

ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 2003

No. 528

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Royal Gorge in the SP / UP Era

Presented by Rich Loveman
September 9, 2003 • 7:30 PM

Those of you who have Rich Loveman's book, *Never On a Wednesday*, know that Rich is an outstanding photographer who looks at photo opportunities from a different perspective than most of us. Rich admits that he is shape oriented. He is an architect and this unique view of the world has brought many different photos of our railroading world. Rich realized a few years ago that the Royal Gorge line was soon to be abandoned and it would be best to get down to the Royal Gorge and even Brown's Canyon and photograph trains before they were gone. This show will have many shots from hard to get to spots on Southern Pacific and Union Pacific trains.

Rich Loveman came from the Port Washington, New York, area and was given a train set when he was twelve. After that there was no looking back. Please come join us for an enjoyable and educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend and there is no charge for this meeting.**

2003 RMRRC Events Schedule

- September 13 Event: Car #25 Roll-out at the Federal Center
- September 27 Event: C&S Caboose Service Project
- September 28 Event: Kenosha Pass Service Project
- October 25 Event: Annual Banquet
- November 11 Meeting: Video Potpourri
- December 9 Meeting: Blizzard of '49

2004 RMRRC Events Schedule

- January 13 Meeting: La Veta Pass
- February 10 Meeting: F&CC Terminals
- March 9 Meeting: Fun With Private Cars
- April 13 Meeting: Erie-Lackawanna East End
- May 11 Meeting: Slide Potpourri
- June 8 Meeting: To Be Announced
- July 13 Meeting: To Be Announced

The deadline for items to be included in the October *Rail Report* is 9/22/03.

Submit articles and digital photos (72 dpi) for the Club website to Wally Weart, Webmaster, at wlg@nilenet.com

Have A Seat In D&IM No. 25

By Darrell Arndt

On Saturday, September 13, all are invited to our 65th anniversary open house and "roll out" of D&IM Interurban No. 25 at the Denver Federal Center. This will be an opportunity to see the progress of the restoration and our new pilot. The passenger section of the interior is mostly complete except for the window shades. No more rides on folding chairs because now the rattan seats have been installed. The overhead parcel racks have also been installed. This is truly another milestone in our long effort to bring No. 25 back to its 1911 ambiance. We encourage you to stop by and share in the excitement.

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2003 RMRRC Service Project

Please Note Date and Time Changes

By Pat Mauro

Join us on Saturday, September 27th, for the 2003 RMRRC service project in beautiful Bailey, Colorado. We'll start out with breakfast in Bailey. We'll be working on the 1945 Colorado & Southern Caboose #10600. The Caboose is in desperate need of refinishing. We'll be stripping the old paint off, replacing rotted wood, applying linseed oil, and then painting it in C&S red paint. Most of the stripping and wood replacement is already done. Bring a ladder if you have one and

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Out at the Museum

By Denny Haefele

August 9th, not long after the museum opened, Ken Gow joined me at the start of a busy day. There was a lot of preparation to do in an effort to have everything flow at a good pace during the upcoming work weekend. We finished cutting out the last two pieces of curved fascia for the clerestory. Before the pieces could be cut, the board had to be planed from 1-inch to 7/8 of an inch to match the ones that were removed from the car. Once the pieces were cut out, they had to be shaped in a curve with about a three foot radius to match the curve of the roof ends.

The boards that were originally on the car had a unique shape to them. In order to replicate that shape, it took two passes with the router. One to each side, and each with a different bit. The guy down at the local lumber yard would look at you like you just stepped off of a flying saucer if you went in and placed a order for something like this.

The easy part of the day came after lunch as we planed and ripped some five-quarter thick redwood down to 7/8 of an inch to make the straight part of the fascia. In modern lumber terms you pay for 1-1/4 inches but you really only get an inch of wood thickness. If you buy a "one by four", you really only get about 3/4 of an inch by 3-3/4 inches. In 1880 do you think maybe an inch might have been an inch? In a simpler time perhaps. Two passes with the router with Ken's now experienced hands at the controls turned 2003 era redwood into 1880 circa fascia.

