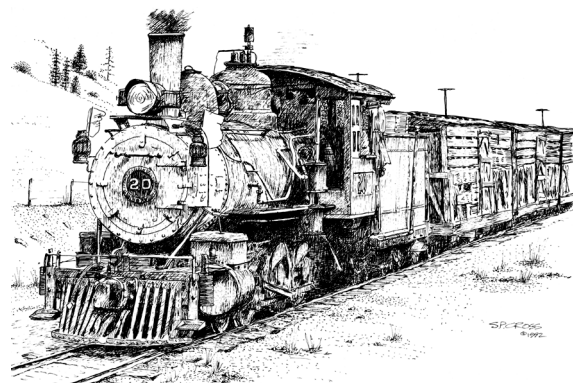


ROCKY MOUNTAIN RAIL REPORT



JANUARY 2001

No. 496

ROCKY MOUNTAIN RAILROAD CLUB

Route of the Warbonnets

By Joe McMillan

January 9, 2001 • 7:30 PM

Route of the Warbonnets has been shown to railfans at three major slide show events: Winter Rail, East Rail, and Summer Rail. The show will be an overview of the entire Santa Fe system before the merger. The multi-media show with two slide projectors and music features Joe's slides. Please come and enjoy a fine program with us.

Joe was raised in south central Texas, and his interest in trains goes back as far as he can remember. In 1964, he graduated from Texas Technological University at Lubbock, Texas, with a BS degree in civil engineering and joined Santa Fe's engineering department in Topeka, Kansas. After a three-year army tour in Europe, he returned to the Santa Fe and served in various engineering and operating positions in Kansas, Iowa and California. In 1973, he was transferred to the company's Chicago headquarters to become assistant manager of safety-system. In 1995, after a 31-year career, Joe retired from the Santa Fe as the company's assistant director of safety and rules. Shortly thereafter, he moved his family from Chicago to Arvada, Colorado.

In 1977, Joe started McMillan Publications to publish railroad books and calendars, and to distribute videos. Joe has authored and co-authored several books on the Santa Fe and Midwestern railroading and is presently publishing a pair of Illinois Central books and the third volume in his series on the Santa Fe.

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.

90 Years of History - D&IM No. 25 Open House

On Saturday, February 17th, our Denver & Intermountain Interurban No. 25 will have reached its 90th birthday! To commemorate this occasion on that day, we will have a birthday party at the car with cake and goodies. Come on out and say "Hi" to the car, the volunteers and fellow members between 10:00 AM and 2:00 PM. Bring friends if you wish. The

car will not operate because of the unpredictable weather so we will celebrate inside the heated building.

To get to the open house, enter the Federal Center at Gate No. 1 off Kipling Street south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and

2001 Events Schedule

February 13 Meeting:	Rio Grande Passenger Trains
March 13 Meeting:	New York Central Steam
April 10 Meeting:	CATS, A Retrospective of A Year's Operations
May 8 Meeting:	Slide Potpourri
June 12 Meeting:	Cheyenne - 1867 to Present
July 10 Meeting:	To be announced
August 14 Meeting:	RMRRRC 1984 Chicago Tour
September 11 Meeting:	Rio Grande Trains
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	To be announced

The deadline for items to be included in the February *Rail Report* is 1/22/01.

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. The Building 78 phone number is 303-232-6386.

From the President

By Dave Goss

Happy New Year to All! Congratulations to our new officers, directors and volunteers! The year 2001 starts with lots of optimism and enthusiasm. I hope you all share in the expectations that any New Year brings.

In 1986, the Club's Officers and Directors submitted an application to the Internal Revenue Service seeking a tax-exempt status for the Rocky Mountain RR Club. That was done in part to enable members to make tax-deductible donations to the Club for the restoration of the Club's equipment and specifically Car 25. That application was turned down by the IRS so the Club resubmitted an application establishing the Rocky Mountain Railroad Historical Society. That was approved and to date has been the mechanism for much of the restoration of Car 25.

