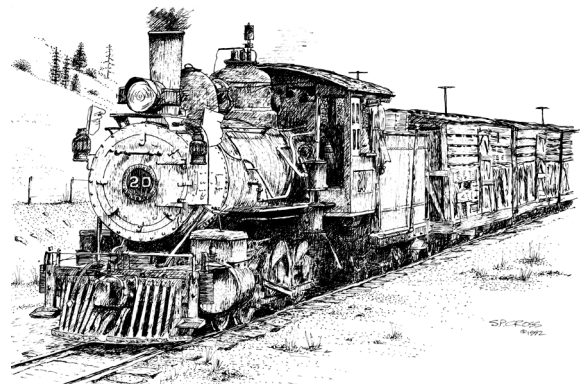


ROCKY MOUNTAIN RAIL REPORT



JANUARY 2006

No. 556

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Union Pacific's 40th Anniversary Steam Excursion

Presented by Pat Mauro

January 10, 2006 • 7:30 PM

On May 17, 1953, the first official steam excursion on the Union Pacific Railroad was sponsored by the RMRRC. The trip ran from Denver to Laramie Wyoming and returned via Sherman Hill. Locomotive No. 3967, a coal-burning Challenger equipped with "elephant ear" smoke deflectors, powered this pioneering excursion!

To commemorate the 40th Anniversary of this historic event, the Rocky Mountain Railroad Club sponsored a re-creation of this event on May 15th, 1993. Wearing new number plates and sporting elephant ears, Challenger 3985 became locomotive 3967 for the day. With almost 500 people aboard, this sold-out excursion train followed the original route of the 1953 journey. The video includes ferry moves between Cheyenne and Denver, and you'll watch as photo run-bys are provided for passengers while the train climbs Sherman Hill. Aboard the train, we'll talk with several Club members who rode the first train in 1953! Many other Club members will also be recognized on the trip. Another high point of the trip is a cab ride in 3967 / 3985, between Laramie and Speer as the train battles the grades of the original line over Sherman Hill!

Pat Mauro has been an avid railfan, since inheriting a copy of the *Denver South Park and Pacific RR Pictorial Supplement* in 1993. This prompted him to join the RMRRC in 1996. Pat is also the President of the Park County Historical Society and a member of the Denver South Park and Pacific Historical Society

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.**

Membership Renewals For 2006 Were Due January 1, 2006

This will be the last *Rail Report* sent out to members who do not renew.

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 RMRRC Events Schedule

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	Dome Car Magic
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 February *Rail Report* is 1/23/06.

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.



Club President Jimmy Blouch conducts the annual business meeting assisted by Director Michael Tinetti in Barnes Hall at Christ Episcopal Church where our monthly meetings are held. – Photo © 2005 Bruce Nall.

From The President

By Jimmy A. Blouch

The annual membership meeting was held on December 13th and it was nice to have a large attendance.

As required by the bylaws, the annual elections of officers and board of directors for the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation were held.

Elected for 2006 were:

President: Jimmy A Blouch
 Vice President: Darrell Arndt
 Vice President: Donald Hulse
 Treasurer: Jean Gross
 Secretary: Roger Sherman

Elected for 2 year (2006 – 2007) term as board of directors were:

Herb Edwards
 Joe McMillan
 Pat Mauro

Elected for 1 year (2006) term, to fill vacancies created by resignations, as board of directors were:

Jim Ehernberger
 David Gross

The remaining board of director position is occupied by Michael Tinetti who was elected last year for the 2005 – 2006 term.

All these individuals serve in the same capacity for both organizations.

We say thank you for a job well done for departing board of directors Barry Smith and Robert Wilson. And we welcome as new board of directors Joe McMillan and Pat Mauro.

A popular feature at the December annual meeting is members and guests receiving from member Neal Miller an 8 x 10 print of one of his photos. Neal has been doing this for many years now. Once again a photo was made available for this meeting. However, Neal was unable to be present to make the presentation due to vision complications. He enlisted the aid of Tom Klinger who ensured that all in attendance received a print. Neal Miller deserves a very big Thank You for his donation. We all wish him a speedy recovery.

Jim Ehernberger handed out copies of the Challenger Press calendar featuring a selection of his favorite railroad photographs.

The meeting ended with the serving of cookies and punch which appeared to be enjoyed by all. I thank my wife, Carolyn, for her dedicated efforts in providing these refreshments. She baked most of the cookies that were served.

