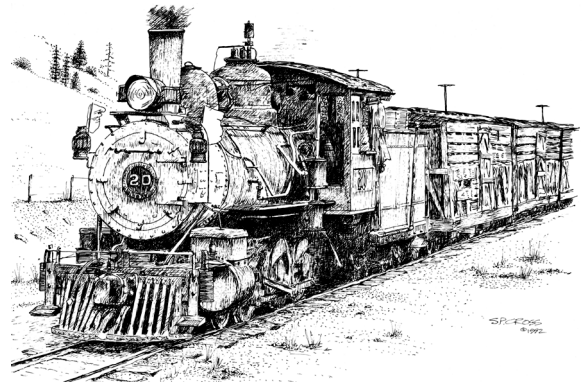


ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 2005

No. 552

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Daylight – The Most Beautiful Train In The World

Presented by Richard Luckin

September 13, 2005 • 7:30 PM

Television star Michael Gross hosts this DVD program which gives the history of the Daylight from 1937 to 1971. The program features interviews with people who rode, operated and managed this Southern Pacific train for 34 years. Recently discovered 16mm color film provides viewers with new images of one of America's most famous streamlined, steam locomotive hauled trains. As a bonus, Amtrak's current Coast Starlight is also included in the program

Dick Luckin has long experience in various types of media. He worked for Coors for 25 years producing various skills training, internal communications and historical programs. He also produced and directed five programs for the U. S. Air Force.

He did a documentary in 2000, *Silver Thread Through The West (The California Zephyr)* and followed that up in 2002 with *Super Chief: Speed-Style-Service*. These productions won nine awards including the Telly and Aurora awards for "Best of Show" in the historical documentary category. Over 140 PBS television stations aired both programs.

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.**

Make Your Selections For The Video / DVD Potpourri

Please select up to 15 minutes of material you would like to show during the annual Video / DVD Potpourri at the November meeting.

Dave Gross will organize the potpourri. Please provide your selections to Dave at the September meeting, at the annual banquet in October or call Dave at 303-779-5186 to make other arrangements.

The Fort Carson and Drake Power Plant Trip

By Barry Smith

At Fort Carson we were surprised by how much freedom we had among the troops loading armor and wheeled support vehicles. They were loading three lines of flat cars and we were able to view their loading at our own pace. They opened up the side hatches on their tank retrievers and explained all that could be seen. At

Continued on Page 2, Column 1

2005 RMRRRC Events Schedule

September 11 Trip	Leadville, Colorado and Southern Railroad
September 17 Event	No. 25 Roll Out
October 15 Event	Annual Banquet
November 8 Meeting	Video / DVD Potpourri
December 13 Meeting	Annual Membership Meeting

2006 RMRRRC Events Schedule

January 10 Meeting	To Be Announced
February 14 Meeting	To Be Announced
March 14 Meeting	To Be Announced
April 11 Meeting	To Be Announced
May 9 Meeting	To Be Announced
June 13 Meeting	To Be Announced
July 11 Meeting	To Be Announced
August 8 Meeting	To Be Announced
September 12 Meeting	To Be Announced

The deadline for items to be included in the October *Rail Report* is 9/19/05.

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

The Annual Banquet

This year we have decided on a luncheon banquet. Please see page seven for details, reservation and payment information.

The Eureka Charter Trip

We were in the process of making final preparations for the August 24, 2005, Eureka charter trip on the Durango & Silverton Narrow Gauge when notification was received that the trip would be cancelled. The information the Club received was that the FRA had served notice to the owner of the Eureka that the

locomotive would not be allowed to operate on the D&SNG unless certain conditions were resolved. It was further related to us that there was insufficient time for compliances to be completed in time for the scheduled appearance on the D&SNG.

We sincerely apologize to everyone who was affected by this inconvenience. The Club was offered a substitute mixed train operating on the same schedule as had been planned for the Eureka. We will have a report detailing what took place on this trip in the next newsletter.



The Fort Carson and Drake Power Plant trip group at Fort Carson.

The Fort Carson and Drake Power Plant Trip

Continued from page 1, Column 2

the end of the yard, we were able to go through the two SD40s.

At Drake, there was still a train from two days before so we were unable to see UP deliver another train. The coal operations superintendent gave us an extended tour. We walked across the dump platform, into the underground conveyor room and through the dump pile. We went through the fly ash cives, across one of the multi-story boilers, over the ball mills and up to the turbines and generators.



