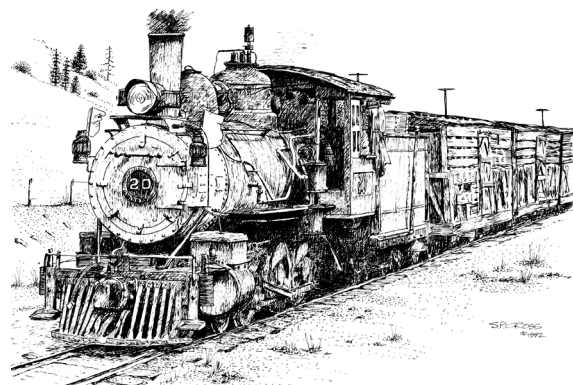


# ROCKY MOUNTAIN RAIL REPORT



DECEMBER 2005

No. 555

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Annual Membership Meeting – Christmas Card Memories

Presented by Erwin Chaim

December 13, 2005 • 7:30 PM

The December program will feature Christmas Cards – the cards we want to keep and enjoy again. Erwin gathered the cards and photographed them on 35 mm slides. This is a multi-media slide show, set to Christmas music. Don't miss it !

The Club will provide holiday cookies and punch after the meeting.

Erwin immigrated to this country and his interest in trains started while doing a two year stint in the US Army. He came to Denver after discharge and started a denture repair business. Later his family came here as well. He joined the Rocky Mountain Railroad Club, the Denver HO Club and the NMRA. He was a director of the RMRRRC and then planned over 100 programs in his nine years as vice-president. He still helps the Club. He became president of the Denver HO Club when they met in the Mayan Theater before moving to the Colorado Railroad Museum.

Please come join us for an enjoyable, 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. There is no charge for this meeting.**

## This Year Neal Miller's Print Will Feature UP Big Power

Neal Miller has a long-standing tradition, started in the last century, of giving away an 8 x 10 print from one of his negatives to those who attend the December RMRRRC annual meeting. Neal picks photos of steam power for his gift photos. The subject of this year's December photo will be a scene of Union Pacific big power in Cheyenne.

We will publish Neal's photo in the January *Rail Report* to share it with those unable to attend the December meeting.

## Membership Renewals For 2006 Are Due January 1, 2006

Please use the membership dues renewal form in the November *Rail Report* or renew on the web at: <http://www.rockymtnrrclub.org/membersp.htm>

Please also consider using the coupons for the annual book / video drawing benefiting our equipment fund, used to care for the Club's historic equipment.

## 2006 RMRRRC Events Schedule

January 10 Meeting	South Park – C&S
February 14 Meeting	Rails To Rocky Mountain National Park
March 14 Meeting	Amtrak
April 11 Meeting	Excursions Of The 60s
May 9 Meeting	Slide Potpourri
June 13 Meeting	To Be Announced
July 11 Meeting	To Be Announced
August 8 Meeting	To Be Announced
September 12 Meeting	To Be Announced
October Event	Annual Banquet
November 14 Meeting	Video Potpourri
December 12 Meeting	To Be Announced

The deadline for items to be included in the January *Rail Report* is 12/14/05.

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.

## From The President

By Jimmy A. Blouch

As announced in last month's *Rail Report*, election of Officers and Directors will be conducted during the December 13, 2005, annual membership meeting. The officers elected at that time will be for the year 2006. Three of the directors will be elected for a two year term beginning in 2006. The remaining two directors will fill vacant positions in 2006. The nominating committee has recommended the following individuals for the position indicated:

President:	Jimmy A. Blouch
Vice President:	Don Hulse
Vice President:	Darrell Arndt
Treasurer:	Jean Gross
Secretary:	Roger Sherman
Director (2006 - 2007):	Herb Edwards
Director (2006 - 2007):	Joe McMillan
Director (2006 - 2007):	Pat Mauro
Director (2006):	Jim Ehernberger
Director (2006):	David Gross

As procedure dictates, new committee chairs are always appointed by the president-elect at the beginning of the year.

As I have mentioned throughout the year, many topics needed to be addressed by the board. I feel that a lot has been accomplished this past year towards a better financial position for the Club. I would like to thank everyone for their patience and understanding and to all who worked at keeping the Club a respected and fun organization.