The last thing we did was primer all but one of the fascia boards and a bunch of trim pieces that will be cut to fit around the windows to hold the screen. The exception was a board that decided to split along a glue line. It was re-glued and placed in the boxcar to heal. It will be primed and installed with the rest during the next work weekend.

Check back next month for another report on the continuing work on the Club's equipment and to see what progress was made during the annual work weekend.

A Famous Colorado Narrow Gauge Engine Goes East

By Denny Haefele

For the first time in over one hundred years, Denver and Rio Grande 2-8-0 number 346 is east of Denver. The Baldwin built locomotive has been at the Colorado Railroad Museum since 1958. Beginning in 1960, the museum used the locomotive for steam ups and pulling visitors up and down the 1/4 mile track originally on the museum property. To be in compliance with new regulations from the FRA concerning the operation of tourist and historical steam engines, the boiler needed to be inspected. The engine was carefully disassembled and upon inspection found that the boiler was in need of repair. The job was too big to be done on site in Golden.

On August 2, 2003, Number 346 was loaded onto a drop deck flatbed trailer normally used to haul heavy equipment and began a journey to the Strasburg Railroad in Pennsylvania. The engine arrived safely in Strasburg the evening of the 7th. The Strasburg Railroad will begin repairing the locomotive. The boiler on the 346 will be rebuilt as well as some work on the running gear before the engine is returned to Colorado.

Originally built for the Denver and Rio Grande Railway in 1881 for \$9,538.00 it was named the "Cumbres", then numbered 406. In 1921, the railroad was renamed Denver & Rio Grande Western and the engine was renumbered 346 and remains so to this day.

Robert Richardson purchased the locomotive in 1950 for \$800.00 from a quickly dying narrow gauge empire. It was displayed in front of the Narrow Gauge Motel in Alamosa until it was moved to Golden. Locomotives 346 and 318 were the beginnings of the collection that is at the museum today.

The cost for repairs and shipping will be close to \$200,000.00 before all work is complete. Additional funds and time will be necessary for the complete return to operation once the work in Strasburg is complete.

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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 annual dues to 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. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the third week every month. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Littleton, CO 80162-0579
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D&IM No. 25 Roll Out

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No. 25 souvenir memorabilia and books from the Ed Haley collection will be for sale. Ed Haley's books were graciously donated by the family for the express purpose of raising funds for the restoration.

This will be an "open house" for everyone in the community so feel free to bring your family, your friends and your neighbors. Visiting hours are from 10:00 AM to 3:00 PM.

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 then follow the signs. Sorry, pets are not permitted and there are no nearby rest room facilities. The Building 78 phone number is 303-232-6386.

Questions may be directed to Darrell at 303-797-8444.



Rich Berens installs an overhead parcel rack in the No. 25. – Photo © Darrell Arndt.



Don Hulse (left) and Rich Berens prepare the floor of the No. 25 prior to painting and seat installation. – Photo © Darrell Arndt.

2003 RMRRC Service Project – Note New Dates and Time

Continued from Page 1, Column 2

can haul it to help reach the upper areas.

Although the weather is usually good this time of the year, you may want to plan on any kind of weather. The weather here can change on a whim! Bring a sack lunch, or visit restaurants within walking distance. Refreshments will be supplied by the Club. Camping and lodging are also available in the area.

A barbecue in the park will follow the work day. We will also have a presentation by local Bailey resident, Carl Soderstrom. Carl moved to Bailey in 1936 and saw the last train run through Bailey. He will tell some of his stories of days gone by.

On Sunday, September 28th, we would also like to finish the switch on the wye on Kenosha Pass, and possibly run the handmade handcart built by Juel Kjeldsen! Juel owns the DSP&P whistle stop on Trout Creek Pass, called Mc Gee's. He's

created an authentic, railroad based bed and breakfast on the site.

The new schedule follows:

September 27th

8:00 AM	Breakfast at Dumplin' USA in Downtown Bailey (you buy).
9:00 AM to Noon	Work on Caboose.
Noon to 1:00 PM	Enjoy your own sack lunch or buy lunch at a local restaurant.
1:00 PM to 5:00 PM	Work on Caboose.
5:00 to 6:00 PM	Barbecue (furnished by the Club) and Carl Soderstrom's talk.

