silverton Narrow Gauge RR, Sunday River Productions; a selection of videos from WB Videos; and a prize each from Kalmbach Publishing Company and Bills Trains and Books. We hope you will join us for an evening of good food, good entertainment and an opportunity to visit with club members and friends.

Video Potpourri Night

By Sherm Conners

It's not too late to prepare a video for the video potpourri night at the November meeting. Videos should be no more than 6 to 10 minutes in length and on a VHS format tape. Tapes should be set at the starting point for your video. They should be limited to a single subject.

You may send your video to Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2589, leave with any Club Officer or bring your video to the November meeting.

Rocky Mountain Railroad Historical Foundation Fund Raising Update

Foundation Donors: Lakewood Historical Society contributed in appreciation for the slide program put on by our volunteers. Edward C. Arbuckle recently contributed to the general project

Keep in mind that there are several opportunities for you to participate in the #25 project. If you can't think of a thing to give a friend for a special occasion, why not contribute to the foundation in his or her name. As next year's campaign approaches, keep in mind that we have many window shades in need of restoration along with the ever present electrical project.

Wanted, A Fifty-Foot Turntable (Cheap)

The Alpine Tunnel Historic Association is looking for a fifty foot turntable that can be obtained and relocated to the West Portal of the Alpine Tunnel. If anyone has any suggestions or leads, please contact Ray Rossman of the U.S. Forest Service in Gunnison at 970-641-0471.

Georgetown and the Loop Book

The club sold the last copy of *Georgetown and the Loop* in August. Anyone who would like this title should check bookstores, both new and used. The club is not planning to reprint this book again at this time.

In Remembrance Michael Philip Hipskind

Michael P. Hipskind died August 20, 1999, at the age of 50. Mr. Hipskind was on a trip to Colorado to do research for a book about the narrow gauge railroads in Colorado and New Mexico when he died of a massive coronary. He held Rocky Mountain Railroad Club membership card number 178.

Publishers Statement Rocky Mountain Rail Report

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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:

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

Fax: 303-978-0402
E-mail: selectimag@aol.com

The deadline for items to be included in the November issue is October 18th.

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.



Rich Berens and Tom Peyton inspect #25 before the open house. – Photo by Dave Gross

Foundation Open House Hosted Multitudes

By Jean Gross

September 11th was a beautiful day to see the #25 rollout of its place of restoration and proudly show off a perfectly lettered and painted exterior, the sun flowed through the fully restored, etched glass windows onto visitors sitting in the rattan seat or standing, reminiscing about the days when the trolley ran through their neighborhoods. Enthusiasm for this project was evident all day amongst the steady flow of over 150 visitors, some of which signed up for membership in the Club on the spot while others are thinking about it. Also, among our guests were two RTD board members who were very enthusiastic about the project.

King Soopers and Safeway contributed food and MacDonalds donated the drinks, napkins and paper cups. Trolley souvenirs and railroad books were available for purchase. Many thanks to Tom Peyton for organizing the sales table and donating his talents to make signs and photo boards which added to the overall success of the day. Phil Klinger did a great job collecting

the money for the t-shirts while having a good time talking to a variety of people from members of the club to Lakewood history buffs, some, special donors to the Foundation, and the general public. All the trustees were there to lend a hand as were the dedicated volunteers who spent many a late night at the trolley previous to the open house under the diligent supervision of Darrell Arndt completing the last minute projects that made the car look so good that day. It was very encouraging to see the trolley stand proudly waiting for the last few projects that will bring this historical piece of equipment to completion and ready for a true rollout for use by the public.

A special thank you to all of the trustees and membership along with the many businesses that made this open house so great. Liberty Towing has made themselves available at anytime to pull the



Darrell Arndt, Les Nelson and Des Sainsbury put the final touches on #25. – Photo by Dave Gross

trolley out for us. There are several newspapers that publicized the event. Dick Kreck of The Denver Post, Marion Metsotoulous of The Lakewood Historical paper, Irma Wyhs of the Sentinel wrote a marvelous article that was in three Sentinels and the Colorado Historical Society Newspaper also included the event in their issue which brought several curious people.

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.