Over the fifteen years that the Foundation has been in existence, we have had two separate Boards and two different sets of officers to administer many of the same activities. This does not seem to be efficient or practical in a day and age when free time competes with time that is not so free. To this end, this year the Board is going to evaluate the merging of

the Rocky Mountain Railroad Club and the Foundation into one organization, with a tax-deductible status administered by a single board of officers and directors.

It would be our intent to allow members' dues to be partially tax-deductible and for the Club to exist as a subset of the Foundation, but the Foundations Articles of Incorporation would govern. The new Foundation would still publish books and videos and operate trips and excursions just as the Club has in the past. Essentially, the change would be in name only for tax purposes. In preliminary discussions with tax attorneys and others, we believe this is feasible. Any such action will require a vote of the membership and will be open to discussion.

If you have any suggestions or opinions that you'd like to convey to the Board, please write us at the Club's mailing address (PO Box 2391, Denver, CO 80201-2391) or send an e-mail to me at m1ck11@aol.com. We will carefully and thoroughly evaluate this idea before making any recommendation to the membership. We will also keep you informed of our progress.

Out at the Museum

By Bob Tully

A crew of four, Ralph Vance, Roger Sherman, Denny Haefele and Ken Gow, scraped and sanded narrow gauge cabooses 0578 on November 25th, bringing us closer to the time of repainting. During this effort they found split and decayed wood on several pieces of window trim so we decided to replace trim on each side and the top of three windows. Hopefully this material can be manufactured and installed during the next work session.

On December 1st, the Club assisted the Colorado Railroad Museum with ground improvement by providing 27-tons of three-quarter inch recycled asphalt which will assist in reducing muddy areas and improving pathways. Fasick Concrete donated the use of a tandem truck driven

by club member Denny Haefele who also arranged, picked up and delivered this welcome material. Most of this has been spread on the north side of Engine 20 and the north side of business car Rico.

A very successful weekend of Club promotion and public enjoyment was pulled off by a joint effort of the Events and Equipment Committees. Visitors at the December 2nd and 3rd Santa Claus Steam-up were treated to hot chocolate and a variety of cookies while touring the yard. Red and gold bows and red garland greeted visitors to the west platform of Rico. As children and families walked through, they had an opportunity to obtain

Continued on Page 3, Column 3

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club.

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 annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Mike Gailus
Secretary	Frend John Miner
Treasurer	Fran Minnich

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

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.

News From the Foundation

by Jean Gross

November contributions continue for the Foundation. Darrell Arndt, Joe Prislac, Tom Peyton, and Dick Kramers have given slide shows to a few groups this month. One group in particular, The Over Fifty Club, came out in a snowstorm one Friday night just for this program and furnished a delicious potluck dinner besides! As always, the presentation was well received, but this group showed particular support by taking up a collection at the end that amounted to \$100.00.

It was fun to have a couple of Railroad Club members in the group. Tom brought tee shirts and the usual trolley memorabilia. We thank the group for giving us the opportunity to share the history and progress of #25 with them.

As the year draws to a close, the trustees of the foundation wish to thank the membership for it's support of restoration this year. Work continues on Car #25 thanks to continued funding by people such as yourselves, and organizations that realize the importance of historic preservation.

The honor list of generous donors to the Foundation for December is as follows: Mr. Robert Bartholic has funded the restoration of a window shade, which brings the total number of shades funded to eight. Mr. Mac Palmer donated in memory of John Dolan, who ran the Platte Valley Trolley. Donations were also

A Letter Of Thanks from Dave Gross

As I step down as President of the Foundation, I wish to thank all the individuals who have worked the last four years to make the Foundation stronger. Building this organization has taken your personal time and in some cases personal expense. It was a pleasure working with you. To volunteers and businesses that have devoted their time and expertise at the Federal Center working on the Car No. 25 restoration, please accept my gratitude. While not attempting to acknowledge you by name for fear of omitting someone, you



Charles Moffat pours hot chocolate while Mona Tully offers cookies in the Rico's kitchen. – Photo © Bob Tully.



