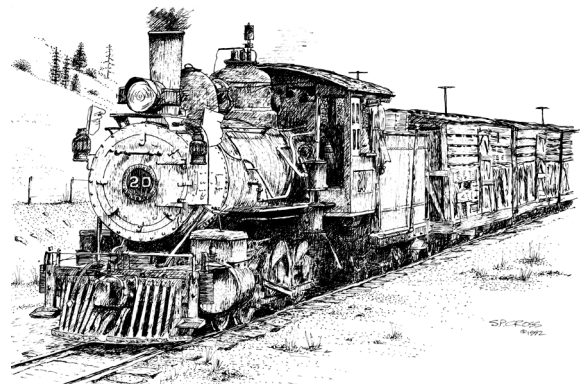


ROCKY MOUNTAIN RAIL REPORT



AUGUST 2004

No. 539

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Old Patagonian Express

Presented by Chris Skow

August 10, 2004 • 7:30 PM

The "Old Patagonian Express," made popular by author Paul Theroux over the years, has gone down in folklore history. But this famous little train does exist in a remote region of the Argentine Patagonia, some 1,000 miles southwest of Buenos Aires. The "Old Patagonian Express," Esquel Line, Argentine Narrow Gauge, El Viejo Expreso Patagonico and El Trochita are but just a few names that railfans from all over the world have called this 100% steam worked line using Baldwin and Henschel 2-8-2s. The Esquel Line is 251 miles long and is on 2' 5-1/2" (75 cm) gauge. It is a spectacular Mecca for narrow gauge steam fans from all over the world. Perhaps the most amazing fact is this line is the longest 100% steam operated railroad in all of South America.

Chris Skow held various operating jobs with the Western Pacific. Chris, a member, has a fine arrangement with the trip committee giving us not only excellent discounts on all of his tours, but also sends the Club money for members participating with Trains Unlimited, Tours. Chris has operated tours for over twenty years. Over the years he has operated many tours and charter trains over this route and will share some of his color slides he has taken while on tour.

We meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking at the rear of the building. The entrance to the meeting in Barnes hall is on the south side of the building. **All programs are intended to provide an educational experience. The general public is welcome and there is no charge for this meeting.**

2004 RMRRRC Events Schedule

August 21 Trip:	Georgetown Loop Excursion
September 11 Event:	No. 25 Roll Out and Open House
September 14 Meeting:	Pikes Peak Region Railroads 1870-1900
October 2 Event:	T-REX Tour
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Winter Railroading

The deadline for items to be included in the September *Rail Report* is 8/23/04.

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.

RMRRRC Trips And Events

By Don Hulse

Georgetown Loop Railroad Trip Saturday, August 21st

The RMRRRC has chartered a special train on the Georgetown Loop. The planned consist includes Shay locomotive #14, rarely used coach LAKE TAHOE, a gondola, a stock car and caboose #0574. Passengers arriving early may get a tour of the grounds in Silver Plume starting at 9:45 AM before the train departs. The special train leaves the Silver Plume depot

at 10:45 AM going down through the "S-curves" before crossing the 300 foot long, curved, "Devil's Gate" trestle 100 feet above Clear Creek and the track below.

There will be photo run-bys scheduled among the regularly scheduled trains. This may be the last year for the Georgetown Loop Railroad to operate with the current equipment, so you will not want to miss this historic ride.

The trip cost is \$25.00 each for adults 14 and up and \$20.00 each for children 3-13. Infants up to 2 years old are free when sitting on an adult's lap. Please park across the street from the exit ramp on the north side of I-70 and walk under I-70 to the depot. For information, call Trip Leader Don Hulse at 303-373-5531 and leave a message. Order tickets on the website or on the insert in this *Rail Report*.

Continued on Page 3, Column 1



The area where the siding has been removed from the RICO is protected by a tarp. The side framing is in remarkably good condition considering that it is over 100 years old.
 – Photo © Bob Tully.

Out At The Museum

By Bob Tully

A year ago, about this time, we told you the equipment restoration committee was going to install new siding on the north side of RICO. Well, on July 17th, Roger Sherman and I did that. Now don't jump into your vehicle to come and see the car, as we did not finish it. We only installed about 15 pieces, and those were only below the window sill. Let's back up five months and summarize what has been going on with the RICO project.