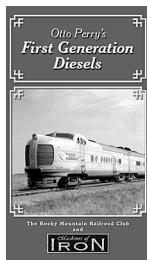
I wish all of you a HAPPY HOLIDAY SEASON.

Members may contact me by phone at 303-932-8153 or by e-mail at [RMRRCPresident@aol.com](mailto:RMRRCPresident@aol.com).

## RMRRC VHS Video Holiday Sale

Special holiday sale price of \$10.00 per VHS video postpaid in the US.

Please use the order form in the November *Rail Report* to order.



### Otto Perry's First Generation Diesels

Enjoy long gone passenger trains and freights pulled by classic diesel locomotives. Railroads throughout the United States are seen.



### Richard Luckins Super Chief

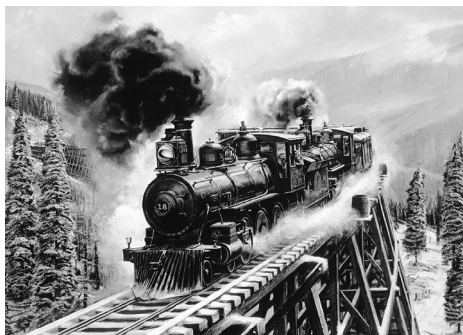
*Super Chief Speed - Style - Service* is Richard Luckin's documentary on the first-class Super Chief trains of the Santa Fe Railway.

## Club Christmas Card Holiday Sale

Special holiday sale price

for a box of ten cards and eleven envelopes is \$8.00 postpaid in the US.

Please use the order form in the November *Rail Report* to order.



The RMRRC Christmas Cards feature the full-color Philip Ronfor painting, "Thunder At Hagerman Trestle." The painting was originally commissioned for the cover of the W. Morris Cafky *Colorado Midland* book. The greeting inside the card is:

Merry Christmas  
and a  
Happy New Year

## Publishers Statement

### Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. 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  
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	Jimmy Blouch
Vice President - Projects	Darrell Arndt
Vice President - Programs	Don Hulse
Secretary	Roger Sherman
Treasurer	Jean Gross

### Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the month. Please 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](mailto:selectimag@aol.com)

**It's Time for the Ninth Annual  
Jeffco Train Show  
Saturday January 7, 2006**

Jefferson County Fairgrounds  
15200 West 6th Avenue, Golden, Colorado

Early-bird Admission – 7:15 to 9:00 AM.  
Public Show Times – 9:00 AM to 4:00 PM.

Admission: \$5.00 per adult  
\$1.00 children 5 thru 12  
Under 5 free  
\$10.00 family maximum  
\$10.00 early-bird admission

The Mid-Winter Model Train & Railroadiana Swap Meet & Sale is co-sponsored by Mizell Trains. There will be an operating model train display and door prizes.

The snack bar will be open for breakfast with coffee, tea, hot chocolate, and donuts! Hot lunch and snacks also will be available!

For additional information, contact the Intermountain Chapter, NRHS, 4303 Brighton Blvd., Bldg. # 3, Denver, CO 80216 (Phone 303-298-0377).

**Car 25 News Flash  
Reprinted From the  
August 16, 1913  
Golden Globe**  
Sent by Tom Klinger

**Cloudburst**

**Hits Golden**

The Inter-mountain Car No. 25 in charge of Kimball and Childers left the depot at 2 o'clock and passed safely over the bridge on 16th Street ahead of the flood but was saved by Mr. Sweeney who had seen the water tear away the supports of the upper bridge and signaled the car to stop. Here this car was marooned until the bridges were repaired and the passengers were unloaded and taken on at 16th Street by cars sent out from Denver. Eldridge had to unload his express car at 21th Street and make the long haul into town.