Denny Haefele spreads donated recycled asphalt on the north side of the Rico and RGS 20. – Photo © Bob Tully.

received from Bruce Curtis, Don Elliott, R.J. Fryml and Robert Neher. As these were not designated gifts, the money will be used for the general restoration. Thank you from the Foundation.

are fully aware of who you are and you should be very pleased with your accomplishments. It is this kind of dedication and enthusiasm that has made this restoration possible.

I also wish to thank the membership. It is only through your support that the Car No. 25 project keeps surging ahead. Please remember that the fund-raising campaign for 2001 is now underway. Thank you all for letting me serve the Foundation. – Dave Gross.

Out at the Museum

Continued from Page 2, Column 2

a Club membership brochure and purchase note pads, mouse pads, several books and videos. The new video *The Uintah Railway* was shown continuously by Charles Moffat who worked through both days. As visitors moved into the kitchen they could pick up a cookie or two and a cup of hot chocolate. Mona Tully poured much of the chocolate for the two days, but was also helped by Charles and me. We had just a few cookies and cups of chocolate left Saturday.

Supplies were replenished before Sunday morning and we made it through most of the crowd. The cookies were gone about 3 PM and hot chocolate gone about 4 PM. On Sunday, sports fans also had the opportunity to see a bit of the Bronco game via a television provided by Mona. Nearly 1,400 people visited the Rico, 1,300 cookies went mostly to children (adults liked them too) and nearly 650 cups of chocolate (about 30 gallons) were served. Lots of people expressed appreciation for having the Rico open to view the interior and for the treats. A good number showed their appreciation with a total of \$314.25 in donations received! Expenses were more than met by this show of gratitude for our efforts.

On December 2nd, Duane Fields, Ken Gow, Matt and Mark Tomon and Phil Scholl greeted and gave information to visitors, found time to put three pieces of trim on the east side platform of 0578 while Denny Haefele flagged and assisted on the train. I spent a couple of hours going over all speeders and 4 wheel trailers with Gus Mocilac, a Colorado Springs member of North American Rail Car Operators Association. He did a very thorough evaluation of the Club's M-9 Fairmont speeder for a possible complete restoration.

On the 3rd, Ralph Vance and Phil Scholl worked on the train while Matt and Mark Tomon talked to visitors. Overall, the joint effort by a few people in the Events and Equipment committees resulted in greater awareness of the RMRR Club, our railroad stock and the history of the Rico.

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.

Herzog Ditching Unit Finishes Tennessee Pass Project

The Herzog MW Ditching “self propelled train” that worked its way west over Union Pacific’s railbanked (closed) Tennessee Pass line in 2000 completed the project in late November. It picked up discarded railroad ties along the right of way with a shovel that moved along the six flatcars. The HZGX 164 and 165 cars came east on a UP train into UP’s Denver North Yard in late November.

The unusual Herzog owned six-car train set departed south on UP’s Denver to Pueblo, CO, train at the end of train M DVPU 27 by Littleton about 5:30 PM, 11/27/00.

– Herb

Derailment at Palmer Lake

On 12/2/00, between 3:30 and 4:00 AM, the Tucson, AZ, bound Union Pacific C EYTE 01 coal train derailed about 500 yards north of the junction of Main One and Main Two (or about 300 yards north of County Line Road). My friend, Warren, and I had been sitting there watching trains for a few hours when it happened. The train had been awaiting its turn to move south, and pulled up just short of the southbound signals, right in front of us. Power was configured 2 x 2 x 2: UP 7153, UP 7078; mid-trains SP 213 & 289; rear distributed power UP 7059 and SP 252. At first we didn’t know why he stopped, but after a little while the conductor reported several cars derailed.

Warren remembers hearing a ‘bang!’ similar to slack-action, and a couple of thuds, through his barely open window (I, of course, had been dozing off). Warren didn’t think much of the noise until we heard about the derailment. The



The Rio Grande gold and silver Prospector scheme has been applied to the Ski Train power! This gives the train a uniform appearance. Amtrak F40’s 242, 283 and 289 were photographed early on 12/17/00 at Denver Union Station. – Photo © Mike McGowen.

derailment at milepost 51.7 started five cars behind the engines; I counted ten cars on the ground, while the conductor reported 14. It was hard to get an accurate count due to darkness, bitter cold (about 5 degrees), and the local sheriff checking things out. There was about a one-car-length gap between the third and fourth derailed cars, with the derailed cars behind the gap ending up in quite a tangled mess.