The Fort Carson and Drake Power Plant trip group touring the Drake Power Plant facilities. – Two photos © David Allen

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:

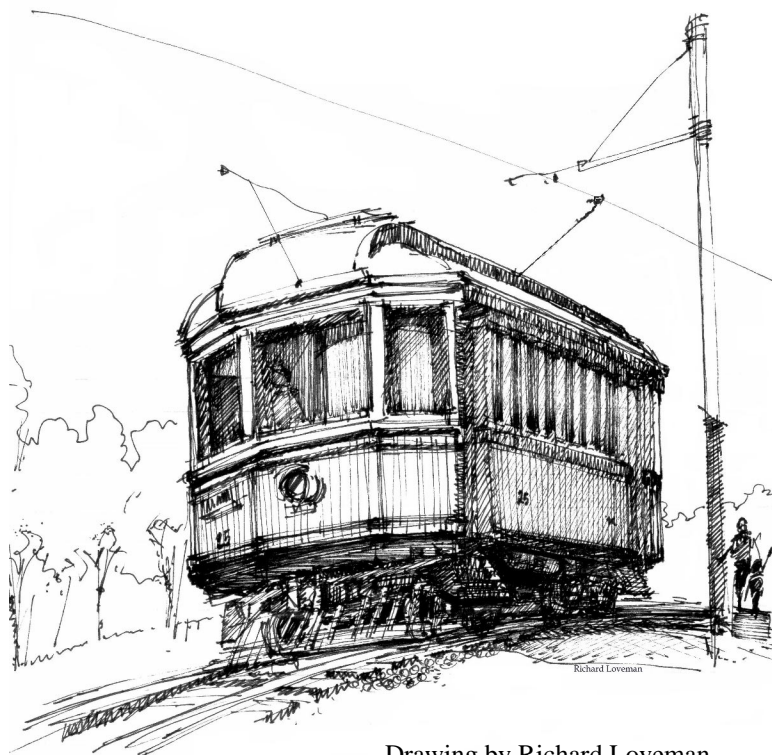
Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579
Fax: 303-978-0402
E-mail: selectimag@aol.com

Hang Out With D&IM No. 25

Trolley Open House
Saturday, September 17, 2005
Rides From 10:00 AM to 3:00 PM

Denver Federal Center
Building 78
Lost? Call 303-232-6386

*A photo ID is required for all adults
entering the Federal Center*
Sorry, pets are not permitted



Drawing by Richard Loveman

**Come out and enjoy an old fashioned ride
on a real, restored Denver Interurban
trolley car. Spend an hour or spend the day
for a fun time. Bring the whole family and
all your friends.**

As the fall leaves prepare to turn colors we once again prepare to enjoy the experience of operating D&IM Interurban No. 25 “out on the mainline” and enjoy the progress on the car and the fruits of our labor. Feel free to “spread the word” to neighbors and friends to come out and say hi to our wonderful, historic artifact, visit with some of the contributors to the project and take a little ride into history. Rides are free but we will take donations.

Of special interest this year will be Club member Joe Priselač’s art display of his railroad paintings plus a few other items of interest. We may have some other surprises. Questions? Call Darrell Arndt at 303-797-8444 before September 17th.

Rocky Mountain Railroad Club
Rocky Mountain Railroad Historical Foundation
www.rockymtnrrclub.org



Follow yellow trolley signs inside the Federal Center

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.

UP 844 East To Council Bluffs, Iowa

Union Pacific’s Northern 844 left Cheyenne, Wyoming, on 7/27/05 about 9:30 AM headed for Council Bluffs, Iowa. The train had water bottle UPP 809, boxcar UPP 9336, tool car ART LOCKMAN, 6334 HOWARD FOGG, baggage car GOLDEN STATE LIMITED, concession car SHERMAN HILL, dome MISSOURI EAGLE RIVER and business car FEATHER RIVER 114. The train flew through Pine Bluffs, Wyoming, at 10:20 AM.

The GOLDEN STATE LIMITED baggage car was previously lettered PONY EXPRESS. The baggage car was used on the Sun Valley Ski Trains allowing skiers to stow skis and other baggage. At one point, it had ski racks. UP will letter another baggage car as PONY EXPRESS, likely one of the Council Bluffs cars.