September 28th

Finish connecting the switch on Kenosha Pass and maybe run the handcart on the DSP&P Kenosha Pass Wye!

Call Pat Mauro at 303-838-7740 for further information.

Foundation Update

By Jean Gross

The Foundation wishes to recognize contributions received from two individuals: Bruce Curtis and Marjorie Braistad, a long time supporter of the Foundation project. Marjorie made her contribution in memory of Dick Kremers who devoted much of his time to the restoration of No. 25. The continued support members have shown continues to move the restoration and placement of No. 25 forward. Thank you!

Video Potpourri

November 11th is our annual video potpourri meeting. Look through your videos and edit your favorites down to 10 to 12 minutes. Please leave the video with Steve Mason at the September 9th meeting or at the October 25th banquet. **Please make sure your name is on your video.**

If that does not work for you, call the Club phone at 303-979-2806 to make other arrangements. Videos will not be accepted the night of the meeting. Your videos will be returned at the end of the meeting.

UP Train Raffle Results

Right after the car captains finished the mandatory Union Pacific Safety Meeting, we drew the winners in the CITY OF PORTLAND dome diner. The car captains notified the winners and each happy winner was escorted to the cab of the 3967. Some seemed to float on air.

There were four cab ride raffle winners. Kurt Lehman from Dorchester, Ontario, Canada, and Ryan Schopperth from Omaha, Nebraska, rode in the cab from Denver to Platteville. James Robinson from Pasadena, California, and John McIvor from Farnham, Surrey, England, rode from Platteville to Greeley. The raffle seemed like the fair way to let everyone participate rather than sell the cab rides.

The seat raffle winner was John Goodman from Colorado Springs. He received a check for his parlor seat on the spot.

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.

Union Pacific Centennial 6936 On Colorado Line Inspection Train

This year Bill Wimmer, system engineer for Union Pacific, had his 10-car passenger special crossing Colorado in August 2003. His train used DDA-40X 6936 (Centennial) the entire trip. His train rolled west on the Kansas Pacific (Limon Subdivision) on 8/6/03 departing Sharon Springs, KS, at 10:30 AM, arriving Denver at 3:30 PM. The train then moved north towards Greeley, CO, and proceeded west at Speer, WY.

Later in August, UP 6936 East left Las Vegas, NV, and headed for Colorado. It crossed Colorado via Grand Junction to Denver, then south to Pueblo on 8/13/03.

On 8/13/03 southbound BNSF Caballo Rojo Mine coal load C CRMHAF 022A with 128 loads weighing 16,594 tons lead by BNSF AC4400CW 5600 stalled out near Larkspur, CO. Power was BNSF 5600, BN 9541, rear DP: BN 9696, 9497 (9497 was having trouble). They managed to limp along and stall out again with the head end of the train in the OS at Palmer Lake.

Dispatcher DS16 instructed the Union Pacific train following behind to shove them over the top. The train doing the honors was the UP 6936 and a 10-car passenger special. The UP special coupled on the stalled BNSF coal trains rear distributed power. Then UP 6936 shoved the coal load over Palmer Divide. The load balanced the hill so the UP 6936 could detach. The 6000 extra horses did the trick.

On 8/14/03, UP 6936's passenger special departed Pueblo north on the Joint Line headed for Bill, WY.

—Tom & Rio Gnow



The Bill Wimmer Engineering Inspection Train rolled across Colorado in August 2003. The eastbound segment was between Las Vegas, NV, and Pueblo, CO, coming out of the Colorado Rockies when photographed. UP DDA-40X 6936 was at West Rocky headed for a crew change at UP's Denver North Yard about 5:00 PM on August 13, 2003. — Photo © Daren Genau.