Several cars were partially or completely overturned. I was surprised to see such a pileup due to the slow speed of the train (pulling quite an uphill grade) and the fact that it would have immediately gone into emergency. I wonder, if the engineer himself did not throttle back immediately, would the helpers continue pushing, or would the computers sense the problem and cut the engines immediately? Seemed like more of a pileup than I would have expected.

– Wes

CKP SD9’s Moved to Rock & Rail

Five former Southern Pacific SD9E’s, now CKP 201-205, were sold by Nevada Northern, the museum operation, to Rock and Rail at Parkdale, CO. They moved from Ely to Shafter, NV, starting 11/7/00, for interchange with the Union Pacific. The units were originally purchased by Northern Nevada Railroad Corporation, the shortline that reopened the former Nevada Northern, and which was later

taken over by Broken Hill Properties (BHP). They had five ex-SP SD9’s, the 4303, 4352, 4412, 4418 and 4426, plus a pair of ex-SMV 70-tonners. The operation was going great until copper prices dropped, effectively shutting down the rail haul. When the mining operation closed for the second time, BHP had to break a ten year trackage rights contract with the museum (who owns the track from Keystone to McGill Junction), and as part of the settlement the museum acquired title to the units. The museum sold them to raise money.

The units retain very worn Southern Pacific paint schemes with only CKP and their numbers on the cabs. Rock & Rail might use them to expand rock hauling operations to the Malta area of Union Pacific’s railbanked Tennessee Pass Line.

CKP 202 was noted at UP’s Denver, CO, North Yard on 11/30/00. CKP 203 arrived in Denver, CO, via UP’s Roper Yard, UT, to Denver train on 12/2/00.

– The Internet, John & UPRFI

UP’s Rio Grande Tunnel Motor 5410

DRGW 5410 was retired on 11/29/00. Looks like DRGW 5386 may be the next one. So I would start taking photos at every opportunity. Again the UP’s philosophy is to get down to just a few models. I understand that there are some components on the tunnel motors that are



The Union Pacific's upgraded Limon Subdivision, AKA Kansas Pacific Line, in recent years has seen substantial upgrading. Dispatcher signal-controlled sidings have been added at New Byers and Limon. Few trains ran westward in 2000, but that will change in the coming years. UP AC4400CW 7093 and 6496 were westbound on the second coal empty, Chiles, KY, (TVA Shawnee Plant) to Converse Mine, CO, train of 11/15/00, train symbol 2C CSCV 15. Train was passing the Limon depot, now a museum.
 – 11/20/00 photo © Chip.

not compatible with the SD40-2.
 – UPRF1

Forney Transportation Museum Moving Equipment



Chicago & North Western 4-6-0 No. 444 was moved another step closer to its new Forney Museum site in Denver, CO, on 12/12/00. A private contractor is shown moving it from along I-25 to siding near Prospect Junction. Equipment has been in limbo most of 2000. Photo © Chip.

Sacramento Firm to Build Rail Cars

Siemens Transportation Systems, Inc. of Sacramento was awarded a contract by the

Denver Regional Transportation District for the purchase of 12 additional light rail vehicles, a contract is valued at \$27.6 million which equals \$2.3 million per car.

There are already 31 of Siemens' SD100 light rail vehicles in operation in Denver, and this new order is in addition to the order for 6 more vehicles placed by Denver in February, 2000. The vehicles will be assembled and tested in Sacramento, then shipped to Denver.

Denver's recently opened Southwest light rail line has been an overwhelming success, and ridership has exceeded forecasts by about 3,000 passengers per day on the new 8.5 mile line. Passenger traffic at the five stops on the southwest line was expected to be 8,500 travelers a day. However, an October 4th count showed 13,279 passengers – 56 percent above the estimate, according to the Regional Transportation District.
 – PRNewswire

Ski Train's First Trip

Saturday, 12/16/00, marked the inaugural run of the new Ski Train engines (for those of you living in a closet of late, they leased F40PH's–242, 283 & 289—from Amtrak, and they have been painted in Rio Grande gold and silver with black on top).