BNSF Plans Major Realignment of Transcon at Abo Canyon

BNSF has plans to eliminate a major traffic chokepoint on the former Atchison, Topeka & Santa Fe main line. BNSF will abandon the old main line right of way (ROW) and blast a wider, straightened-out ROW through Abo Canyon.

Check out <http://www.abocanyon.com> and click on “view the canyon” for the full picture. The drawings are very helpful.

The single track through Abo Canyon (New Mexico) runs from “Scholle” on the east end to “East Sais” on the west end. Westbound trains are on a descending grade from Mountain Air to “Beevers” (actually Belen). Trains over 90 tons per operative brake are restricted to 35 MPH down the hill. Trains over 105 tons per operative brake are restricted to 25 MPH



Kansas City Southern AC4400CW 2034 (KCS own 50, KCS 2000-2049) led a BNSF coal load with BNSF SD70MAC 8973. Train arrived in Denver’s 38th Street Yard passing the National Western Stock Show complex on 7/19/05. – Photo © 2005 Chip.

down the hill. This makes for some very slow runs though the canyon. Even lightweight trains tend to take their time descending the grade. Eastbound it’s a slow pull up the grade for anything but the most powered up “Z” trains. Westbounds wait at Scholle for eastbounds to crawl up the hill and eastbounds wait for westbounds to creep down the hill. The bottom line is there are always trains waiting at each end for a shot though the canyon.

This is one of the worst bottlenecks on the Transcon. The other single track section on my territory at Vaughn seems minor (no major grade) compared to Abo Canyon. My view is that this is a project that is very much needed considering the volume we are now moving across the Transcon. I only hope BNSF will retain the existing single track though the canyon and call it the Abo Siding. It would make a

nice place to hold low priority trains when Belen backs up or do overtakes.

As far as environmental concerns go, the environment will be helped by reducing truck traffic on nearby Interstate 40. Careful grading and erosion control will reduce the impact on nearby streams and rivers. –*BNSF-Dispatcher*

BNSF Sulfur Train Derails Three Locomotives at Boulder

A train hauling molten sulfur through east Boulder, Colorado, derailed about 1:00 PM on 8/5/05, backing up traffic for 2-1/2 hours after it blocked crossings at two major thoroughfares.

Three of four engines on the southbound train jumped the tracks as they passed over a “soft spot” beneath the rail line south of Pearl Street between 30th Street



BNSF's Lincoln, Nebraska, to Denver, Colorado, train had this Halliburton Services (reporting marks HWCX) 95 car. Drilling mud was shipped by Mountain Cement of Dodge City, Kansas. It arrived in Denver on 7/19/05 and was passing the National Western Stock Show Complex. The car was interchanged at Denver to Union Pacific which delivered it to Laramie, Wyoming. – Photo © 2005 Chip.

and Foothills Parkway, Boulder Police spokeswoman Julie Brooks said.

Recent rains likely caused the soft spot beneath the tracks, Brooks said. No one was injured, and none of the cars in the BNSF Railway Company train were damaged, she added.

The train blocked crossings at Pearl Street and Valmont Road to the north, causing headaches for hundreds of motorists. Emergency crews rerouted traffic on those roads, but rows of cars quickly backed up onto Foothills Parkway.

The railroad sent two engines to the scene from Longmont and hauled the cars that had not been derailed to the north, allowing traffic to start moving again. The blocked street crossings reopened at 3:25 PM, Brooks said.

Railroad officials used a crane to lift the derailed engines back onto the tracks, BNSF foreman Don Potter said.

Three engines hit the ground after the outside rail rolled on them as they were taking the siding for a rare meet at Boulder. The train was taking the siding at the North Siding Switch. Heavy rains in the last couple of days caused the roadbed to get softer. The BNSF's track inspector had checked the track within the past week and did not note any defects.

The derailment happened around noon and Hulcher had all the locomotives back on the track before 7:30 PM. They laid seven track panels of 115-pound rail. 85-pound rail made in 1912 was on the siding.

The train was a southbound 68-car train of molten sulfur cars. It was meeting a northbound Denver to Laurel, Montana, train that was waiting for the meet.