Mid-Train Distributed Power Units On Kansas Pacific Trains

Union Pacific implemented distributed power changes on its Colorado coal train operations in mid-July 2003 at the Denver Service Unit. Coal trains typically operated 4 x 2 out of Denver and returning coal loads operated 2 x 2 x 2. This required the train to be broken in two at Utah Junction to cut out the mid-train DPUs. This was changed about July 15th to 3 x 3 west of Denver. Coal loads come off the Colorado Rockies 3 x 1 x 2. The mid-train DPU stays and the front three units are cut off at North Yard, Denver, CO, to go to the North Yard Fuel Track. Coal loads run east with 2 x 1 x 0. UP's goal is to move 15 coal trains (both loads and empties) through Denver per 24-hour period. Prior to July, Denver was moving 10 to 12 coal trains per day. —upkpfan

UP Moved DTFR 2003 To The Transportation Technology Center

National Railway Equipment (NRE) modified a tunnel motor, now numbered DTFR 2003, for the Transportation Technology Center (TTC), near Pueblo, CO. The unit was prepared by NRE at Dixmore, IL. Union Pacific moved the unit in early August 2003 to Colorado. The unit left Cheyenne, WY, headed for Denver, CO, the morning of 8/5/03. The southbound UP 7074 had the DTFR 2003

in the middle of its train. The unit arrived in Denver on 8/5/03. The unit will be used in collision tests at the TTC.

An NRE official said that the locomotive had been sitting completed for many months waiting for the Department of Transportation to come up with money to buy the locomotive. That time has arrived.

Security Barriers At Moffat Tunnel

The East Portal side of Moffat Tunnel road entrance to the ventilating plant at the end of the road has been barricaded off with concrete dividers. A typical railroad style metal gate, which is locked, was also added. No doubt this is to protect this valuable rail transportation resource. Improvements were done in May 2003. —Dave

BNSF Joint Line Steel Coil Unit Train

BNSF operated a Birmingham, AL, to Pittsburg, CA, unit steel coil train (U BIRPIT1 29A) north via the Joint Line on 8/5/03. The locomotives were BNSF 5476, ATSF 610 and rear DPU BNSF 4122, all General Electric 9-44CW's. ATSF 610, built in 1994, still retained its Santa Fe warbonnet paint scheme. The unit steel coil trains are occasional visitors to Colorado. This train came via Pueblo, CO, and used Union Pacific Moffat



BNSF AC4400CW 5632 with SD70MAC 9450 had loaded at the Cordero Mine, WY, with coal destined for Union Electric's Rush Island Generating Station in Missouri. The train will head north, and then east via Alliance, NE, later on 7/10/03. – Photo © Chip.



BNSF SD70MAC 8896 was struggling up grade with a North Antelope Mine, WY, coal load passing UP C44ACCTE 5960. The UP empty unit coal train was headed for Jacobs Ranch Mine to load 139 cars on 7/9/03. – Photo © Chip.

Tunnel line trackage rights to move west to California.

–Rio Gnow

American Soda Parachute Plant

Will the American Soda LLP plant at Parachute, CO, survive? That question came to light in August 2003 when Colorado investors were trying to purchase an Oklahoma company's, Williams Company, stake in the \$350

million plant. It is now valued at \$70 million. Williams Company reported they lost nearly \$100 million due to financial ties with Enron.

American Soda built the plant at Parachute where they use new techniques to remove soda ash from shale rock. Nahcolite is used to make sodium bicarbonate. The brine material is piped 44-miles to the old oil shale plant north of Parachute, CO, now outfitted to process nahcolite into

soda ash and sodium bicarbonate.

The plant, which employs 120 workers, is a gem in the eyes of Western Colorado economists. Its one of the largest new industrial projects developed in recent years on the Western Slope. Rio Blanco and Garfield counties provided American Soda some \$700,000 worth of tax breaks. The plant owed \$2.4 million to the two counties but will pay \$1.7 million.

BNSF serves the Parachute plant using Union Pacific trackage rights. Crews and power originate at Grand Junction, CO, assemble the unit ASHX (American Soda reporting marks) trains at the BNSF built yard at Parachute. They run distributed power trains (typically 2 x 2 x 2) east via the Moffat Tunnel line to Denver for Texas and other destinations.

BNSF operated a 4-car passenger special with BNSF 9-44CW 5485 to Parachute, CO, on 6/8/01 when American Soda held its grand opening ceremony. Production at the plant had started in November 2000.