General Electric Locomotive Emission Tests at Raton, NM

BNSF train E-MCOYCM0-08 (Wisconsin Electric Power, Oak Creek, WI, to York Canyon Mine, NM) was through Trinidad, CO, on 8/21/99 with interesting motive power. AT&SF 691 led BNSF 792, BNSF 4317, BNSF 4851 in primer only with small lettering and number on cab sides, GECX 4400, fully painted AC4400CW demo unit, GECX 6000 with new long hood from front of prime mover to the rear in primer only, GE test car 100, and box car AN-5425 and an CSX fuel tank car followed by 115 WEPX coal empties for York Canyon Mine. The set of BNSF 4851 through the tank car were set out in Raton, NM, for high altitude testing. The train left Trinidad just before 1:00 PM moving smartly up Raton Pass. The 4400 and the 6000 were working power while the 4317 and 4851 were not running.

– Colorado Eagle

The General Electric test set that had been at Raton moved to Livingston, MT, for 15 days of “Emissions Testing” in early 9/99. The BNSF 4581 will be painted at Livingston Rebuild Center (LRC) and turned over to BNSF.

Tests were done statically at BNSF’s Raton, NM, yard to monitor emissions and fuel consumption. The challenge facing locomotive builders will be compliance with the EPA emission regulations in coming years. A three-tier program starts in the year 2001 that runs until 2005. Expect technological developments by GE to be aimed more on the emissions side in coming years. Raton, NM, altitude indicated at about 6,600 feet. – UPRFI

New Lease Power for Union Pacific

Reports of the first five CEFX 100-104



BNSF hosted General Electric high altitude and emissions testing at its Raton, NM, yard in late August 1999. GE locomotive GECX 4400, a fully painted AC4400CW demo unit (above) and GECX 6000 (above right) with new long hood from front of prime mover to rear are filled with GE’s latest technology. Shown here at Raton, NM on 8/23/99.

– Photo © Chip Sherman

SD90/43MAC’s have been sighted on their way to Altoona, PA, for painting in mid-September 1999. Units were built by EMD.

The 20 units are supposed to go into service on the Union Pacific. The colors will be CIT - body will be burgundy, silver roof, trucks and fuel tanks will be UP gray.

– Mike

The Northern Parks Limited

Sixteen privately owned passenger cars gathered at Denver in late August 1999 to begin a rare mileage trip over the BNSF and Montana Rail Link. The cars, referred to as private varnish since they’re all owned by private parties, had Denver Union Station humming on 8/27/99. They gathered for The Northern Parks Limited trip organized by Buy-Miles, Inc.

Old Colorado visitors like Clark Johnson’s CARITAS and the DAGNY TAGGART (ex-New York Central car used on the Cadillac & Lake City in mid-1980’s, then named MOUNTAIN VIEW) made the trip.

The train departed Denver on Saturday at

7:00 AM. It ran via the BNSF’s Front Range Subdivision at track speed. The train’s crew changed at Cheyenne, WY, about 11:30 AM. The train ran Denver to Casper, WY - 8/28 and Casper to Livingston, MT - 8/29.

Nightly stops were made at Missoula 9/1, Belton 9/2, Belton-East Glacier-Belton 9/3, to Spokane & Yakima 9/5, and to Seattle, WA, on 9/6 where the trip terminated. The train operated over the Montana Rail Link and Stampede Pass. Passengers took part in tours offered to Yellowstone, Grand Teton and Glacier National Parks.

One of the classic cars on the trip was the dome, round end observation car SILVER SOLARIUM. Day trips were offered in the SILVER SOLARIUM with reserved seating in the dome. Breakfast, a hardy lunch, open bar and cocktail hour snacks were served enroute.

The Silver Solarium is a former tail end car from the California Zephyr and has been rebuilt better than new. The car started at Chicago on 8/26 and returned back on 9/9.



See caption at left. – Photo © Chip Sherman

The car is operated by:
THE SILVERAIL COMPANY
 317 Charles City Road
 Nashua, Iowa 50658
 A Nav Fosse Enterprise

Private varnish arrivals at Denver, CO, as noted:

Amtrak locomotives, P42's 88 & 93 (93 arrived 8-27-99)

- CARITAS 8/27 No. 5
- PINE TREE STATE 8/27 No. 5
- CIMARRON RIVER 8/27 No. 5
- New York Central #3 8/27 No. 5
- NORTHERN SKY (dome) 8/27 No. 5
- NORTHERN NITES 8/27 No. 5
- GLACIER PARK 8/26 No. 6
- SCOTTISH THISTLE 8/26 No. 6
- FRANCIS L. SUTER 8/26 No. 6
- SILVER SOLARIUM (dome) 8/26 No.5
- VISTA CANYON
- COCO GROVE 8/26 No. 5
- DAGNY TAGGART 8/26 No. 5
- CASPER MOUNTAIN 8/20 No. 6
- SIERRA HOTEL (dome) 8/26 No. 6
- PENNSYLVANIA 8/26 No. 5

