

ROCKY MOUNTAIN RAIL REPORT



JANUARY 2002

No. 508

ROCKY MOUNTAIN RAILROAD CLUB

Fumes Over Sherman

By Tom Klinger

January 8, 2002 • 7:30 PM

The smoke dissipated long ago and the cinders drifted away with the ever blowing winds in an area known by many names in the history of the West: Black Hills, Cheyenne Pass, Evans Pass, Sherman Pass, Sherman Summit, etc. With the memory of the fragrance of burning soft coal fading away, the present armor yellow rail monsters of Sherman Hill give forth fumes from Diesel fuel. We will track these monsters of the 70s through the present day on Sherman Hill where the only thing that has not changed is the restless wind and 4' 8-1/2".

Tom Klinger is a retired math and computer science teacher who lives with his wife in Wheat Ridge. He has been interested in trains for "LX" (can you figure it out) years and has photographed railroad scenes for "L" years. The sight of four PRR 2-10-0s on ore trains and two Reading 2-8-8-0s on coal drags caused an incurable "camera disease."

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

Election Results

The following members were elected at the annual meeting of the RMRRC:

President - Mike Gailus
Vice President - Steve Mason
Secretary - Fred John Miner
Treasurer - Fran Minnich
Director - Barry Smith (2002 - 2004)
Director - Bob Wilson (2002 - 2004)
Director - Roger Sherman (2002 - 2004)

Directors and trustees for the Foundation:
Dave Henker (2002 - 2004)
Richard Eaton (2002 - 2005)
Bruce Eller (2002 - 2003) Please note that Bruce is fulfilling the remaining portion of Charlotte Williams' term.

Jeffco Train Show

The Intermountain Chapter of the NRHS will be hosting the annual Jeffco Train Show on Saturday, January 5, 2002. The Jeffco Train Show will be at the Jefferson County Fairgrounds on west 6th Avenue in Lakewood, CO. Hours will be 9 AM to 5 PM. Admission is \$4.00 for adults and \$1.00 for children 5-12 years old with a \$10.00 per family maximum.

The Rocky Mountain Railroad Club will have a booth, so stop by to see what we have for sale. We should have the *Otto Perry's First Generation Diesels* and the *Otto Perry's Moffat Route* videos for sale. There will also be many other vendors.

2002 Events Schedule

February 12 Meeting:	The Old C&S Narrow Gauge and Engine #9
March 12 Meeting:	Great Trains in the Winter
April 9 Meeting:	Pennsy Steam
May 14 Meeting:	Slide Potpourri
May Tour:	Cheyenne Shops Tour
June 11 Meeting:	To be announced
June Event:	BBQ at the Colorado Railroad Museum
July 9 Meeting:	To be announced
July Trip:	3985 Steam to Cheyenne
August 13 Meeting:	RMRRC 1984 Chicago Tour
September 10 Meeting:	To be announced
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the February *Rail Report* is 1/21/02.

From The President

By Dave Goss

With the end of 2001, we are struck by the profound changes that have occurred in our lives since September 11th. Let us never forget the significance of freedom from fear and the unique opportunities we have living in America. And from my perspective, one of those special opportunities was given to me two years ago when you elected me as President. I truly thank you for the experience of having my life enriched by new friendships and the chance to work with many of you over these last two years.

It would be difficult to name all those that have given me guidance, advice and support, and rather than make the mistake of leaving one of you out of my list, I thank you all. The officers and directors of the Club and Foundation typify the good will and depth of volunteer support that has made this organization truly a world class group of people. I continue to be amazed as I find out about the

knowledge, skill, common sense and vision that members of this Club have today and have had in the past. Many before me and after me will make far larger marks on the Club than I could ever hope for.

When asked in the future to volunteer to serve on the Trip Committee, the Equipment Committee, the Publications Committee, the Newsletter Mailing Committee, the Video Committee, the Events Committee, the Raffle/Annual Drawing Committee or on the Board of the Club or the Foundation, I encourage you to say yes. All the officers, directors and trustees for the years 2000 and 2001, along with every volunteer who assisted on each committee and project, are the reasons that we have succeeded. Join with me in thanking them all and wishing them and each of you a wonderful New Year as we start together, the Club's 64th year.

Dave Goss Retires As Club President

By Steve Mason

At the December annual meeting of the Rocky Mountain Railroad Club, Dave Goss stepped down after two years as president. Dave received several gifts including a photo, made by Dave Goss, of Union Pacific Big Boy 4011, taking coal in Denver. Dave also received a gift certificate for two tickets in the Club car on the Rio Grande Ski Train.