Refer to the July 2001 *Rail Report*, page 6, for the report and photos of the opening ceremony.

EEC Box Car Spotted

I spotted the EEC box car in the consist of the ALDAS-13, a Laredo, TX (at the Mexican border) to the Alton & Southern/Gateway Yard/East Saint Louis mixed automobiles and auto parts train. EEC 300 appeared to be a new 50-foot boxcar. Within the train's consist were several boxcar loads of toys consigned to the Mattel Corporation in Flanders, NJ. EEC 300 was among them. The car was painted a standard mineral red, had white reporting marks, and was free of graffiti!

The EEC reporting mark belongs to the East Erie Commercial Railroad. The January 2003 issue of the Railway Equipment Register lists 2 diesels and 30,828 cars rostered! The railroad is headquartered in Erie, PA, and interchanges with the Allegheny & Eastern, Bessemer & Lake Erie, CSXT, and NS in its namesake city.

–Bob Fryml

Trip Report

By Steve Mason

The Trip Committee is looking for volunteers. The RMRRRC offers many opportunities for you to find model railroading superfluous. Why should you spend your money on the hobby when you can spend ours? Those of us that worked on restoration of the Club's equipment somehow never get the satisfaction running model trains that we get working on one-of-a-kind real railroad equipment. Carrying that thought one step further, once you are involved in running real 12-inch to the foot railroad trips you can never be satisfied with running models.

Putting on a big show with UP steam is just about the living end. Look me up at the meeting if you are interested. We will be planning trips for 2004 in October.

This next bit of information is aimed at our 135 plus new members who joined us on the Union Pacific #3967 special in July. We have arrangements for Trains Unlimited, Tours to be our Official Tour Operator. Give them your membership number and you get nice discounts on TUT trips. Call them at 1-800-359-4870 or go to their web site with our very own web page with our prices on it at: www.trainsunlimitedtours.com/rmrrc/

One of the reasons we decided to partner with TUT is to get away from the minimum break even passenger counts that caused us to cancel previous trips for lack of participation. There are a number of trips in October this year. The Durango and Rio Grande Photo Freight trips are sold out. October 5-11 is the New England Fall Colors Rail Adventure. From Penn Station, travel to Connecticut, New Hampshire, and Vermont. There are 3 spaces left. Our western members in California, Oregon, Utah and near-by states have the opportunity to ride the October 11 to 14 Fall Colors Express. Travel in private cars on the Coast Starlight route and over Donner Summit in the Sierras. There are 8 spaces left. Last is the renowned China Steam Spectacular, October 18 to November 2 to see the JingPeng coal line just northwest of Beijing. There are 5 spaces left.

An Alaska Journey With Trains Unlimited, Tours

By Jim Ehernberger

My Alaska journey started on May 30th as I drove to Seattle. I planned to drive so I could make stops along the way. With an early start, I managed to make it to Twin Falls, Idaho, the first night. Over the years I had traveled through Idaho on I-84 and had never driven into the city of Twin Falls, about 5 miles off the interstate. It was a beautiful place, and the Snake River Canyon is quite a gorge with a huge highway bridge.

On May 31st an early departure took me past Boise and to Nampa where I met some distant cousins for lunch. It was nice getting acquainted. I had met one of them in 1990, so this visit allowed me to meet the other and exchange a little family history. These gals were granddaughters of a first cousin of my father, and they had lived away from this area. We were almost strangers over all of these years.

From Nampa I wanted to go north along the scenic former Idaho Northern (Union Pacific) line that now is independently operated. A tourist train operates over one section, but the train was out on the line and due to the heavy timbered areas I never did see it along the way. I continued northward toward Camas Prairie country. This area is abundant with canola plants used in production of canola oil. There were miles and miles of blooming yellow fields. The real reason for visiting this area was to see the huge railroad trestles of the former Camas Prairie Railway. I had seen photos over the years, but had never been in this part of Idaho. That night I tied up at Lewiston, Idaho, across the river from Washington state.

June 1st started with another early start and this time after crossing into Washington at Clarkston (these places were on the Lewis & Clark Trail), I went toward Walla Walla. I eventually crossed into Oregon, going through Hermiston and Hinkle to return to I-84 for the balance of the trip into Portland. I made many stops along the way, so Portland was not reached until mid-afternoon, as planned.