BNSF and MRL crews were used Denver to Sandpoint, ID
 – JAA & *The Colorado Zephyr*

Circus Train Visits Colorado Springs

The Circus train arrived in Colorado

Springs on the morning of 8/17/99. It had departed Pueblo, CO, at 7:15 AM with two BN SD40-2's for power. As before, the animal cars and pole cars were set out at Kelker Yard south of Colorado Springs with the passenger cars set out in town on the old Rock Island lead. They left Colorado Springs in the predawn hours of 8/23/99.

– *Colorado Eagle*



UP 15-car Marketing Special

UP surprised many in Denver with a 15-car marketing special (Shortline Partners) that arrived Denver Union Terminal (DUT) 8/31/99. It left DUT 9/1/99 about 8:27 AM via North Yard and the Belt Line due to minor derailment at 36th Street Yard. View shows UP 951 coming off the Belt Line at UP Junction, getting onto the Denver Pacific line for run north to Cheyenne, WY, then east to Council Bluffs. Chip Sherman photographed it making this unusual move. – *The Colorado Zephyr*

Florida Fun-Train Cars Return to Colorado Builder

The bankrupt Florida Fun-Train cars were sold to the Alaska Railroad. Those cars built by Rader Railcar now named Colorado Railcar Manufacturing, LLC, were returned to the builder in September 1999. Amtrak's westbound California Zephyr ferried the cars from Chicago in pairs. The first pair arrived 8/28/99 at Denver Union Station.

The short lived Florida Fun-Train began operations in October 1997 by First American Railways, Inc. Their roll-out was held 10/15/97. It took the press and invited guests on a four-hour, 200-mile journey via CSX tracks between Fort Lauderdale and Orlando, FL. It billed itself as an entertainment, tourism and transportation that included play areas for children and adults. They ceased operations 9/18/98.

Rader Railcar built glass-domed "guests cars" and double-deck entertainment cars at its Denver plant (closed & auctioned off in November 1997). Rader relocated its railcar manufacturing to Fort Lupton, CO, in November 1997.

Eight cars were seen in Denver at Union Station. Noted on 8/29/99 were:

Bi-level entertainment cars, RRIX 9012 and 9013 (four such cars were built).

Glass-domed coaches known as Guest Cars 3 & 4, RRCX 9003 and FT 9004. Each car could seat 76 passengers. These cars moved to Union Pacific's 36th Street Yard on 8/30/99. UP's Rolla Turn delivered them to Colorado Railcar Manufacturing, LLC, at Fort Lupton, CO, on 9/2/99.

Two more glass domed coaches, Guest Car 1 & 2, arrived on Amtrak's westbound train #5 near the rear of the train amongst the express cars on 9/1/99. They joined two bi-level cars; FT 9014 & RRIX 9011 (Tiki Rail Car) at Denver Union Station. These four cars were moved by UP to Rolla near Commerce City, CO, 9/3/99.

Continued on Page 6, Column 1



Florida Fun-Train Guest Cars 3, 1 and 4 sit at Colorado Railcar Manufacturing, LLC, Fort Lupton, CO, on 9-7-99. Cars will be repainted into Alaska Railroad's blue and yellow scheme. – Photo © Chip Sherman

OS Colorado

Continued from Page 5, Column 3

The bi-level cars featured a two-level Space Shuttle play area (Kidz Zone), virtual reality games, a video arcade, and strolling entertainers. Guests could enjoy full meal service or visit the 50's Diner, the Tropical Bar & Grill, or the Wine Bar and Pub. Other activities offered were a disc jockey and live music, a dance floor and an espresso bar.

All cars moved from Denver north via Union Pacific to Fort Lupton, CO. The cars will be repainted blue and yellow. Other interior modifications will be at Alaska Railroad's discretion. Web site: <http://www.akrr.com/>

The cars are expected to enter Alaska Railroad passenger service in the year 2000. One possibility would be Alaska Railroad's Denali Star train which operates daily from mid-May until mid-September, and on a reduced schedule year round. – *The Colorado Zephyr*

Southwest Chief Hits Septic Tank Truck

On 9/17/99 about 3 PM, Amtrak's Southwest Chief, train #3 (Chicago, IL, to Los Angeles, CA), hit a truck at the unsigned Galisteo crossing south of

Lamy. The truck was carrying septic waste from chemical toilets and the tank was tossed 150 feet down the track. The driver received only minor injuries.