As president, Dave worked with the Board to develop a mission statement and a "Policy Manual" for the Club. The policy manual provides guidance to new officers and directors to aid in continuity and to institutionalize the Club's administrative memory.

Before becoming president, Dave was Club treasurer for three years. During that time, Dave organized the Powder River Coal Mine Tour. Dave also instituted service projects, the first one three years ago at the Alpine Tunnel.



Club President, Dave Goss (left) accepts a gift from new Club president, Mike Gailus.

Car 25 Restoration

\$25 Donations Get A Union Pacific 2002 Calendar

Anyone donating at least \$25 toward the restoration of D&IM Car 25 will receive a 2002 UP calendar while supplies last. Donors since October will receive the calendar. This is your opportunity to help the Car 25 project and receive a \$10 value calendar in return. Donations made to the Rocky Mountain Railroad Historical Foundation are tax deductible.

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Club Information

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<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	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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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.



Colorado & Southern 638 at the Highland Switch north of Longmont, Colorado in April 1952. – Photo © Neal R. Miller.

In Remembrance
Ralph E. Vance
1933-2001

Ralph Vance, a 32-year veteran fire fighter with the Elk Creek Fire Department, died while responding to a chimney fire on December 14, 2001. He was driving a 2500-gallon water tanker that slid off US 285 and down a 100-foot embankment.

Ralph was a Denver native and a 1951 graduate of East High School. He attended the University of Colorado at Boulder. He was an instructor pilot in the Air Force. Ralph joined United Air Lines in 1962 and flew for them for 29 years. He was a Captain on international Pacific flights. Ralph is survived by his wife Virginia, a son Marc and a daughter Valerie.

Ralph repaired instruments for the Evergreen Orchestra and played viola. He was also a ham radio operator. He took special pride in his 1956 Cadillac, which he drove to the Museum on steam-ups. Ralph was a 50-year plus member of the Rocky Mountain Railroad Club. He held card number 16. He was active on the Club Equipment Committee. He did a lot of work on RGS #20 and on caboose 0578. We depended on his solid judgement and dependability. We will miss him.

**Douglas County History
Programs**

Announcing the 2002 Douglas County Local History Program Series. All programs are free and open to the public in the Commissioners' Hearing Room of the Philip S. Miller Administration Building at 100 Third Street in Castle Rock, Colorado.

On January 19th at 2:00 PM, see "All Aboard! For Electricity by the Trainload," A documentary by Douglas County Television Channel 8. Meet the crew who made this outstanding production that was nominated for two Emmys in 2001!

On April 13th at 2:00 PM, see "Steam and Diesel of the Union Pacific Railroad," a slide presentation by Robert Kreiger of the Union Pacific Railroad Steam Team.

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.

Rio Grande Logos Applied by UP Protects Ownership

Union Pacific has applied three of the various Denver & Rio Grande Western logos to some cars to protect the trademark status of three historic D&RGW markings. Several cars were painted in 2001 at UP's DeSoto car shop.

They were not done for a movie as had been reported; they were to protect the logos by keeping them active and in use. I have identified about seven cars so far. Most are coal hoppers, but there are a few gondolas and covered hoppers also.

If a logo is inactive for a certain period of time, and I think it is in years, the trademark on the logo can be lost and someone can steal it. You can lose all rights to it. By applying it to railcars as UP is doing, they are active and UP retains ownership.

Did you notice UP is using two DRGW logos that were rarely used on equipment? The Main Line through the Rockies and the Action Road logos were not used much, mainly on cabooses, although the Main Line logo was used on a covered hopper by Rio Grande.

What is odd is that they are using full color versions and not just black and white. They are also taking the time to repaint the entire car and re-stencil all the info back on them. In 12272's case they even re-stenciled the bank trustee info for a bank that no longer exists.

Cars with D&RGW newly applied logos include:

DRGW 12272 – Coal hopper, black, DRGW reporting marks, Action Road logo, Mainline logo



BNSFs Provo, UT, to Denver train (H PVODEN 18) was at Pinecliffe, CO, in fresh snow on November 19, 2001. ATSF 9-44CW 651 from the Santa Fe's "Super Fleet" series 600-799 led the three unit lash-up, BNSF 5346 and Green C30-7 5053. – Photo © Chip.