Following completion of the interior clerestory windows, new siding was purchased from Reed Mill and Lumber, unloaded and stored in the west end of the car on February 27th. The 250 eight-foot long, 2-1/2 inch wide, custom milled pieces were stacked up to the window just inside the west door. Later, a stack of 16 foot long, full one by twelve inch pieces, were purchased and stored in the center aisle for use in making new fascia. Then we moved in more new lumber which will

be used for new window frames where necessary.

We added an air compressor, several gallons of primer and paint, two ladders, cans for screws and nails of various sizes and a variety of brushes, pry bars and other small tools and a couple of extension cords turning RICO into a storage/workshop. Although it is 40 some feet long, the center aisle is just over 3' wide. That is where the long lumber and ladders are. It is crowded but it sure beats walking the quarter mile round trip to the boxcar where most material is stored.

The next step was to develop a method to cover the side when the fascia, siding and windows were removed. We did not want to leave the side framing and portions of the interior open to rain or snow, so three to four days were devoted to developing a

Continued on Page 6, Column 1

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 annual dues to the club address listed above. Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 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	Roger Sherman
Treasurer	Dave Goss

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the Thursday preceding the monthly meeting. 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:

Bruce Nall, Editor
 Rocky Mountain Rail Report
 PO Box 620579
 Littleton, CO 80162-0579
 Fax: 303-978-0402
 E-mail: selectimag@aol.com

RMRRRC Trips And Events

Continued from Page 1, Column 3

T-REX Tour

Saturday, October 2nd, 8:30 AM

Join your friends and take some of the mystery out of the T-REX monster. The Club has arranged for a rail-oriented tour of the Denver Transportation Expansion Project (T-REX). Due to site safety regulations, attendees must be at least 16 years old. Cost of this tour is \$25 per person. Order tickets on the website or use the insert in this *Rail Report*.

We will gather at the T-REX construction office in Centennial, CO, starting at 8:30 AM. After a ten-minute overview of the project, we will board chartered busses and proceed to construction sites of interest to a rail group. The Trip Leader is Bob Wilson, phone 303-420-7127.

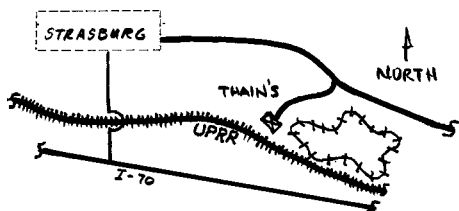
Be A Gandy Dancer For A Day At The Comanche Crossing And Eastern Railroad

By Barry Smith

Be a gandy dancer for a day at the Comanche Crossing and Eastern Railroad and help the railroad grow. This is a good time to test your track and tie laying skills or to learn how it is done. The site is at the Thain's Rock Island Depot home, three miles east of Strasburg. Join us on the 18th of September, starting at 10:00 AM and stay until everyone is tired. Hamburgers, hot dogs and train rides will be provided.

Please bring a hand sledge, sweat band (bandanna), work gloves, water bottle and wear work clothing including steel toe shoes or other hard sole work shoes.

Please RSVP to Jeff Thain at 303-622-4604 no later than September 4th. You may also call Joane Thain at 303-622-4388 with any questions.



Eden Train Wreck Memorial Dedication

Saturday, August 7th, 10:00 AM

Everyone is cordially invited to the dedication of the memorial to the victims of the Eden train wreck tragedy of August 7, 1904 to be held at 10:00 AM on Saturday, August 7, 2004 at the southbound rest stop north of Pueblo on I-25

To reach the site from the south, drive north from Pueblo on I-25 to Exit 114, Young Hollow, left through the tunnel under I-25, the left again to southbound I-25. Drive another two miles to the rest stop. From the north, exit from I-25 at the rest stop south of exit 114. For further information, call Bob Strader at (719) 542-5150.

The Eden Train Wreck

By Bob Strader

On the night of August 7, 1904, an intense rainstorm at the head of Porter's Draw north of Pueblo generated 30 feet of floodwater that scoured and widened the normally dry arroyo causing the wooden county bridge that stood near the present I-25 highway to wash out. The bridge floated downstream and severely damaged wooden railroad bridge #110-B. A southbound passenger train, The Missouri Pacific St. Louis World's Fair, in a light rain with poor visibility approached the bridge and caused it to collapse with its weight.

The engine and tender went into the water and sank in the flooded gulch near the bridge. The baggage-mail car, the smoking car and the chair car tumbled end

over end before coming to rest in Fountain Creek a half-mile below the wreck site. The dining car and two Pullman sleeping cars were saved by the emergency brakes and quick action of the dining car crew. The loss of 97 people was later confirmed and 14 others were never accounted for. For years afterward, skeletons and other human remains attributed to the wreck were found in both Fountain Creek and the Arkansas River, which join at Pueblo several miles to the south.