The train was traveling track speed of 79 mph at the time of the incident. At 6 PM, live Albuquerque TV shows the train at the Albuquerque, NM, station still being serviced. The right front of the lead unit was severely damaged and blue from the toilet chemicals present over the entire front of the engine and top of the cab. Engineer was quoted that he thought it was a propane truck at first, but felt lucky it was only a truck hauling sewage!

– *Dave Boyer*

Montana Daylight Diner & Dome

Two Montana Daylight cars were at BNSF's sprawling 31st Street Yard, Denver, CO, on 9/22/99. Dome coach 9407 and diner MISSOURI RIVER AOEX 1608 were on the track to go south on the Kountry Job. That job delivered the cars to the American Orient Express car shops along the Joint Line, south of Denver, on 9/23/99.

– *The Colorado Zephyr*

Union Pacific Completes Triple-Track Project

Forwarded by Dave Goss

One of the biggest railroad construction projects in modern history has been completed along the world's busiest freight route, Union Pacific Railroad announced in Omaha on, August 24, 1999.

Completed after four years and costing \$327 million, the new triple track route runs 108 miles across Nebraska and is designed to handle today's volumes, which average 140 trains per day. It links UP operations along the West Coast with vital rail hubs in Chicago and Kansas City as well as Mississippi River gateways to Eastern markets and Gulf Coast ports.

"This is truly a crown jewel in our franchise," said Dick Davidson, Union Pacific chairman and CEO. "We transport billions of dollars worth of our customers' freight through the Central Corridor. The new track will allow us to do that faster and more efficiently."

The expanded route, which will allow UP trains to run at 70 miles per hour, stretches between North Platte, NE, and Gibbon, NE, and is among America's most historic. It was originally built in 1865 as a single line on the first transcontinental railroad. The line was double-tracked in 1908. But in the early 90s a surge in new business, particularly coal from Wyoming's Powder River Basin mines, seriously strained capacity. Nearly 500 engineering and maintenance-of-way employees were deployed in 1995 to undertake the massive construction project.

The expanded route includes concrete ties, head-hardened rail, remote control track switching, speed-sensitive gates at highway-rail crossings and turnouts that allow trains to change tracks at high speed. All drainage structures were built to withstand a 100-year flood and crossings were rebuilt with precast concrete surfaces.

Workers rebuilt the two existing tracks and spread all three tracks far enough apart to

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Union Pacific Completes Triple-Track Project

Continued From Page 6, Column 3

allow normal train operations even when one track is out of service for maintenance. The two existing tracks were rebuilt along with the new one.

The true engineering challenge was planning, logistics and completing the work on schedule while keeping the nation's busiest freight corridor operational and fluid," said Darrel Deterding, UP's chief engineer-construction. "It was quite a balancing act."

Where Is The Wooden Replica Of RGS Engine #20?

By Ronald L. Welch

When the movie "Ticket To Tomahawk" was filmed in the Durango area, RGS #20 was used as the steam engine star! Some scenes were filmed on top of a Mesa where the old Durango Airport was located (now site of Ft. Lewis College). A wooden replica of exact size to #20 was used in these scenes. The movie showed this wood replica being towed by a team of horses across the country in order to reach a certain town by a date deadline.

Returning to Hollywood, this wooden movie prop replica of #20 eventually left the movie lot. It had several owners and various duties, including being displayed on the property of a California Hotel/Resort.

The last information that I have indicates it is now owned by the Chamber Of Commerce located at Jackson, California. The engine is displayed under cover and lettered as "Amador Central." Last year I wrote to them asking if they could send me a picture and never got a reply.

Are there any Club Members who might have pictures of this replica at Jackson, California? Or perhaps even the places it may have been during the past 45 or so years?