DRGW 12821 – Coal hopper, black, DRGW reporting marks, Mainline logo

DRGW 15564 – 3-bay covered hopper, white or light gray, DRGW reporting marks, Action Road logo, Mainline logo

DRGW 16031 – Coal hopper, black, DRGW reporting marks, Mainline logo

DRGW 16445 – Reported as repaint but not seen to be verified

DRGW 56473 – Gondola, reported as repaint but not seen to be verified

DRGW 310303 – Gondola, Action Road logo, Mainline logo

–John Bromley from UP Railroad and Paul Ziemba

Rock & Rail SD-9s

The SD-9s that Rock & Rail had down around Canon City are all ex-SP and came from that BHP Nevada operation out on the old Nevada Northern. They had the 202 & 203 that were still in ragged SP paint and the 205 that was in basically blue with yellow nose. They also had one that was painted all black with no lettering on it, except its SP number of 4390. Later, they painted the 202 & 203 black (sort of a dull charcoal black) and put the number on 203s cab, along with the initials R.R. and

an emblem copied from the D&RGW. No lettering at all on 202.

Some time back I found the 4390 parked in real nice light in Canon City. Since it had no lettering, I got some white typing paper and cut out the initials "R&R" and taped them to the cab side and shot some pictures. Then back in September or October I did the same with the 202, using some yellow paper I got from a friend of mine who runs a photocopy shop there.

Now I have heard that all 4 of them have been sent to Trinidad for use on the old Colorado & Wyoming (C&W) line west out of there. Some outfit is starting up one of the old mines down there. –Ed

Old Rio Grande Veterans at Omnitrax

There are three D&RGW GP-30s at Omnitrax, 3011, 3016 & 3018. All are in pretty rough shape.

They had been in Wichita, KS, and before they could be brought out here, one of the guys from the shop had to go back and get the brakes in working order. In addition to those three, D&RGW 3042 is there, as is Northwestern Pacific 5305, which is ex-D&RGW SD-45 5305.

Back in Wichita, there are 3 more D&RGW GP-30s, all at a scrap yard.



The Union Pacific (UP) continues to move most empty auto racks via the Denver Pacific line north via Greeley, CO. UP SD70Ms 4503 and 4222 were moving the Denver to Proviso Yard, Chicago, IL, train at Speer, WY, on November 19, 2001. – Photo © Chip.

These are in worse shape than the ones in Loveland. I know two of them are 3019 & 3027, but I'm not sure about the other one. I think it is 3013.

And, speaking of D&RGW GP-30s, the 3001 was sold to Omnitrax and became Hudson Bay 2510. From what I have heard, this unit was returned to Wichita and is to be shipped to Loveland after they get some wheel work done on it. –Ed

BNSF Variety Around Denver

Despite a national recession, BNSF seems to be doing well. A look at trains into Denver on 12/4/01 reflected a busy day:

M BILDEN1 29 (Billings, MT, via Sterling, CO, into Denver). Power was BN 7050 and BNSF 6907.

M PVODEN3 03 (Provo, UT, to Denver on UP trackage rights). BNSF (warbonnet) SD75M 8282, 9-44CW 4840, & 4745.

M AMADEN1 02 (Amarillo, TX, to Denver via the Joint Line). BNSF 9-44CW 4470, ATSF 695, BNSF 4758, 7041, 6202 and 6460.

X TPLMCN1 02 (Empty grain train from Temple, TX, to McCook, NE) had BNSF 7071 & 6825.

H LINDEN1 03 (Lincoln, NE, to Denver manifest) had BNSF 4675 and Grand Truck Western SD-40 5916.

B CSSDEN1 02 (Bare table train up the Joint Line to Denver Rennix Yard). Power was ATSF GP-60 127 and BNSF GP-50 (ex-ATSF) 3178.

G ABEDDC1 30 (Unit grain train from Aberdeen, SD, headed for Dodge City, KS, had BNSF 7921, 8027, 6849 and 6783.

H STODEN1 02 (Stockton, CA, to Denver manifest via UP trackage rights) had BNSF 4672, 4310 and 4452.

U JOLPIT1 02 (Unit steel coil train via McCook, NE, from Joliet, IL, to Pittsburg, CA, runs west via UP trackage rights). Power into Denver was BNSF 4374, 4420 and ATSF 837.

Rather busy day and I didn't even get to the coal or Z-trains that day. Glad to see BNSF on the move! Colorado is blessed with variety. – *The Colorado Zephyr*

TTX Caboose

Joint Line watchers keep an eye out for BNSF 4622 on the Denver to Amarillo, TX, train. Last car is Trailer Train (TTX) caboose 111. Train left Denver morning of 12/19/01. Power lashup includes BNSF

9-44CW 4622, another BNSF unit, CNW 8644 and UP 9646. What a train. Just what railfans wanted for Christmas. –*The Colorado Zephyr*

Happy Holidays from Colorado!