The Boulder Siding is used frequently, albeit not usually for meets (it is too short for most trains these days). The siding is used for short-term storage and swap-out of loads and empties for the Valmont coal plant. The plant gets loaded coal trains at least once a week. About half the loads are placed into tracks at the plant. The rest are stored on the Boulder Siding. Some cars are stored on the ex-Union Pacific branch between Valmont (the plant) and Valmont Street. The local comes down out of Longmont a couple of days later to switch out the empties with loads.

The derailed locos were BNSF 9-44CW 758 (warbonnet), CSX 7639 and BNSF 9-44CW 4441 (Heritage II paint scheme). Minor damage was noted to the locomotives, i.e. a dent in the bottom of the plow on the front of 758 (where it landed on the right hand rail).

For reference, the North Siding Switch Boulder is located about 50 yards south of

the Pearl Street grade crossing.
–Wes and TME

Wyoming Coal Line Maintenance

The P811 concrete tie and rail relay program commenced 7/11/05 in the vicinity (milepost 38 to 43) of the entrance to the Jacobs Ranch and Black Thunder mines. Ten-hour maintenance windows were initiated Monday through Thursday and gangs operated within these planned windows, enabling improved service through the work area that was better than originally anticipated. This maintenance phase was completed in late August.

Average BNSF coal train velocity improved approximately 1.4 percent in July 2005 compared with June 2005. Most of the velocity improvement came from reducing train staging time for accessing the Joint Line.

–BNSF Service Advisory, August 2005

UP Stapleton Tunnels

Mid-August 2005, UP maintenance of way forces rebuilt the Kansas Pacific alignment where the Stapleton International Airport, Denver, Colorado, runway tunnels were located. A rail line shoo-fly placed in service on 9/18/04 built on the north side had carried rail traffic during the runway and highway tunnel demolition.

The new track on wooden ties was in place as of 8/11/05. A switch needed to be cut in to allow ballast dumping. A loaded 25-car ballast train with UP AC4400CW 6831, 6349 and SD40-2 3692 was tied down just east of the shoo-fly near milepost 632.6, Havana Street and Smith Road.

Smith Road is still not open to the public. It once was a through road before the Stapleton Airport runways were extended north. Hopefully, the old airport's redevelopment will see it rebuilt.

The KP's straight as an arrow alignment was restored where the Stapleton Tunnels once stood. Trackwork cutting in the new track happened 8/12 and 13, 2005. The shoo-fly to the north is out of service and will be removed.

Cheyenne Frontier Days UP 3985 Experienced Rod Bearing Trouble

By Chip Sherman

The Union Pacific steam crew had great intentions for their July 2005 Colorado run – double headed steam! UP 844, rebuilt over the last six years, and Challenger (4-6-6-4) 3985 were running together when they departed Cheyenne, Wyoming, for Denver on 7/21/05. The two steam engines were going to handle the Cheyenne Frontier Days 19-car (with seven domes) train on Saturday, July 23rd. The train was chartered on Sunday the 24th by the Union Pacific Historical Society for a one-way trip north from Denver to Cheyenne with passengers disembarked at the Terry Bison Ranch near Speer, Wyoming.

The July 21st deadhead move stopped at La Salle and Brighton, Colorado, to check UP 3985's driver bearings. The number six driver, closest to the 3985's cab, was found to be running hot. The train arrived Denver, was turned on the Pullman Wye and backed into Denver Union Station. UP 844 and 3985 were parked on track three. The UP steam crew removed the bearings Thursday to work on them at the Cheyenne shop. They were replaced by Friday evening and UP 3985 was ready for Saturday's Cheyenne Frontier Days train.

The sold out 700-passenger Denver Post sponsored Cheyenne Frontier Days train departed Denver Union Station at 7:00 AM on Saturday. Steve Lee and gang put on a fine display of smoke north of Sand Creek Junction, Commerce City, Colorado, as the train moved north on the UP's Greeley line. The dispatcher had the signals showing green, but trouble was brewing again on UP 3985.