The memorial marker is provided through the cooperative efforts of descendants of Eden train wreck victims, members and friends of the Pueblo County Historical Society and the Colorado Department of Transportation Region Three staff.

In Remembrance

Joe Minnich

The Rocky Mountain Railroad Club is saddened to report the sudden passing of Joe Minnich at age 71. As Club Trip Chairman in 2001 and 2002, Joe organized mainline UP steam excursions as well as other Club trips. Joe was born and raised in Swanton, Ohio, just to the west of Toledo. He served in the Air Force during the Korean war and was assigned to a SAC Air Force Base in Spokane, WA. After leaving the Air Force, he worked briefly for the Great Northern Railroad before returning to Ohio. Joe married Fran in 1977 in Toledo. Fran was Club treasurer from 2000 to 2002. Joe had a son and a daughter and Fran had a daughter.

After Joe served as a church business administrator in Toledo for several years, he and Fran bought the Toledo, Lake Erie & Western Railway from a volunteer group. They operated the railroad for a couple of years. Fran and Joe then formed a Railroad Consulting Business that they operated until Joe had a heart attack and had to retire in 1993. Joe wrote the newsletter, *Trainline*, for the Tourist Railway Association for 18 years. Joe and Fran were awarded the Distinguished Award and a Lifetime Membership in the organization last year at the Tourist Railway Association annual convention in Huntington, West Virginia.

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.

Summer Ski Train Operations

The AnSCO Summer Ski Train is operating a shortened summer schedule in 2004. Union Pacific's major track maintenance project kept the Ski Train in Denver during June and most of July 2004.

The Summer Ski Train commenced Saturday only trips on 7/31/04 departing Denver Union Station at 9:00 AM with arrival at Winter Park Ski Resort scheduled for 11:15 AM. The train returns from Winter Park departing at 3:00 PM and is due back at Denver Union Station at 5:15 PM.

The summer trips will operate on Saturdays through August. August 28th being the last trip this summer.

—Ski Train

Ski Train In Iowa?

In September 2004 the Ski Train might move to Iowa City, Iowa, about 60 miles east of Davenport – the Quad Cities area. The University of Iowa Hawkeye College Football Team is negotiating to charter the train for its football season operating over Iowa Interstate (ex-Chicago, Rock Island & Pacific) rails. The train is expected to return to Colorado in mid-November 2004.

The first football game will be 9/4/04, Iowa vs Kent State at Iowa City. ESPN Plus will broadcast the game. The last game will be 11/20/04 when Iowa State plays Wisconsin. The train will be used in the Iowa City area to bring fans from outlying parking lots to the stadium on game days. Tracks run right to the front entrance of Nile Kinnick Stadium. Six home games are planned using the Ski Train equipment.

—Ski Train



Caterpillar scraper model 631E is one of several large earth movers building Union Pacific's new flyover at the Utah Junction Bypass Project. BNSF's Front Range Subdivision line is in the foreground. The UP flyover will have two tracks over the BNSF track. Above the scraper is the west side embankment that was built in July 2004.
— July 15, 2004, photo © Chip.

UP Improving Denver Operations

Union Pacific continues capital improvement projects in the Denver, Colorado, metro area. The major Moffat Tunnel line track maintenance project was completed July 30th. Other projects underway in July 2004:

A new siding under Sheridan Boulevard in Arvada between Tennyson and Lamar Streets (milepost 7), north of Ralston Road. UP SD70M 3904 and C40-8 9231 pulled a loaded ballast train from Utah Junction to the hand operated siding to dump ballast about 10:00 AM on 7/21/04.

UP was nearing completion of the centralized traffic signal installation between Sand Creek Junction (milepost 5 on Greeley line) Commerce City towards Denver on the inbound to UP Junction. This will allow a dispatcher to route trains off the Belt Line onto the Greeley line without interaction with the 36th Street Yardmaster. UP suspended the signals at Sand Creek Junction July 21, 2004 as work continued on the cutover. BNSF trains were being talked across the Sand Creek Junction diamond owned by Union Pacific.