The BNSF Santa Train was ready for the kids on 12/12/01 at Sterling, CO. Icy cold temperatures (diving into the teens as early as 8:00 PM) made for frozen water. BNSF GP38-2 2294 with BN caboose 12520 had been busy visiting kids on the Akron and Brush Subdivisions that day. Train stayed overnight at Sterling. Departed 9-10:00 AM north toward Peetz, CO, on 12/13/2001. – Photo © Chip.



The BNSF Santa Train rolled across western Nebraska and eastern Colorado on 12/12/01. Burlington Northern lettered caboose 12520 was pulled by BNSF GP38-2 2294 shown near New Hillrose on the BNSF Brush Subdivision heading for Sterling, CO. – Photo © Chip.

UP's Salt Lake Causeway

I understand everything is pretty much back to normal on Union Pacific's (ex-Southern Pacific) Salt Lake Causeway. Yes, the bad section of the causeway (milepost 747.8-748.25) is still doing the

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OS-Colorado

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slow-sink routine, but it's nothing like it was a year and a half ago when that section of track was literally collapsing into the lake. There is a 25 m.p.h. slow order over that section of track but the rest of the causeway is still 49 m.p.h. (dark territory) with Track Warrant Control (TWC) now in place instead of the DTC that was previously used.

UP abolished all of the work trains that were previously out there over a year ago so I surmise that if they needed some dumping work done they would probably call an extra work train to do the work.

As most of you may already know, the siding at Lakeside, Utah, has been in use for over a year now with 25 m.p.h. entering/departing speeds in and out of the siding. Maximum track speeds between Lakeside and Lucin have also been raised to 70 m.p.h. except for a few isolated 60/65 m.p.h. zones.

The biggest problem out there at the moment is the proliferation of Form A speed restrictions in place between Ogden, UT, and Alazon, NV, on that route. Last time I checked there were something like 13 or 14 of them with some of them being in place since last summer (2001). Apparently the UP is not going to attempt to alleviate the problem until sometime after the new year.

Of course, that's not to say that problems don't arise from time to time when the wind starts to blow out on the lake, and the waves begin to resemble something you might have seen in the movie *Perfect Storm!* Well, maybe not that big, but you get the idea. – *Boomer*

December Issue Clarification

On page 5 of the December 2001 Rail Report, a photograph of Bombardier 2200 was reproduced. The photograph was submitted without the photographer's knowledge or permission. Chip and I would like to thank the photographer, Paul Ziemba, for his retroactive permission to reproduce his photograph.

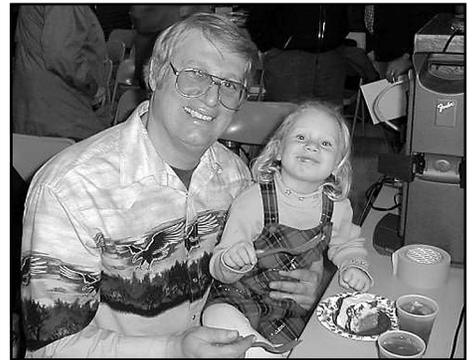
Annual Meeting Photos



New officers and directors for 2002, from left are Mike Gailus, Steve Mason, Bruce Eller, Dave Henker, Richard Eaton, Barry Smith, Bob Wilson, Fran Minnich, and Frend John Miner. – Photo © Sherm Conners.



Past foundation director, Charlotte Williams (on left), past foundation president, Joe Minnich and past club director Ron Kaminen (on right). – Photo © Mike Gailus



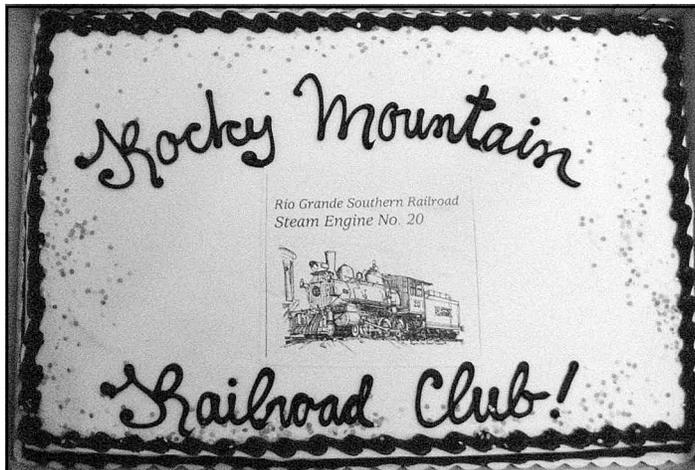
Chip Sherman (left), presented the program "California Dreaming" with help from Krystal Ann. – Photo © Mike Gailus



The annual meeting was well attended. – Photo © Mike Gailus



Neal R. Miller presented his annual photograph, a gift to members. For those unable to attend, the photo is reproduced on page 3. – Photo © Mike Gailus



The cake decorations featured the drawing of RGS No. 20 used in the historical recognition. – Photo © Sherm Conners.