As a (non-train crew) worker on the Ski Train, I was lucky enough to be chosen for this run.

We pulled out of Union Station a scant few minutes late. As this year marks the 60th anniversary of the Ski Train, there were some festivities, complete with lots of balloons, in front of the train, a little ways north of Union Station. A film crew from WB2 was there; I heard that channel 7 was filming the send-off as well. After the train pulled forward through/under the balloons, we stopped for the WB2 crew to get back on the train.

The WB2 crew proceeded to shoot a lot of film, including interviews with a family just across the aisle from me, and with the manager of the Ski Train. They got some nice shots from the vestibules, and even got a cab ride from Winter Park to Fraser (wish I could be so lucky). The WB2 segment aired on the 9:00 PM news. It was a nice piece that included some of the history of the train, as well as parts of the interviews mentioned above. I was lucky enough to achieve my fifteen minutes, er, milliseconds, of fame, as I was filmed helping a child off the steps as they faded the picture back into the studio.

The trip was not without troubles, although they were all minor. Apparently the head end power voltage was not quite right, and the passenger cars lost power several times on the trip west as the maintenance crew researched the problem. They seemed to get the voltage dialed in correctly, as the rest of the trip saw no problems.

Things got more interesting later in the afternoon. I stayed on the train while they wye'd at Tabernash (the train is wye'd at Tabernash, then brought back, subject to freight traffic, to the siding at Fraser, sitting there until about 3:15 PM before venturing back to Winter Park to board passengers). At Tabernash, we were held on the inner leg of the wye (at Tabernash, the siding and main form two legs of the wye, with the third leg – long enough to hold the Ski Train with room to spare – running between them). The eastbound

Continued on Page 8, Column 1

The Rocky Mountain Railroad Club Annual Meeting Report

By Steve Mason with photography by Mike Gailus



The annual meeting was under way for 15 minutes starting about 8 PM. The minutes from the previous year and the present business was quickly handled by moving and seconding and accepting as presented. Nominations were dealt with in the same way. There being no write in candidates, nominations were closed and it was moved that elections would be by acclamation. The electees are as follows:

President – Dave Goss
Vice president – Mike Gailus
Secretary – Frennd John Miner
Treasurer – Fran Minnich

Directors for 2 years:
Charles Moffat
Charlotte Williams
Ken Gow

Foundation Trustees:
Tom Peyton – 1 year
Rich Loveman – 2 years
Joe Minnich – 3 years



From left: Ken Gow, Charles Moffat, Charlotte Williams, Frennd John Miner, Fran Minnich, Mike Gailus, Dave Goss.

John Picard offered archival items to the Club from the Everett Rohrer estate which was accepted provided there be an archivist to handle them. Jimmy Blouch was asked if he would be archivist and he graciously “volunteered.”



The equipment committee volunteers were presented with certificates. These men have given many hundreds of hours of their time and also money to further the equipment projects.

Members receiving certificates were: Ken Gow, Bob Tully, Duane Fields, Matt Tomon, Pat Mauro, Ralph Vance, Mike Spera, Roger Sherman, and Denny Haeefe.



Bruce Nall (left) was recognized for his service as Editor of the *Rail Report*. Bruce has done an excellent job with the *Rail Report* in its presentation, format, quality, flexibility on deadlines and maintaining the budget.

Chip Sherman was recognized for his excellent efforts in coordination and providing material and photographs on current railroad happenings for the OS Colorado feature in the *Rail Report*.

Hugh Alexander was recognized and given a gift for his many years on the trip committee as well as two years as chair. Hugh was very good on trip details and provided all the art work for ticketing, flyers and 60th anniversary items.