The great Santa Fe train wreck of July 17, 1895 occurred about 1/4 mile south of today's 2nd Street / Beacon Lite Road north of Colorado Springs.  
—Photo Courtesy of The Vaile Museum

**Dirty Woman Creek And The Great Santa Fe Railroad Train Wreck**

By Jack Anthony

South of Monument, about two miles north of the site of the Pring Station is an unassuming creek called Dirty Woman Creek. Originally named Dirty Woman Gulch in 1861, this branch of Monument Creek gained the name "Dirty Woman Creek" thanks to a lady who lived in a shack along the creek. Many stories exist about this lady. The Dirty Woman received her name from soldiers who traveled back and forth through the region in the 1860s. The "Dirty Woman" didn't exactly keep herself, her property or her children very clean. She tended goats, chickens, cats, dogs, and other animals on her ranch and in her house!

Lucille Lavelett captures some first hand insight into the Dirty Woman in her book *Through the Years at Monument Colorado*. From the diary of Mrs. Byron N. Sanford, December 27, 1861: "Last night we stopped at what is called 'Dirty Woman Ranch' and really it could have no more appropriate name. Minnie and I go into the house and cook meals when we can. As we entered the door of this place the woman was pelting something with a broomstick. A young pig had wandered into the kitchen and got his head fast in a cream jar. It fitted pretty close and in frantic efforts to get loose, rolled over and

over on the floor, while the youngsters who swarmed, it seemed, scampered under the beds as the mother pounded and yelled until, at last, the jar and pig rolled out into the yard. We gave the youngsters some cookies as they gaped at us in wonder, paid the 'Dirty Woman' for her trouble and returned to camp."

In the early days of the Santa Fe Railroad, an elaborate timber framed trestle structure, 300 feet long and 49 feet high, crossed the deepest part of the "Dirty Woman Creek" channel. On July 17, 1895, at about 11:00 AM, a terrible train/construction accident occurred at this location. The trestle was undergoing repairs when a southbound train consisting of an engine and 25 cars, of which 9 were loaded, and a caboose started to cross the trestle. The repair crew had removed some bracing and this jeopardized the structural integrity of the trestle. The engine, tender and first few cars came crashing down. Two on the repair crew and two train crew members were killed.

I wish to thank Mr. Herb "Hobie" Edwards of the Palmer Lake Historical Society staff for his research efforts and information on the great Santa Fe train wreck of 1895.

## 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.

#### South Boulder Creek Wooden Trestle East of Tolland Replaced

Union Pacific shut down train traffic on the Moffat line on 10/22/05 to replace the wooden trestle with a concrete bridge over South Boulder Creek at milepost 45.18. Preparations for the bridge replacement project had been underway the past couple months. Fall was a fine time to do it since the water levels in South Boulder Creek would be near their lowest.