UP conductor Mike Brown had to set UP 3985 out at the Colorado Railcar spur on the north side of Fort Lupton, Colorado. Members of the steam crew stayed with UP 3985 as UP 844 took the special north to La Salle, Colorado. At La Salle, three SD40s were added (UP 3174, 3494 and 3368) behind UP 844 for the trip to Cheyenne. The brutal grade between Carr



Union Pacific double headed Northern 844 and Challenger 3985 with the UPP water bottle 809 and a 19-car train out of Cheyenne, Wyoming, on 7/21/05 bound for Denver. The train was making the positioning move for the Cheyenne Frontier Days trip on Saturday, 7/23/05. UP Challenger 3985 had rod bearing trouble on the northbound trip on 7/23/05 and was set out at Fort Lupton, Colorado. – Photo © 2005 Chip.

and Speer, Wyoming, lay ahead. UP made sure there were no further problems getting the train across the road. The special departed La Salle at 9:42 AM MDT arriving Cheyenne at 11:15 AM.

During the afternoon layover, the UP steam crew switched out the SD40-2s. They retrieved UP Centennial 6936 from the steam shop and placed it behind UP 844 for the return evening trip to Denver. The Cheyenne to Denver trip went well under cloudy skies.

3985 left Ft. Lupton around 10:30 PM Saturday evening, 7/23/05, for a light engine run back to Cheyenne. The crew ran about 35 mph, stopping at Nunn, Colorado, to check bearings and grease. It also met a southbound freight at Nunn. Arrival in Cheyenne was sometime after 1:00 AM. How many times in most folks' memory has a light 3900 run up the Greeley Subdivision in the middle of the night?

On Sunday, 7/24/05, the UP Historical Society trip operated with UP 844 and 6936 departing Denver at noon. The trip went smoothly wrapping up an unforgettable steam experience.

The consist:

UPP 809 Water car, former diesel turbine fuel tanker
 UPP 6334 ART LOCKMAN tool car, ex-UP 904304
 UPP 209 HOWARD FOGG boiler dorm
 UPP 5486 CITY OF SALINA coach
 UPP 5473 PORTLAND ROSE coach
 UPP 5480 SUNSHINE SPECIAL coach
 UPP 5483 TEXAS EAGLE coach
 UPP 7001 COLUMBINE dome coach
 UPP 5818 SHERMAN HILL souvenir/concession car
 UPP 5769 COUNCIL BLUFFS former baggage car used by riders to get sound recordings
 UPP 7015 CHALLENGER dome coach
 UPP 8008 CITY OF PORTLAND dome diner built 1954
 UPP 5468 KATY FLYER coach
 UPP 4808 CITY OF LOS ANGELES diner
 UPP 7011 MISSOURI RIVER EAGLE dome diner built 1955
 UPP 8004 COLORADO EAGLE dome
 UPP 208 Power car
 UPP 9009 CITY OF SAN FRANCISCO dome lounge built 1955
 UPP 9004 HARRIMAN dome lounge
 UPP 114 FEATHER RIVER business car with open air observation deck and Cheyenne Frontier Days drumhead

The Rocky Mountain Railroad Club Annual Banquet Luncheon

October 15, 2005 • Starting at Noon

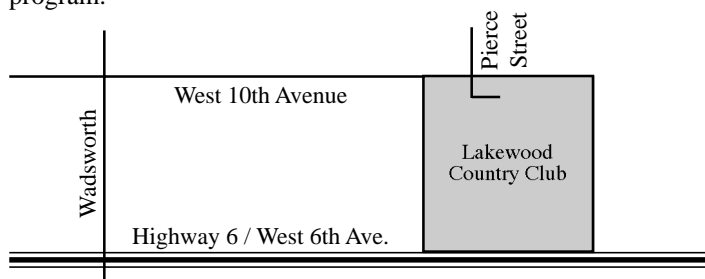
Lakewood Country Club, 6800 West Tenth Avenue, Lakewood, Colorado

This year we are hosting a luncheon. Cocktails will be served from a cash bar from Noon to 1:00 PM followed by lunch. The menu selections are Macadamia Nut Crusted Salmon or Top Sirloin Steak which will be served with a house salad, Chef's choice of potatoes or rice, market vegetables, petit pans and butter, with chocolate mousse and whipped cream for the finale. You will have your choice of regular or decaffeinated coffee or tea. A vegetarian selection is available upon request.