Jim Ehernberger (left) was given a gift for his long service to the Club. He served as president from 1969 to 1970, director, secretary, insurance committee chair and publications chair. He is currently finishing the reprint of the Jack Thode's *A Century of D&RGW Passenger Trains*. Jim also arranges for our Cheyenne roundhouse tours. Jim has given freely of his time and money to assist the Club.



Dave Gross (right) was given a gift for his contributions. He was a director for four years. As video chairman, he supervised putting the Otto Perry film on D-2 masters which resulted in the many videos we have now. Dave was president of the Foundation for three years. He made a large loan to get the project going and worked with Darrell Arndt to get Car 25 running and as complete as it is now.

Dave has flown to Los Angeles at his own expense for video editing and production. He also visited Portland to report to the Foundation on heritage trolley operation there, again at his own expense. Dave has always personally supported the Foundation fund raising



UP 805 and 4018 are featured in this December 18, 1955, scene in Cheyenne, Wyoming. Photography by Neal R. Miller. This is the 48th annual photograph Neal has presented to members.

The RMRR Annual Meeting Report Continued



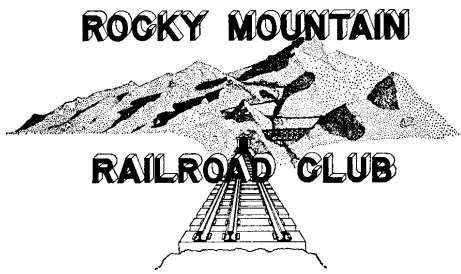
Steve Mason (left) was given a gift for his endeavors in developing the equipment committee and his work as director and vice president. He helped set up credit cards for the Club.

Bruce Eller ran the raffle next. The proceeds from the monthly raffle help provide funds for maintaining and restoring the club's equipment.

After a short break, Erwin and Bobbie Chaim provided us with an excellent multimedia program with slides from two projectors accompanied by Christmas music. All the slides featured train related Christmas cards. Many of us have sent Erwin Christmas cards which we saw again during the program. Everyone enjoyed the wonderful program and Erwin and Bobbie got a big round of applause from us all.



We finished up with cake, juice and fellowship. It was a fine evening for everyone.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873



OS Colorado

Continued from page 5, Column 3

Roper Yard, UT, to Denver train, M RODV, with two Grande tunnel motors among its consist (SP 112, DRGW 5371, DRGW 5390), rolled in from the west on the main. The dispatcher held him on the main at Tabernash, and brought a westbound empty coal through the siding. Then the M RODV, which had reported having trouble with the third unit (DRGW 5390) shutting down once or twice, left for Denver. He was right at the tonnage limit for his power, and there is a hefty grade between Fraser and Winter Park – a recipe for problems.

The dispatcher then gave us authority to use the siding, and we completed the wying of the Ski Train. Shortly thereafter, the dispatcher moved us up to Fraser siding. About that time, we heard that the M RODV had, sure enough, stalled out on the hill.

The Ski Train conductor rode the rear

boxcar of the M RODV from east of Fraser (where the train stalled) back into Fraser (keep in mind it was probably 15-20 degrees out and very windy). Then he rode in a high-railer pickup along the highway that parallels that stretch, providing protection for the reverse move.

Power was removed from a train at Sulphur, and after allowing westbound Amtrak #5 through, SP 304 and a UP engine were added to the train. It finally passed us as we sat at Fraser, shortly before we were to leave to return to Winter Park for loading. We then passed the M RODV one last time at Crescent during our descent toward Denver.

All in all, Saturday turned out to be a great day for railfans, both those of us on the train and those who chased it. Even though I'm not a big fan of the cold, it was nice to have the white stuff on the ground for all the photo opportunities.

– Wes Cox

BNSF Unit Steel Coil Train BNSF 704 West



BNSF's Joliet, IL, to Pittsburg, CA, (U JOLPIT1 16) unit steel coil train departed Denver westward on Union Pacific's Moffat Tunnel Subdivision 12-19-2000. Warbonnet painted BNSF 9-44CW 704, Heritage II 4968, 4314 & ATSF warbonnet 680 hustle the train along BNSF's Golden, CO, line at right. Milepost 6, northwest of Denver, CO. – Photo © Chip.