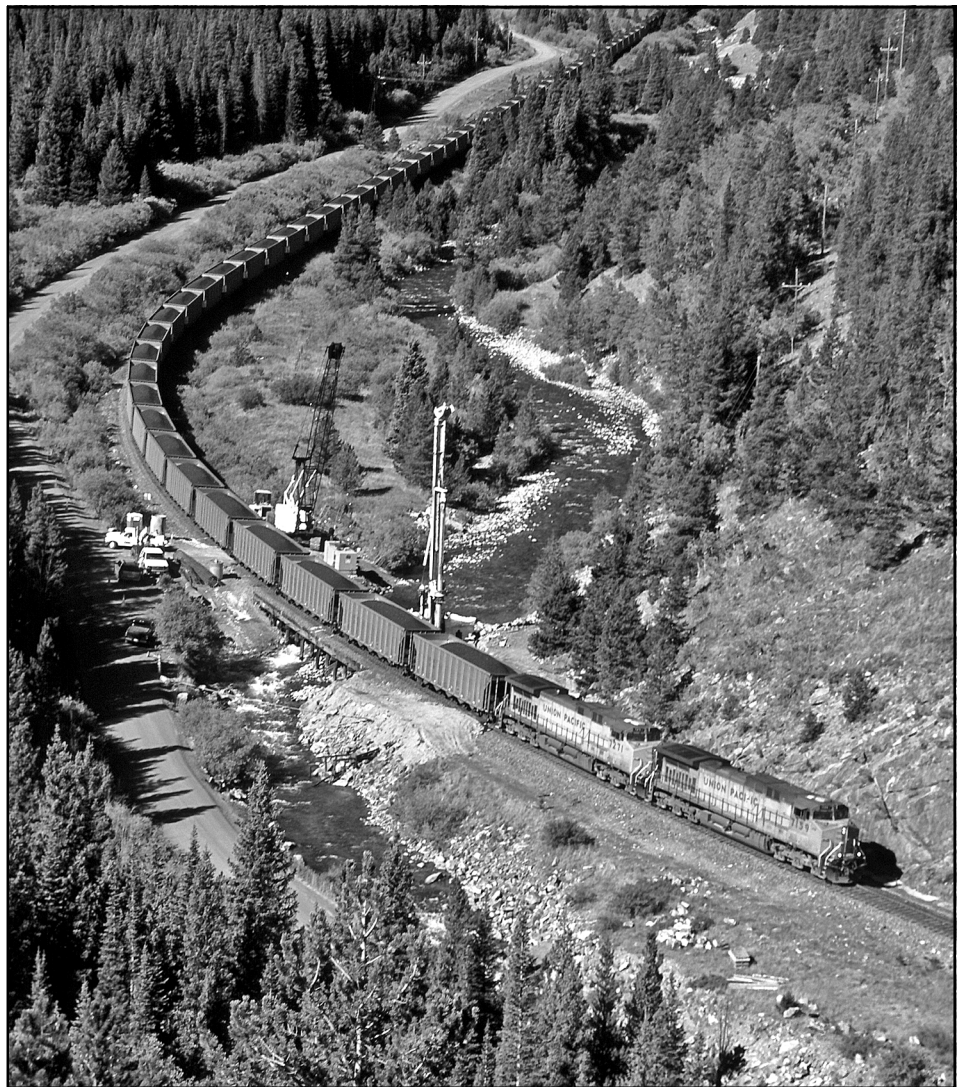
UP was concerned about the trestle's stability. The timber piling was installed on rocky surfaces. UP had subcontractor Structures of Englewood, Colorado, drill four-foot, six-inch diameter shafts approximately 30 feet into the rock surface to anchor the new concrete bridge. A reinforced rebar cage was placed in the drilled shafts and filled with concrete.

The line didn't reopen until around 2:00 AM on Sunday morning, 10/23/05. Rail traffic was heavy that Sunday morning. UP ran more than eight westbound trains, at least ten or so by noon.

UP replaced three other bridges on the Energy Industrial Lead. Those bridges were at milepost 1.57 completed 8/23/05, a change-out at milepost 2.38 completed 9/7/05 and milepost 2.56 completed 9/19/05. The older bridges were constructed in 1962 when the line was built into the coal field. UP had been concerned about the bridges settling since their construction.

#### Ex-Chesapeake & Ohio SD-18 To Coolidge, Kansas

A blue painted SD-18 lettered SDOX 5002 is at the new grain loadout being built at Coolidge, Kansas, along the BNSF. The unit has a low nose and Alco tri-mount



Union Pacific subcontracted Structures of Englewood, Colorado, to replace the 1949 built wooden trestle spanning South Boulder Creek east of Tolland, Colorado. Work was underway 9/15/05 when eastbound UP AC4400CW 7159 and 7271 brought the 105-car loaded coal train C WEMS 13 (West Elk Mine loads) down the Moffat Tunnel line. The replacement steel and concrete bridge was installed on October 22, 2005.

– Photo © 2005 Chip.

six-axle trucks. It was spotted on October 11, 2005. It was built for the Chesapeake & Ohio and delivered on traded in Alco RSD5's trucks. The tri-mount trucks are an easy giveaway as the C&O SD18s were the only EMD units to have them. It was delivered from EMD's factory with the low nose.

That SD-18 was likely sold off by CSX to the Indiana Railroad. It was purged from the Indiana Railroad (INRD) roster about 2004. The INRD used to have quite a few of them, but recent acquisitions of SD40s and Geeps have made the 18s candidates for relocation.

Plans are to load unit grain trains at the Coolidge, Kansas, grain elevator. That's why the ex-C&O SD-18 was purchased and moved west. –*Rio Gnow*

#### EMDX SD90AC-H 90

Electro-Motive Diesel demonstrator/test unit 90 was at Avondale, Colorado, outside the Transportation Technology Center, on October 30, 2005. EMDX/ formerly General Motors (GM) 90 and 91 were the two Phase II SD90MAC-H demo/test units with the 16-cylinder 265H engine.