Leadville, Colorado & Southern Excursion

by Jimmy Blouch



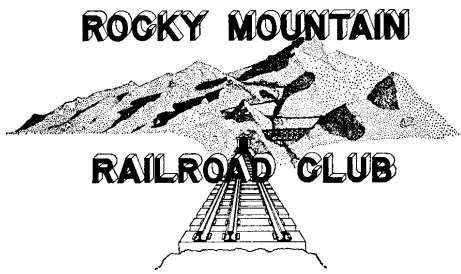
On the Colorado and Southern Leadville-Climax line, Engine 641 returns to Leadville after opening the line to Climax with a rotary snowplow on January 11, 1962. – Photo by Jimmy A. Blouch



More than 37 years later, the line is now called the "Leadville, Colorado & Southern" and on September 18, 1999, the Rocky Mountain Railroad Club members enjoyed a photo stop. It was a fine fall day and everyone had a wonderful time viewing the scenery and fall colors during a round trip on this unique tourist railroad. – Photo by Jimmy A. Blouch

The drive was beautiful with the fall colors and bright sunshine. The day was cool, sometimes sunny, sometimes cloudy, still perfect for a train ride. The club had a large turnout for this trip on September 18, 1999. It was great to see everyone, some enjoying their tailgate picnic before departure or just visiting and sight-seeing. The fall colors were spectacular from our viewpoint. The Leadville Colorado & Southern is to be commended for a great

job. The train is clean and the narrative informative. I had opportunity many years ago to see one of the times the Colorado & Southern ran the rotary in order to open the line to Climax. Additionally, I was fortunate to be able to ride that train on its return to Leadville. So this trip was a pleasant opportunity to enjoy current operations and at the same time recall fond memories of another era.



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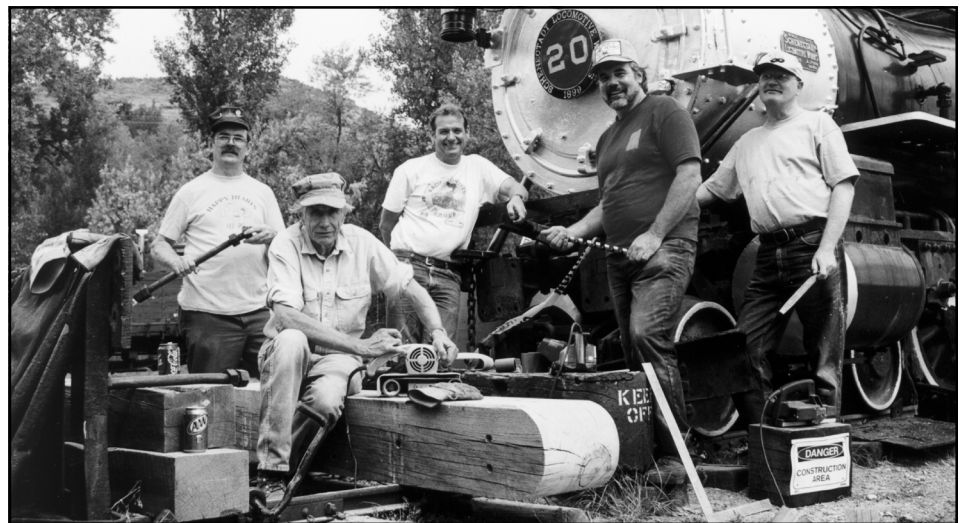


Out at the Museum – Equipment Committee Report

By Steve Mason

Saturday, August 28th found a number of us out working on the #20. Duane Fields, Ralph Vance, Roger Sherman and myself rounded off the 10x13 inch oak pilot beam on both sides. We used power equipment where we could but there was also hand sawing. A power planer and belt sanders finished the work. Phil Scholl brought the old bolts from when we disassembled the pilot. He spent many hours wire brushing off the rust. He ran a die on the threads and a tap on the nuts so the bolts work good as new. The beam was also primed.

Later, the group decided to fill the entire beam with epoxy. Bob Tully, Russ and Sue Stuska showed up on Wednesday, September 8th to help with that. We also incorporated primer to save a step. The next day Bob Tully helped smooth up the beam and paint it with two coats of black paint. The pilot beam still needs some more paint. We are going to put the beam back on the engine next.



From left: Phil Schol, Ralph Vance, Steve Mason, Duane Fields, Roger Sherman.

Russ and Sue Stuska made copies of some photos of the Rico when it was on the William Henry Jackson Photo Special on the RGS. They plan to hang these up in the Rico for the public to see.

We answer various questions and speak with the many rail fans from around the world. We have had visitors from Great Britain, Australia, New Zealand, Germany, Switzerland and Japan.