UP's Utah Junction Flyover is making significant progress as five Caterpillar 631E earth scrapers built the

embankments that will take two new UP tracks over the BNSF Front Range Subdivision. The new BNSF depressed grade was dug in mid-July. The UP has stock piled concrete ties and welded rail for the flyover project at the former Denver & Rio Grande Western RR intermodal yard at Utah Junction. This project will allow UP coal trains direct access between the Moffat Tunnel line and the Belt Line bypassing North Yard. Most UP loaded coal trains come from the mines west of the Colorado Rockies and roll east over the Limon line.

These projects are expected to improve train operations on UP's busy Denver metro lines. They all should be completed by December 2004.

Harsco Track Technologies Eastbound on UP Limon Line

The Harsco Track Technologies rail grinder with RMS-7 leading passed Sable Siding, Aurora, CO, about 10:15 AM on 7/15/04. The eastbound RMSX locomotive (painted dark blue) was spraying water on the north side of the tracks to prevent grass fires on Union Pacific's Limon Subdivision. The train was grinding rail as it moved at about 10 m.p.h.

Harsco Track Technologies is a major international supplier of railway track



Amtrak's California Zephyr, train 6 of July 2nd, treated passengers to fireworks over Coors Field, Denver, CO, on 7/3/04. The late running #6 departed after the fireworks ended at 10:05 PM. Amtrak coaches (right to left) 34097 and 31525 are at right. The Colorado Rockies won over the Detroit Tigers that evening, score 11 to 6. Fireworks and trains - a winning combination. – Photo © Chip.

maintenance equipment and services for private and government-owned railways worldwide. It is a division of Harsco Corporation, a diversified, global provider of market-leading industrial services and engineered products with annual sales in excess of \$2.1 Billion. The operation can serve customers around the world. Harsco's operations employ close to 20,000 people at over 400 locations in 40

countries. Go to www.harsco.com to learn more.

With manufacturing facilities in the United States, Australia, and England, Harsco Track Technologies designs and manufactures an extensive line of equipment including tamping machines, ballast regulators and brooms, tie inserters and removers, spike drivers, spike pullers,

spike reclaimers, rail grinders, track geometry vehicles, Hy-RailR attachments, ballast undercutters, tie handlers, track construction and renewal machines, rail welding equipment and dust control systems.

Major contract maintenance services include track renewal, new track construction, rail grinding, and tie replacement through Harsco Track Technologies' exclusive Tie MastersR program. Tie MastersR provides all of the equipment and supervision necessary for Harsco Track Technologies or a railroad's existing tie gangs to maintain and replace up to 2,500 railroad ties per day.

–Harsco Track Technologies website

The Georgetown Loop Railroad

Unacceptable financial terms may be the deciding factor that ends 30 years of Georgetown Loop Railroad operations by the current operator. The current contract only runs through this fall. A provision in the new contract offer from the Colorado Historical Society (CHS) would have returned 40 percent of any profit to the town of Georgetown. The CHS estimated that there would be a \$60,000 profit at the end of the season, a number railroad co-operator Mark Greska said was based on an overly optimistic ridership that the society could not deliver.

The CHS owns the 978-acre Georgetown Loop Historic Mining & Railroad Park and the 4-1/2 miles of track between Silver Plume and Georgetown, CO. The Georgetown Loop Railroad Inc., a family operated company, owns the trains. Mark said the locomotives and cars will either go to a railroad museum or be used as part of another operation after this season.

The Historical Society remains hopeful that they can find an operator and equipment for the 2005 season. Ex-Colorado and Northwestern Railroad Engine No. 30, currently on display in Boulder, and C&S No. 9 are locomotives the CHS is considering to provide motive power on the loop.

– *The 7/6/04 Denver Post, The August 2004 Railfan and Marvin and Mary Ellen Floyd, Boulder*

Out At The Museum

Continued from Page 2, Column 2

covering which could readily be opened for work. After quite a bit of discussion, including possibly building a permanent pole barn, I simply bought a couple of 25 by 10 foot, heavy duty but inexpensive tarps and lots of rope. One tarp was hung from the roof, the other saved as a replacement.

It sounds simple, but there is more to it. There is nothing on the roof of RICO to tie to, and we were not interested in putting in any screw eyes or nails. Anything covering the car must withstand occasional winds of 30 to 50 m.p.h. The solution which provides both a temporary covering and shade to work under has been in place for three months. One long edge of the tarp was screwed, using large fender washers and metal grommets, to long two by eight inch boards with a few holes in them for ropes. The 2x8s lay on top of the car below the north clerestory and are tied across the car to truss rods, springs and other metal under the car on the south side.