Is there anything finer than crossing the Colorado Rockies aboard a dome car? American Orient Express evidently agrees. They've taken former Chicago, Burlington & Quincy 1395 – RIVER VIEW and made it one of the finest experiences in rail travel. AOE's COPPER CANYON was westbound on a Rockies & Sierras trip transversing UP's Moffat Tunnel line at Tolland, Colorado, on November 9, 2005.  
– Photo © 2005 Chip.

The other demonstrator, GM 92, is an SD89AC-H with the 12-cylinder 265H. GM92 was last heard to be at the Transportation Technology Center as a drag sled.

The EMD 90 and 91 might be part of the 300 units going to China. Units coming back off lease from Canadian Pacific and Union Pacific might be used as instructional units until the new kits can be delivered. UP will return UP 8522 - 8561 to EMD at the end of their lease in December 2005. –Thanks Don and Bryan

### **BNSF 6115 to Los Angeles, CA**

A veteran from the Colorado & Southern, BNSF SD-9 6115, was in Sterling, Colorado, on 11/6/05. It wasn't running, but was coupled to a pair of SD40s on a train. It moved west into Denver on 11/7/05. It continued south on the Denver to Barstow, California, train heading for Los Angeles. It rolled south over the Joint Line on 11/8/05.

BNSF 6115, was built by EMD in April 1959 (builder number 25012) for the Colorado & Southern as 832 in the

Chinese red scheme. It was renumbered to C&S 6227, then Burlington Northern 6227 and BNSF 6115. She's still going strong after 47 years of service.

–Ed Fulcomer & Rio Gnow

### **UP Heritage Units 1982 (Missouri Pacific) and 1988 (The Katy)**

Union Pacific Heritage SD70ACe units 1982 and 1988 moved off their Kansas assignments in early November for South Morrill, Nebraska. UP moved the two Heritage units on a Kansas City, Missouri, to North Platte, Nebraska, train M KSNP 03. The Missouri Pacific and The Katy units were the only power on that evening run into North Platte. The train arrived in North Platte the morning of 11/5/05.

The units left North Platte the afternoon of 11/5/05 passing Keystone, Nebraska, about 2:10 PM. They arrived in South Morrill, Nebraska, Saturday evening, 11/5/05. The two SD70ACes trip to Nebraska was to test and commission the Distributed Power (DP) equipment, which on these SD70ACes had never been used since delivery started in February 2005.

At South Morrill the UP 1982 and 1988 heritage units went to the Progress Rail shop to have the ATC-Cab Control Signal (CCS) train control pick-up coils relocated. That modification will include the mounting of a modified snow plow.

Don't expect the UP SD70ACes to spend much if any time in coal service. UP acquired them for their low emissions and will continue prioritizing them to and from California on intermodal and manifest trains.

### **Princess Cars Get New Interior Refit At Colorado Railcar**

Six Princess Cruises' "Midnight Sun Express" ultradomes were at their builder, Colorado Railcar, Fort Lupton, Colorado, by late October 2005. Noted there on November 1, 2005: MSEX 7087, 7089, 7085 (Amtrak number 800599), 7086, 7088 and 7084 (Amtrak 800598). The cars are used in Alaska tour service between May and September. BNSF moved three cars (MSEX 7085, 7087 and 7089) south on the Laurel, MT, to Denver train that arrived Denver 10/11/05.

The Princess cars are getting new interior refitting and some upgrades including wheelchair lifts into the dome levels for four of the six cars. They should be done by next April 2006. Princess' original four were refitted last summer.

The bi-level diesel multiple unit (DMU) control cab TRCX 703 and coach 7001 were at Fort Lupton 11/1/05. They were displayed at the International Public Transportation Expo held at the Dallas Convention Center, Dallas, Texas, September 26-28, 2005. They made the trip to Texas on BNSF freights. Their planned trip to Southern Florida Regional Transit Authority in 2005 did not happen.

### **A Brief History Of Santa Fe Full Length Domes**

The Atchison, Topeka and Santa Fe had fourteen full domes built by Budd and delivered in 1954.