Members may contact me by phone at 303-932-8153 or by e-mail at RMRRCPresident@aol.com.

Publishers Statement

Rocky Mountain Rail Report

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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

Photos From The Annual Meeting



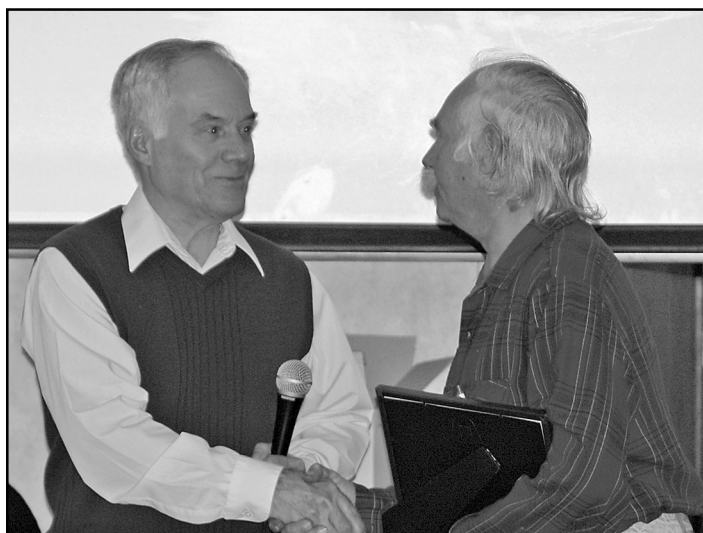
Refreshments were enjoyed at the end of the annual meeting and program.



Program presenter, Erwin Chaim (right) tells a joke, a Club tradition, before the program.



Awards were presented at the annual meeting to, from left to right, Dave Gross, Don Hulse, Milt Cowan, Barry Smith and Robert Neher.



President Jimmy Blouch (left) presents an award to equipment committee chair Bob Tully.

– Four photos © 2005 Bruce Nall.

No. 25 Work Continues

By Darrell Arndt

Work on No. 25 continues with the acquisition of electrical components and completion of the final circuitry design. Tom Peyton has been working on the final repairs and adjustments of the clerestory widow mechanisms, a very important but long and tedious process.

A number of our No. 25 “crew” has contributed quite a few hours this year helping out our friends at Denver Rail

Heritage Society’s Platte Valley Trolley. During the last two years much effort has taken place within that organization to revitalize it and assure its long term future. It has come a long way thanks to the efforts of numerous individuals composed of veteran participants and new volunteers. This bodes well for No. 25 since their operation will be considered as one possible home for our interurban to operate for the public.

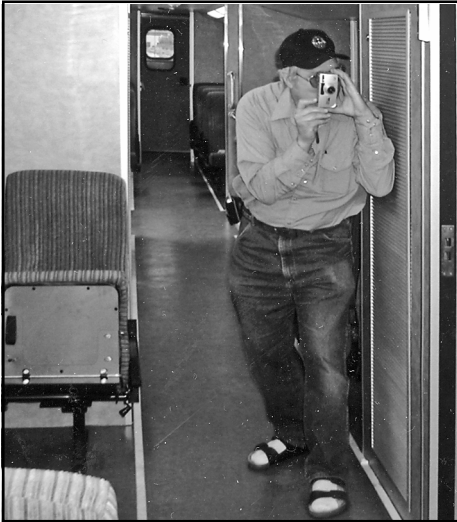
Our participation in their mechanical experience on their open bench trolley car No. 1977 also gains us more knowledge that benefits No. 25 and in turn helps the Platte Valley Trolley as we share our talents with them. In the next newsletter we will provide an update on their operation and effort to preserve Denver’s trolley past for the public in a “living history” museum environment.

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.