When closed, the tarp is tied to the ends of the car and to the north truss rods, track and whatever is solid. When raised for work, the tarp is held up by three 10-foot poles inserted in pipe in 80 pound buckets of concrete and tied to stakes driven into the packed ground.

Many days were devoted to removing the two pieces of fascia, siding and window sills along 16 feet of the car. It took that long because the side is held together with hundreds of nails and large screws. All nails were deeply imbedded and covered with putty or other wood. The screw slots are all full of hard putty that must be chiseled out before one can use a screw driver. Many screws are so tight in the hardwood framing that vice grips or a wrench has to be used on the side of the screw driver. There are also a few that are loose in poor wood and must be pried rather than screwed out. Roger Sherman, Denny Haefele, Ken Gow and I removed the fascia and on another day Denny removed the siding.



Denny Haefele measures wood pieces to replace the window frame on the north side of the RICO. – Photo © Bob Tully.

The re-siding project started with high grade Sherman Williams oil based primer, brushed on both sides of the new siding by Russ and Sue Stuska. Generally the framing is in good condition. There are some small locations with dry rot and below several windows there is soft wood and rot caused by water. These areas are being chiseled and cut out and filled with plastic wood or epoxy. In addition, we are trying to fill all screw and nail holes with various types of epoxy or wood replacement material.

After we accomplished hole filling on July 10th, Wayne Renfrow used latex paint donated by Bill Haefele to cover all of the exposed framing. This donated pale yellow paint contrasts well with the light pink primer being used on new wood. While all this will eventually be covered with a historic, near red car color, our current color scheme is sure creating comments. Wayne, who has now joined our crew, is a long time volunteer at the Museum. He started working with Bob Richardson soon after Bob started moving equipment from Alamosa to Golden.

The window sill which runs the full length of the car was roughed out by Denny several weeks before Roger and I completed the fitting on July 17th. This

redwood was milled about 40 years ago and has been in our storage car waiting for this project. It was made at the time the south side of Rico was resided. After this sill was installed, the first pieces of new siding were nailed in place on the lower part of the car. Although it appears that each piece of siding goes from the top to the bottom of the car, they are actually separate pieces. The lower pieces are about 35 inches long and the upper pieces are about 40 inches long, each meeting and fitted to the side window and trim sill.

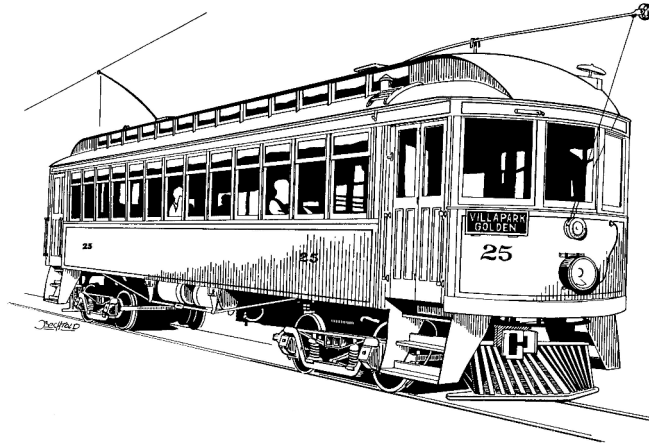
We plan on having all siding in place and new fascia installed on about 14 feet of the car by the first of August. We can then start removal of material on another section. It's a slow but very worthwhile process that will help preserve the RICO for another 100 years.

The Club's equipment committee works on Club owned equipment at the Colorado Railroad Museum on the second and fourth Saturdays of each month. Any Club member is invited to join in the restoration and maintenance of historic equipment.

Call Bob Tully at 303-428-2322 for details.

Roll Out, Open House – September 11, 2004

SEE NO. 25



The Rocky Mountain Railroad Historical Foundation

Invites you to see Denver Interurban Trolley No. 25

All adults need a Government ID (Drivers License) to enter the Federal Center.