Continued on page 5, column 1

## OS-CO

Continued from page 5, column 3

They were lower than the short domes at 15'7", the lower height being accomplished by elimination of the central air conditioning duct in the ceiling. The cars had a large semi-circular register in the wall of the blind end of the dome, with air flowing to the stairwell.

The first eight, ATSF #506-513 were for "El Capitan" and "Chicogoan" / "Kansas Cityan" service. They were built with a 28 seat bar-lounge downstairs and a room for a courier-nurse. Two years later, the "Cap" went hi-level, and the domes moved to the "Chief." ATSF 507 has been sold by Holland America to the Cañon City & Royal Gorge Railroad as of September 2005.

The last six, ATSF 550-555 were for the "San Francisco Chief" and had a reduced size lounge and a crew dorm that slept twelve.

All of the cars had 57 coach seats and 18 lounge seats under the dome area.

Although none of these cars "officially" moved on to Amtrak, they actually were operated for Amtrak under short term lease in the first month or so of operation by Santa Fe on Amtrak trains until other cars could be substituted (Amtrak was unable to meet the ATSF price for the cars).

After "retirement," Auto-Train grabbed the thirteen available and ATSF retained one.

—Thanks to *DOME.main*

### Dan Aykroyd Rode GM&O Business Car 50 Chicago to Reno, Nevada

On November 2, 2005, Mike Schafer, Isaac Tigrett (great nephew of GM&O founder I. B. Tigrett) and part-owner of #50 along with Dan Aykroyd, partner with Tigrett in the House of Blues Restaurant chain, departed Chicago aboard privately owned business car Gulf, Mobile and Ohio (GM&O) 50. The car was on the rear of Amtrak's California Zephyr. Aykroyd was on his way to Reno, Nevada,



The Cañon City & Royal Gorge Railroad has acquired three full length dome cars (two ex-Milwaukee Road and one ex-ATSF) from Holland America, reporting marks HALX. The HALX 50, 56 and 507 were shipped south on BNSF's Laurel, Montana to Denver train of October 20th. Cars HALX 50 and 507 were at Broomfield, Colorado, on 10/22/05 having come south on the Front Range Subdivision via Fort Collins.

After Milwaukee Road retired car 50, it became Canadian National 2400 "Jasper", VIA 2700, Tour Alaska TAIX 7092 (4/83) "Mt. Foraker", P&O Princess California Sun Express (800482), Amtrak 9310 (HEP)-1990 Auto Train service. Amtrak sold it December 1995 to Holland America Westours as 50 "Kenai" - began service 1996. Holland America listed car 50 for sale 6/2002. The 50's car name has been recycled to Holland America new custom built dome #1050. Sold 9/05 to Cañon City & Royal Gorge Railway.  
— Photo © 2005 Chip.

for a gig with Jim Belushi. Isaac's daughter and another friend were going to join him in Reno for the balance of the trip to Emeryville, California, and Los Angeles.

GM&O Car #50 is co-owned by Tigrett and John Paul DeJoria, the founder of John Paul Mitchell Shampoos. DeJoria put up the \$2.5 million to refurbish and update the car. Temporary signage on the car advertises Patron Tequila Express, another of DeJoria's companies.

I had no idea that Dan Aykroyd had an interest in railroads. He mentioned that he had worked for the Canadian National for a short time in his younger days. When browsing a railfan magazine, he pointed to a GM&O 800-series unit and asked if it was an E-8. Schafer told him it was an F-3, explaining the differences. Not bad for a Blues Brother.

Departing Chicago, Chris Shaffer made up a batch of Margaritas and realized the galley was out of lemons, limes and oranges. Knowing that I would be picked up by my daughter, Ellen, at Naperville, Illinois, Chris asked me to call her and have her pick up some fruit on the way. With her 10-month old son in tow, Ellen was able to get the job done. As the train pulled into Naperville, there stood Ellen, Matthew, and three bags of citrus. For this, she was rewarded with a hefty tip, got to meet Isaac and had photos taken with Dan Aykroyd.