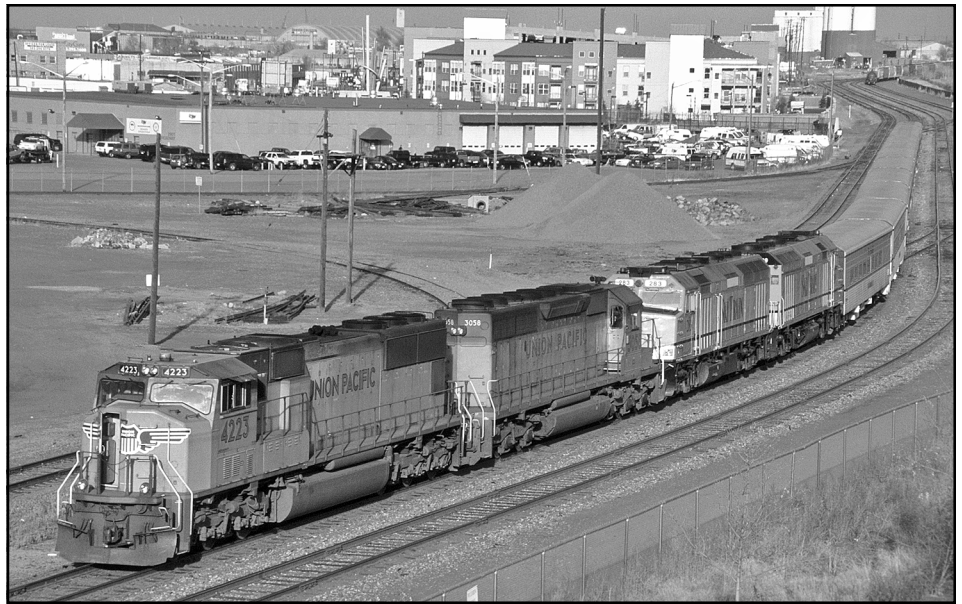
Chip Sherman captures another railroad photograph to share with Club members. Chip and George were touring the Colorado Railcar bi-level DMU at Denver Union Station on 6/11/05.
– Photo © George Ek.

The AnSCO Ski Train Returns From Iowa

The AnSCO Ski Train came west after the Iowa football season. UP SD70M 4223, UP SD40-2 3058, SKTX F40PH 283 and 289 led the 11-car S CBDV 28 (Council Bluffs, Iowa, to Denver). The train was routed west on the old Kansas Pacific line. It moved through Ellsworth, Kansas at 7:08 PM on 11/30/05.

The westbound Ski Train spent about 24-hours in Salina, Kansas, due to an eastbound UP loaded coal train 22-car derailment at Wakeeney, Kansas, that occurred about 10:00 AM on 11/29/05. The derailment was likely caused by a broken rail.

The Iowa Hawkeyes rent the Ski Train for their college football season. The run is a little over three miles long, basically from the mall parking lot out at Coralville,



The Ski Train returned to Colorado from Iowa arriving in Denver on 12/1/05. The Ski Train: F40PH 283 and 289 along with eleven cars, had moved University of Iowa Hawkeye football fans. The University of Iowa leased the train for its 2005 football season. The train shuttled fans from Coralville to Iowa City due to parking shortages at Kinnick Stadium. “Riders paid \$5 to park at the lot and ride the train for free”, Mark Jennings, the associate athletic director at UI in Iowa City said, adding, “We’re losing money on the deal.” Moving from UP’s 36th Street Yard towards Denver Union Station was UP SD70M 4223, SD40-2 3058, SKTX 283 and 289 with the eleven passenger cars.
– Photo © 2005 Chip.

Iowa, to Kinnick Stadium at Iowa City.

The Iowa Interstate (IAIS) moved the Ski Train from Iowa City to Council Bluffs, Iowa, on Sunday, 11/27/05. The Ski Train had been enlisted to move Iowa State football fans from the parking area to the Hawkeye football stadium starting in September 2005. This was the second year the train had ventured to Iowa.

Colorado Coal to Baltimore

Union Pacific loaded two unit coal train sets at the Somerset Mine, Colorado, that moved east to Baltimore, Maryland. UP’s 105-car train C SMUG 29 (originated at mine 11/29/05) arrived Denver (Utah Junction Bypass) on 12/2/05. Power departing Denver (2 x 1 distributed power unit (DPU) configuration) was UP 5927, CSXT 293 and on rear UP 6722. The train operated eastward via the Limon Subdivision going to Kansas City, Missouri, St. Louis, Missouri, and up to Yard Center, Illinois. The CSXT took the train eastward to Maryland.