Prior arrangements had been made to visit

with Betty and Jack Pfeifer. Once situated in the Lake Oswego area, I called them and then went to their senior complex and visited into the evening. We had not been together for a good number of years. Jack is retired from the UP Claims Department, and we chased trains back in the 1950s and our photographs prove it. When lunch was over on June 2nd, it was time to head northward toward Seattle.

I spent the next two nights at the LaQuinta near the Seattle airport. This was planned for two reasons. One was because my Alaska trip was a flight out of Seattle, and the other was because the LaQuinta allows you to leave your vehicle in their parking lot for 10 days without charge if you stay there at least one night. For me it worked out best just to have the same accommodations both nights.

The beginning of the Trains Unlimited tour, the flight to Juneau, left Seattle at about noon on June 4th. The connecting flights left Juneau about 3:30 PM and it was only about 45 minutes to Skagway. Larger commercial jets do not fly to Skagway. These planes are four passenger piper-cubs. It was indeed a new experience. The reason for going to Skagway was to ride on the narrow gauge White Pass & Yukon railroad. We got in early enough to be able to tour Skagway, which is located on the water. There were about four very large tour ships docked at the time. Skagway was the port for early day Klondike mining activities, but today is truly a tourist town. It reminded me a lot of Silverton, Colorado.

For the next three days we had train rides utilizing their regular equipment, steam specials, diesel specials, motor cars, and even a steam freight train to photograph. This operation is very impressive. It is very modern and their main line was laid with 115 pound (to the yard) rail, something I had never seen on any other narrow gauge in any country I've ever visited. It is dieselized (about 20 diesel units), but they have refurbished one of their steam locomotives and we were able to be with it for three days! The WP&Y

An Alaska Journey With Trains Unlimited, Tours

Continued from the previous page.

will operate about ten passenger trains a day when cruise ships are docked. Passenger business is their prime source of revenue.

The weather started out very nice, then there was an overcast bank of clouds that moved in. In many areas it was bright and by the final day the sun was out bright and clear for some nice photographs.

We had to return to Juneau via the four passenger planes. The young pilot took us on a side venture over some glaciers. Since the flight to Anchorage was not due out for a few hours, we all got into a couple of van-type taxi cabs and went downtown to Juneau. I wanted to see the capital and walked there. I had heard it looked more like some of our Federal buildings and not exactly like most capitals we have in our states. That is true. Since this was Sunday, there were a lot of people milling around downtown Juneau. There were also three large tour ships docked here, so that may account for the extra activity. The arrival into Anchorage was not until about 10 PM. It was still light enough to take photos at 10:45 PM! This is the time of their "midnight sun" and long days.

The Alaska Railroad is headquartered in Anchorage. It is a standard gauge dieselized rail system. The southernmost location is Seward, and the northernmost location is Fairbanks. There is a spur that goes to Whittier. The first day we went to Whittier on the train. It was a nice trip and the abundance of water was quite noticeable. Closer to Whittier the train goes through two long tunnels. The last tunnel is also utilized by auto traffic when trains are not operating. At Whittier we took a boat cruise to the glaciers. I had never been that close to glaciers and they were "calving" or dropping ice chunks off into the water. Some ice burgs were almost the size of a house! It was quite a sight to see.

We returned to Anchorage that evening. On June 10th we had two large vans and drove out along the route and

photographed the Whittier train. That afternoon we had a shop tour at Anchorage that provided a lot of detailed information about the railroad. They currently have a large scale plan for upgrading and their interest and goal to handle more passenger business off of the tour ships was very evident. This type of business has really provided these railroads with a lot of tourists and they want it. We finally tied up at Wasilla, about 50 miles north of Anchorage.