The recently painted heavyweight observation car, Gulf, Mobile & Ohio 50 arrived at Denver Union Station on Amtrak's California Zephyr, train 5 of 11/2/05 at Denver Union Station about 8:35 AM on 11/3/05. It was serviced for the run across UP's southern Wyoming route to Salt Lake City, Utah. Moffat

Tunnel line maintenance had Amtrak detouring via Wyoming.

The car was seen under the 6th Street "ramp" at the Milwaukee, Wisconsin, Amtrak station on 3/5/05 awaiting shipment to its owner. It was refurbished by Avalon Rail Inc. in West Allis, Wisconsin. GM&O business car #50 saw many years on "The Rebel Route."

On 11/4/05, GM&O 50 pulled into Reno, Nevada. Elwood Blues himself, AKA Dan Aykroyd, disembarked into a waiting limo. The Blues Brothers were playing the Silver Legacy in Reno that weekend. *-GM&O 50 rider, Joe*

### **BNSF 23-Car Derailment At Fort Morgan, Colorado**

Amtrak's eastbound California Zephyr, train 6, had passed the East switch at Fort Morgan, Colorado, before the derailment Saturday evening, 11/5/05. BNSF westbound Jacobs Ranch Mine, Wyoming, coal load, C-JRMHOH0-62A rolled through Fort Morgan, but derailed at the East Fort Morgan switch. 23-loaded coal cars (WFAX reporting marks) derailed into a big mess. The derailment happened around 10:00 PM, near the 800 block of Railroad Avenue

Hulcher was called in to clear the derailment. They had most the cars out of the way by 8:00 AM, 11/6/05. They replaced the main track and had ballast laid by 6:00 PM. A fleet of eight eastbound trains were waiting at Bijou back to back when the line opened around 7:00 PM, 11/6/05. BNSF was delighted to get a major Powder River Basin coal line back operational in only 21 hours.

Amtrak's westbound California Zephyr was rerouted on Union Pacific's main via North Platte, Nebraska, on 11/6/05. Amtrak resumed its normal route at Denver. Amtrak 6 of that evening resumed its normal BNSF route via the Brush Subdivision.

### **Shay #5 to Williams Railroad Museum, Williams, AZ**

A mighty Lima Locomotive Works Shay

#5 moved south via BNSF's Front Range Subdivision on the Laurel, MT, to Denver train H-LAUDEN, November 11, 2005. The Shay rode atop BNSF flatcar 585231 with its stack removed and placed ahead of the engine on the flatcar. The Shay was going to the Arizona State Railroad Museum soon to be built in Williams, Arizona. The #5 is ex-Anaconda Copper 3-truck Shay that was owned by a gentleman in Great Falls, Montana. Anaconda Copper Mining Co. # 5 was built at Lima Locomotive Works May 1923, builder's number 3203.

Its empty weight: 169,300 pounds.  
Weight on drivers: 169,300 pounds.  
Driver diameter: 36 inches  
Tractive effort: 30,350 pounds.  
Boiler pressure: 200 psi.  
Cylinders: 12 x 15 inches.  
Fuel: Coal.

The Laurel to Denver train was led by warbonnet BNSF 9-44CW 728, SD60M 9254 and another Heritage II 9-44CW.

The shay was still at BNSF's 31st Street Yard on 11/12/05.



The drawing shows the MotivePower built model MP36PH-3C locomotive with the bi-level Bombardier cars.

### **New Mexico "Rail Runner" MP36PH-3C 102**

New Mexico "Rail Runner" MP36PH-3C 102 arrived in Denver on 11/13/05 at BNSF's 31st Street Yard. The unit was moved in the Laurel, Montana, to Denver train as a boxcar. It was visible from the west side of BNSF's yard when drivers used the Park Avenue West ramp onto I-70 near the La Quinta Inn. The locomotive nose was coupled to a covered hopper on the caboose track.

Governor Richardson's Investment Partnership (GRIP) is just that, an investment in New Mexico. But it's not just for highways and roadways. More than \$82 million of GRIP's \$1.6 billion dollar budget has been slated for the first

leg of the commuter rail service.

The project has been split into two phases. Phase I will run on existing BNSF tracks from Belen to Bernalillo. Service on this phase is scheduled to start in 2006. Phase II will run from Bernalillo into Santa Fe, New Mexico. Service for this leg is set to begin in 2008.