The second set, UP train C SMUG 01, left Grand Junction, Colorado, as a 2x3x1; UP 6875, CSXT 65, mid-train DPU’s; UP 7370, UP 6545 and UP 7366 with rear DPU UP 5644. The three mid-train swings were cut off at Denver on 12/3/05. This train had 102-cars. UP sent it north on the Greeley Subdivision. It joined the UP main at Speer, Wyoming, and proceeded east via Council Bluffs, Iowa to Proviso, Illinois. UP interchanged the loaded coal train to CSXT for the trip to Virginia Power near Baltimore, Maryland. This likely became CSXT train symbol U839.

Canadian National Power on the Kansas Pacific

The Union Pacific crew on the Salina, Kansas, to Denver train, M SIDV 30, got a taste of Canadian railroading back on 11/30/05. Canadian National (CN) SD75I 5752 built in 1997 was the lead unit on the UP train. The “I” (I = Isolation) cab is on rubber mounts while other locomotive cabs are welded to the frame. Therefore, the “I” cab is quieter and has less vibration. There’s also a seam on the nose



BNSF ES44AC 5846 was the rear distributed power unit (DPU) on BNSF coal empty E SLPBKM183A headed for the Wyoming Powder River Basin's Buckskin Mine on 11/28/05. Denver RTD LRV zipped across the Tufts Flyover north of Littleton, Colorado. – Photo © 2005 Chip.



Trinity Rail produced aluminum hoppers with the BNSF's new "Powerbar" logo in 2005. BNSF coal hopper 651446 was on an empty northbound coal train, the E LRTBTM 155C, headed for the Black Thunder Mine in Wyoming. Photographed on 12/7/05 near Six Flags Elitch Gardens in Denver. – Photo © 2005 Chip.

where it's separated from the sand boxes.

The CN unit led Union Pacific 7905 and 6309 with only 31 cars out of Salina. The CN 5752 offers crews a microwave oven and a hot plate. The train departed Sharon Springs, Kansas, on 12/3/05 and arrived Denver the next day.

Grain Bin Collapse

Two large grain bins collapsed at the Amazing Energy Ethanol plant in

Denison, Texas on 12/6/05. The two 350-thousand bushel bins which collapsed were part of a line of five bins and the furthest from the actual ethanol processing facility. All workers were accounted for and there were no injuries.

The area was cordoned off due to concerns that the three remaining bins might be subject to the domino effect. Traffic on adjacent Union Pacific rail lines was stopped to prevent vibrations, and there was a concern over a ruptured natural gas

line which was buried in the corn. The two collapsed bins were built in the mid 70s and were purchased from A-D-M by Amazing Energy prior to the construction of the ethanol plant. There was no explosion involved in the collapse and at this time no official cause has been determined.

– Information from Brent Wiethorn, KDSN

Moffat Tunnel Line Coal Load Two Car Derailment

Early on 12/17/05, UP eastbound Energy Mine coal load C EYHM 15 derailed two cars between Crescent and Plain near tunnel ten on the Moffat Tunnel line. Amtrak train 5 was detoured via the Greeley Subdivision then across Wyoming that day.

The rear portion of the train was pulled back to Crescent as crews fixed the difficult to reach mishap (no maintenance road available between tunnel two and Crescent). A broken rail likely broke in the bitter cold that morning. Trains resumed operations over the line the evening of December 17th.

Amtrak 6 Hits Truck Near Cisco, Utah

A garbage truck driver was killed and two passengers aboard an Amtrak's eastbound California Zephyr were injured on 12/14/05 after a grade crossing collision in eastern Utah. The truck driver, David Miller, 26, from Clifton, Colorado, was killed upon impact. Grand County Sheriff Curt Brewer said the driver "failed to stop for an unknown reason" at a crossing five miles west of Cisco, Utah.

Amtrak's train number 6 collided with the truck in Grand County, Utah, some twenty-five miles west of the Colorado / Utah state line. The lead Amtrak locomotive derailed in the collision.

Amtrak reported 119 passengers were aboard the train traveling from the San Francisco Bay area to Denver and Chicago. Two passengers reported minor injuries – neither was life threatening according to Amtrak. None of the crew was hurt in the collision.