The next day we followed the northward train all day through Denali Park and on to Fairbanks. There were several photo opportunities along the way. At Fairbanks there was a large park with amusement rides, including a docked paddle-wheeler, a former Great Northern observation car that hauled President Harding when he drove the golden spike for the Alaska Railroad in 1922, and a narrow gauge (3-foot) railroad. The locomotive in use was the Tanana Valley Railroad engine No. 1. This was a mining railroad that operated long before the Alaska Railroad was built. It brought ore to the ship docks. The small saddle-tank 0-4-0 locomotive was built in 1895 and has been completely restored. The group treated us very well, including a cook out of hot dogs and plenty of other goodies to go along with it.

On Thursday, June 12th we rode the train out of Fairbanks south to Wasilla where we tied up. This is a day long trip, but the countryside is mountains and valleys and lakes and lots of streams and timber. Alaska appears "unspoiled" in most areas. Our train was powered with one of the newest diesel engines that they own. Just as modern as what we see every day here on the Union Pacific.

Our last day was spent at Wasilla. There is a Museum of Industry and Transportation at this location, and they entertained us all day. They have it all: air, auto, bus, train, etc. They also had a seven and a half-inch gauge railroad and gave us rides. On weekends there are some live steam operations, but we had their nice replica diesels. It was loaded

with many railroad items, but industry also covers so much more and it was not possible to view everything they had. It was a large assembly of just about everything one can imagine. After that, we were invited to a private residence to view and operate a huge model railroad layout. More food was provided, so we were not lacking in that area one bit!

Saturday, June 14th and an early start had us driving to the Anchorage airport for our departure ending the Trains Unlimited tour. It all went like clockwork and once back in Seattle I took the hotel shuttle to my vehicle and headed east on I-90. I made it to Spokane and decided that was far enough for one day.

The next day I went east through Coeur d'Alene, Idaho (a very beautiful place I had heard a lot about). I made several stops including Wallace and a side trip to Burke, Idaho, an old mining camp. In Montana I decided to go into Butte and look around as it had been 1970 when I last visited there. I also stopped at Livingston and visited their railroad station museum. I decided to leave I-90 at Laurel, Montana, and head southward into Wyoming. I made it to Lovell that night.

The final day, June 16th, brought me back home about 3:30 PM. The weather cooperated nicely. I drove about 2,700 miles and everything went as planned with no problems. It was a GREAT TRIP!



A few 65th Anniversary Club hats are available at Club meetings for \$20.00 or by mail order for \$25.00 postpaid. Send mail orders to the Club PO Box with a check or Visa, MC, AmEx or Discover information.



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65th Annual Banquet
October 25, 2003
The Arvada Center, Arvada, Colorado
By Mike Gailus

Make plans now for the Club's 65th annual banquet. Again this year, our event will be at the Arvada Center for the Arts and Humanities located at 6901 Wadsworth Boulevard in Arvada, CO. The cash bar opens at 6:00 PM and dinner is served at 7:00 PM.

The bar will stay open during dinner for those wanting that second glass of wine. The menu choices for this year's banquet are Shells Florentine, Princess Chicken, Swordfish Parmesan and, of course, Roast Prime Rib of Beef.

Famous railroad photographer, Mel Patrick, will present this year's multi-media slide show program. This will be a program that you will want to see.

See the insert in this *Rail Report* for more information and an order form.

Colorado Railroad Museum 2003 Scheduled Operations

For information call 303-279-4591

September 6-7, Santa Specials: December 6-7 and 13-14
A Day Out With Thomas: October 10-13 and 17-19

Intermountain Chapter, NRHS 2003 Event Schedule

For information call 303-298-0377

September 19: Dinner meeting at Rossi's: Politics and Passenger Rail	September 27: Pea Vine Flyer, Center, CO, Excursion
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Trains Unlimited, Tours 2003 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

October 5 to 11: New England Colors	October 11 to 14: Fall Colors Express
October 8: Durango Photo Freight	October 18 to
October 9 & 10: Rio Grande Photo Freight	November 2: China Steam Spectacular

Swap And Shop – Out Of Print Books For Sale

Memorial Edition, *Denver South Park and Pacific*, \$200.
Pictorial Supplement, *Denver South Park and Pacific*, signed by Kindig, Haley and Poor, number 2012, \$225.
Colorado Midland by Morris Cafky, signed by the author, number 2004 (no dust cover).
Contact Dean Blunk at 970-667-9800.