Our members will have easy access to parking and the building entrance. The beautiful Lakewood Country Club Banquet Room is large with a wonderful view on two sides and a large fireplace should the weather be cold. The choice of a luncheon allows a reasonable price of \$30.00 per person which includes the meal, tax and gratuity. The program, titled South Park Surprise, will be presented by Jim Ozment. Jim Ozment is well known to many as one of the driving forces to open the Rio Grande after the disastrous landslide in the 1980s at Thistle, Utah. Jim started out on the Bridge and Building gang in 1956. He had previously

graduated with a degree in engineering from Washington University. In those days D&RGW President Aydelott felt new hires destined for higher positions first worked "in the trenches." Jim soon advanced in the engineering department and worked for the D&RGW for 36 years. He was the Utah Division Engineer for the last 14 years.

We will have several delightful door prizes. Be sure to mark your calendar for this event. You are sure to have a good time visiting fellow members and guests and enjoying the luncheon and program.



Please use this order form or a copy to reserve your banquet ticket(s).

Reservations must be received by October 8th

Send your reservations to: Rocky Mountain Railroad Club, Banquet, PO Box 2391, Denver, CO 80201-2391

Macadamia Nut Crusted Salmon: Number of tickets at \$30 each _____ Total Amount \$ _____

Top Sirloin Steak: Number of tickets at \$30 each _____ Total Amount \$ _____

Vegetarian Selection: Number of tickets at \$30 each _____ Total Amount \$ _____

Total Amount Enclosed or to be charged \$ _____

Name(s) _____ Home Phone _____

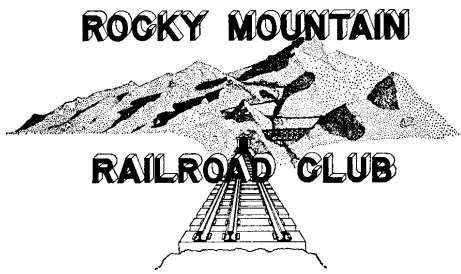
Address _____ Work Phone _____

City _____ State _____ ZIP (5+4) _____

Credit Card - Please circle one: Visa MasterCard Discover AMEX

Credit Card number _____ Exp date _____

Signature (required) _____ e-mail _____



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

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



**Colorado Railroad Museum
2005 Scheduled Special
Operation Days**

For information call 303-279-4591

September 17-18 & 23-25: A Day Out With Thomas

The success of "A Day Out With Thomas" relies greatly on volunteer support. Volunteers should plan to be at the museum between 8:30 & 9:00 AM until approximately 5:00 PM when the last train runs. Volunteers should come prepared for the weather as the event goes on rain or shine.

To volunteer, contact: Larry or Cheryl Dorsey
303-499-1969
lwdcpd@aol.com

December 3 & 4: 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

Saturday, September 17, 2005: Ride the San Luis Central Railroad "Pea Vine Flyer"! The train pulls out from Sugar Junction at 10:00 AM. We will return around 3:30 PM.

A unique and very informal rail excursion from Monte Vista, through the beautiful and agricultural San Luis Valley, to Center, CO. We'll mosey along 15 miles in two hours, ride all over a diesel engine safely, have photo run-bys on demand, enjoy the scenery of one of Colorado's supreme agricultural areas that includes a national wildlife refuge, partake of a gourmet picnic lunch provided by the Chapter in the heart of the San Luis Central rail yards in Center, and ride in private boxcars provided with folding chairs (or you can bring your own) for seating that you can arrange yourself.

Early reservation fare for this excursion, including lunch and two Port-a-Potties for your comfort (no toilet facilities on board train), is \$30 per person, all ages. Fare at trackside is \$35. We encourage you to make a reservation. All advance reservations must be received at the Intermountain Chapter office by Tuesday, September 13, 2005. Checks and Money Orders are acceptable. Sorry, we cannot accept credit cards. Please make check payable to "Intermountain Chapter NRHS" and mail the reservation to: Joyce Mathisen, Intermountain Chapter, National Railway Historical Society, 4303 Brighton Blvd., Bldg. 3, Denver, CO, 80216.

We suggest you arrange for your own overnight accommodations for Friday night in Monte Vista.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

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

September 26-27	Rio Grande Photo Freight	October 15-19	Fall Colors Express
September 29-30	Durango Photo Freight		(One Way and Round Trip)
October 1-17	Rocky Mountain Fall Colors	November 5-21	Patagonian Rail Adventure
October 2-16	Great Canadian Rail Adventure	November 10-16	Mexican Copper Canyon