In September 2004, Governor Bill Richardson, with Transportation Secretary Rhonda Faught at his side, were in negotiations with Burlington Northern Santa Fe for the use and improvements of existing rail tracks between Belen and Bernalillo.

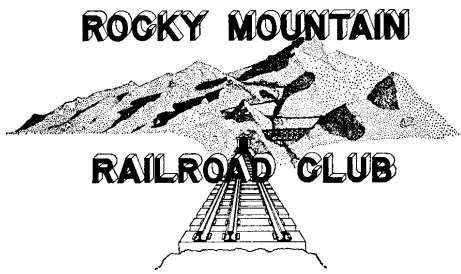
In January 2005, the Governor and Secretary moved full steam ahead with the commuter rail project by announcing the acquisition by the state of an 18-mile rail stretch between Santa Fe and Lamy.

The New Mexico Department of Transportation, NMDOT, has partnered with the Mid-Region Council of Governments, MRCOG, to make the dream of a New Mexico commuter rail a reality. The goal of the service is to ease traffic congestion during peak commuter hours and to offer commuters an option of services, including the state's successful Park & Ride program. <http://www.allboardamerica.com/index.html>

For more information on rail runner, please visit <http://www.nmrailrunner.com>.

The NMDOT locomotive, is the second MotivePower built unit to be delivered from order 2302. The 101 and 102 were built at Boise, Idaho. They are model MP36PH-3C (102's serial number is 2404-02), 3,600-horsepower units. The 102 which weights 284,359 pounds was built in October 2005. It was headed towards Albuquerque, NM. Rail Runner has ordered a total of five locomotives.

In the BNSF 31st Street yard on 11/14/05, the NMDOT 102 was joined by the Lima Locomotive Works Shay moving atop a flatcar to Williams, Arizona. A rather interesting combination of equipment crossing paths. *-New Mexico Dept. of Transportation contributed to this report*



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Or See [http://www.crrm.org/train\\_trips.htm](http://www.crrm.org/train_trips.htm)

April 15	Bunny Express
May 13 - 14	Mother's Day
June 17 - 18	Father's Day
July 14	Wine and Cheese Train
July 15 - 16	Armed Forces Day
August 19 - 20	Steam Up
October 29	Ghost Train
December 2 - 3	Santa Claus Special

The Club's equipment committee works on the 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.

**Intermountain Chapter, NRHS 2005 Event Schedule**

For information call 303-298-0377

Monday, December 16, 2005: Annual Holiday Dinner and a Movie at Rossi's Catering. The movie this year is the 1950 comedy-western, *A Ticket To Tomahawk*, the story of a stagecoach company that hires a gunslinger to keep the dreaded railroad from running on time. The movie features RGS Engine #20 as the "Emma Sweeney." Good fun, great scenery, and lots of laughs!

Menu: To be announced on the Dinner Meeting Reminder card. Dinner reservations are required.

Call the Chapter office at 303-298-0377. All reservations and any cancellations must be made by Noon, Friday, December 16th. If you must call Rossi's (303-296-1144), please make sure they take your name along with the number in your party.

No-shows are billed by the Chapter. Cost for dinner meetings is \$12 per person. The cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

**Trains Unlimited, Tours 2006 Tentative Trip Schedule**

For TUT information call 1-800-359-4870

or visit our web page at: [www.trainsunlimitedtours.com/rmrrc/](http://www.trainsunlimitedtours.com/rmrrc/)

February 18-19-20	Snowflake Express	June 23-25	Charter Train in Oregon
March 30 - April 5	Northern California and Oregon	June 25 - July 2	Great Western Rail Spectacular
April 7-9	Charter Train in Oregon	August 13-29	Great Brazilian Railfan Adventure
May 7-20	The Last Chinese Steam	Aug. 29 - Sept. 11	Andes Rail Adventure I
May 26-29	Charter Train in Oregon-Washington-Idaho	September 8-21	Andes Rail Adventure II
June 11-13	Charter Train in Oregon	October 11-31	New Zealand Steam Spectacular
June 13-18	Charter Train in Oregon		