The refreshments at the annual meeting were enjoyed by all including the youngest attendee, Krystal Ann Sherman. – Photo © Mike Gailus

Out At The Museum

By Bob Tully

The December 1st and 2nd “steam-up” at the Museum was a tremendous success for the Club. An estimated 2,000 visitors photographed Engine 20, most often with children on the cowcatcher or in the cab area, toured caboose 0578 while the younger ones climbed into the cupola, or walked through Rico. Decorations included balloons, some red and silver tinsel around the end railing of Rico and a string of red lights along the tender.

Like last year, the Club provided free cookies and hot chocolate throughout both days. We ran out of cookies and hot drinks just 15-minutes before the Museum closed on Saturday, and cookies were gone by 3:30 on Sunday, just as the visitors dwindled rapidly. About 40 gallons of hot chocolate and over 1,200 cookies were served. The train crew pointed out the Rico and our available treats as they passed by to the north. A couple of signs also called attention to the Club’s equipment and refreshments.

On Saturday, Denny Haeefe, Ken Gow and I worked the Rico while Matt and Mark Toman and Phil Scholl spent the day helping visitors around and through 0578. Denny and Dan Haeefe donned orange vests and directed vehicles and controlled the parking lot during the peak traffic period. We did take time to watch a historic event. The Georgetown Loop Diesel-electric Number 15 (General Electric, 1943, 380 hp) pulling D&RGW coaches 280 and 284 traveling clockwise around the museum grounds. Quite a change from the many years of steam power and a couple of cabooses.

On Sunday, Pat Mauro and Phil Scholl continued to visit with people at the 0578 while Sue and Russ Stuska, Roger Sherman, Ken Gow, my wife, Mona, and I spent the day with the Rico. The Georgetown Loop Diesel led a train with a flatcar, caboose and a historic coach. Throughout both days we received lots of thanks and appreciation for having the cars open for inspection as well as for the goodies. Folks were very generous this year, as we received \$298.00 in the



The Sunday, December 2nd, crew at the Christmas “steam-up” at the Colorado Railroad Museum. – Photo © Bob Tully.

donation jar. This covered expenses and provided some extra income for project work on your equipment.

Come out in February when you will see another historic event, the running of the Georgetown Loop Railroad’s oil burning engine 40. It is being returned to the “Loop” via the Museum’s loop after a two year tour on the White Pass and Yukon rail. It will remain at the Museum until early summer just before the Georgetown Loop Railroad Opens.

Our regular work Saturday, December 8th, found Denny Haeefe, Ken Gow joining me to work on the tender. About one third of the steel plate across the back of

the coal bunker which extended its height had rusted away. We ground off the rivets and bolts which held the flat plate to four angle iron supports, one in each corner and the other two equal distance from the ends. We then punched out the old bolts and drilled out the rivets which allowed us to remove the steel extension in one piece. This piece, about 72” long and 20” high, was used to draw a pattern on a new piece of steel.

The new part was cut out of one-eighth inch steel plate with a cutting torch and the edges smoothed with a hand grinder. The two intermediate angle iron supports

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Out At The Museum

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are in fairly good condition except where they are bent upright at right angles, and they are well riveted to the top of the water tank. Two 1-1/2' wide L brackets were fabricated and will be bolted to the supports for added strength. During the next session the new supports and bunker extension plate will be bolted in place.

By the way, the new electric outlet which we placed between the tracks on a cross tie just at the rear of the tender has been very beneficial. It eliminates the use of an 150-foot extension cord across an area frequently used by visitors. It is also very convenient when electric power is required in and around engine 20, its tanker and Rico.

This reminds me to again advise that we try to have a work day the 2nd and 4th Saturday of every month. We can always



The December 1st Christmas train at the Colorado Railroad Museum "steam up" or "Diesel-up" if you prefer. – Photo © Bob Tully.

use another hand or two and would enjoy having others join in the maintenance and repair efforts. Thanks also for

participating in the monthly raffle at club meetings which helps provide money for these types of projects.