Denver Federal Center in Lakewood

Building #78 10:00 AM to 3:00 PM

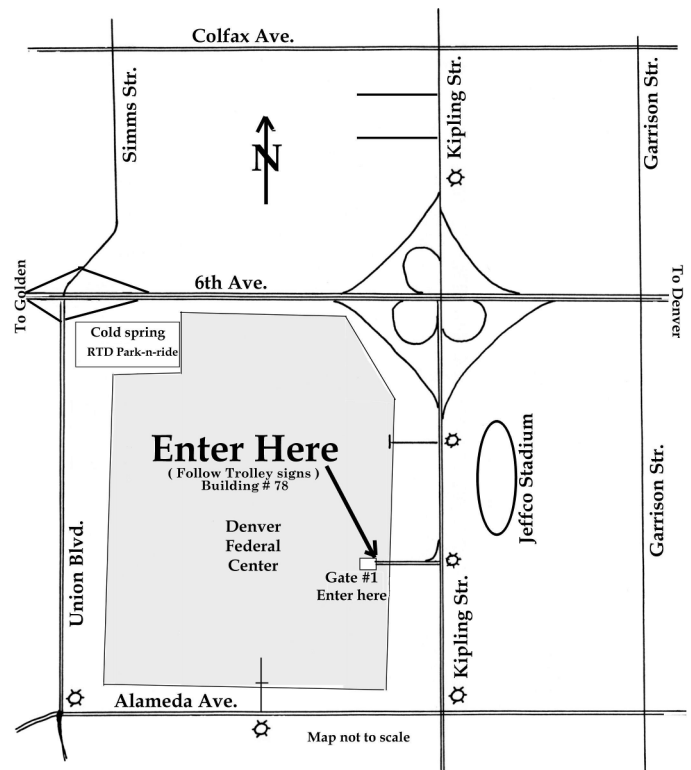
Denver & Intermountain Trolley Car

On Saturday, September 11, all are invited to this year's 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 visit with the volunteers who have been working on the project. Work this year includes renovation of the new pilot and work on the seats and floor. No. 25 souvenir memorabilia will be for sale in addition to books that have been graciously donated by friends of the Trolley 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. Rides are free but donations will be gratefully accepted. Visiting hours are from 10:00 AM to 3:00 PM.

Enter the Federal Center at Gate No. 1 off Kipling St. 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 yellow trolley signs.

Note: All adults need a Government photo ID (i.e. drivers license) to enter the Federal Center. Sorry, pets are not permitted and there are no rest room facilities. If you are lost, the Building 78 phone number is 303-232-6386.

Before September 11th, questions may be directed to Darrell Arndt at 303-797-8444.



Follow the yellow trolley signs once inside the Federal Center.



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**Theft at the
Colorado Railroad Museum**
By Bob Tully

There was a break-in at the Museum sometime between about June 14th and June 28th. The fence was cut with bolt cutters in an area not readily observable.

Bolt cutters and probably a hammer were used to remove D&RG classification lights (pairs) from Locomotives 583, 491 and the Club's No. 20. Also, a marker light from near a train order board is missing.

The lights on the Club's No. 20 had a small padlock on each fixture. Each lock was cut with a bolt cutter. Each light was marked "RMRR Club," but such marks could easily be painted over or ground off.

The Golden police were advised, as well as an appraiser who watches for such items on the Internet. The value of each pair of original lights is between \$1,500 and \$2,000.

Colorado Railroad Museum – 2004 Special Operation Days

For information call 303-279-4591

August 14 & 15:	Garden Railway Convention	October 8-10 & 16-17:	A Day Out With Thomas the Tank Engine and Friends
		December 4 & 5:	Santa Claus Special

Intermountain Chapter, NRHS 2004 Event Schedule

For information call 303-298-0377

August 20:	Dinner meeting at Rossi's Catering. A visit from Mike Davis, sharing his experiences with Denver Union Terminal. He'll update us on past and current changes to the facility in operations, layout and whatever else comes to mind.	Dinner reservations required, no drop-ins – call 303-298-0377. All reservations and cancellations must be made by 5:00 PM, August 18. After that, call Rossi's directly at 303-296-1144. No-shows are billed by the Chapter. Cost for the dinner meetings is \$12 per person. Cash bar at 6:30 PM, dinner at 7:00, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program. Please arrive by 7:45 PM.
Menu:	Oven-fried Chicken Dinner, Potato Salad, Garden Salad, Cake for dessert.	

Trains Unlimited, Tours 2004 Trip Schedule

For TUT information call 1-800-359-4870

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

August 7-9	Pacific Coast Domes	Sept. 29	Durango Photo Special
Aug. 19-Sept. 2	Great Peruvian Rail Adventure	October 2-3	Nevada Northern
August 27-29	Domes To Feather River RR Days	October 2-9	New England Fall Colors
Sept. 19-Oct. 2	China Steam Spectacular	Oct. 28-Nov. 12	The Old Patagonian Express
Sept. 27-28	Rio Grande Photo Freight	November 11-17	Mexican Copper Canyon