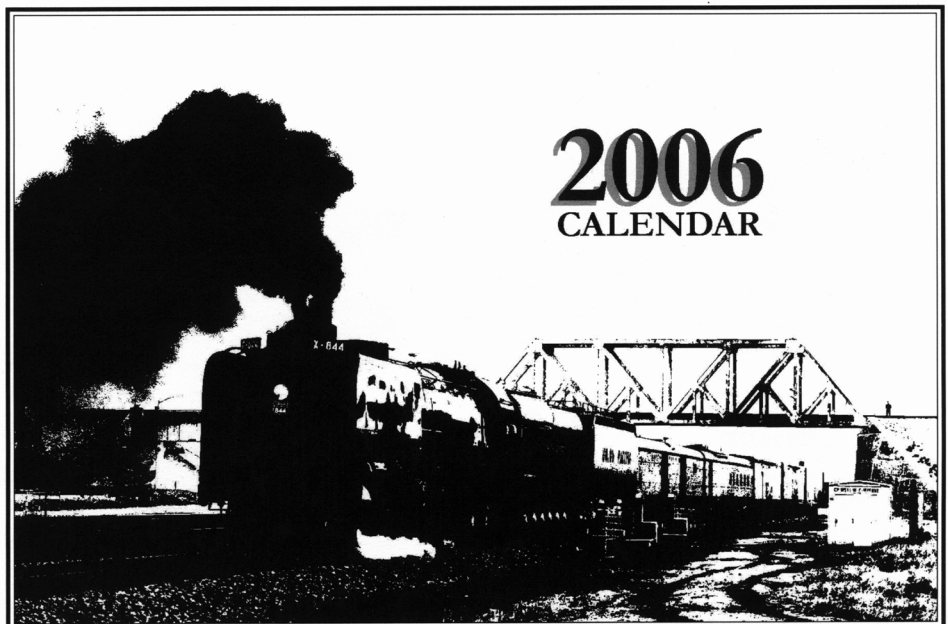
Union Pacific 4023, 3993 and 823 at Cheyenne, Wyoming, in November 1956. Tom Klinger handed out Neal's photo gift at the annual meeting this year. -Photo © Neal R. Miller

PLATTE VALLEY TROLLEY

**Denver Rail Heritage Society
Quarterly Meeting
January 26 • 7:15 PM**

The Denver Rail Heritage Society will hold their quarterly membership meeting at the REI Sporting Goods Store near 15th Street and the Platte River on Thursday, January 26th at 7:15 PM. Please park in the underground garage.

Ira Schreiber will show his slides taken of traction and railroading in the 1960s and 1970s. The public is welcome and refreshments will be served. For further info contact Darrell Arndt at 303-797-8444.



FAVORITE RAILROAD PHOTOGRAPHS by JAMES L. EHERNBERGER

At the Annual Meeting, Jim Ehernberger handed out copies of his Challenger Press calendar featuring a selection of Jim's favorite railroad photographs.

The Santa Claus Steam Up And Events In The Rico

By Bob Tully

The very cold and crisp, occasional cloudy and windy weekend of December 3rd and 4th provided some of the best photo opportunities at the Colorado Railroad Museum this year. With fresh snow on the ground and ever changing clouds and weather, ex-Georgetown Loop No. 40 was sometimes surrounded with steam and smoke, whereas a few moments later smoke and steam billowed far above the stack in great black, gray and white, slowly disappearing clouds.

Throughout both days No. 40 gracefully pulled two historic passenger cars, two open cars and a red caboose, often with a full load of children, parents, grandparents and friendly railfans. There were cameras everywhere, usually pointed at the operating, whistle-blowing steam locomotive, but also often at static locomotives with children in the window of a cab or families around the cow catcher. As always, there were numerous videos and photos taken at the pilot of engine #20.

The early Saturday morning, lightly snow covered and icy streets, as well as temperatures well below freezing on both days reduced attendance compared to last year, but those who came had a great experience. Nearly everybody visited Santa and rode the train.

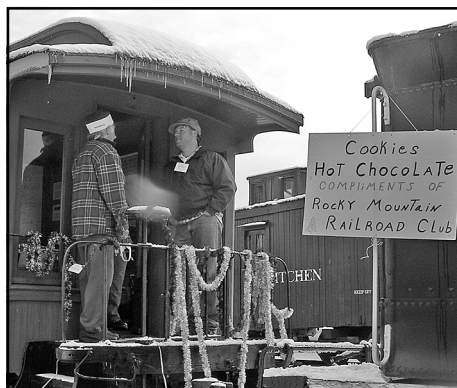
Prior to the weekend Roger Sherman, Denny Haeefe and I spent two half days putting away tools and equipment, stacking wood and supplies and giving Rico a good cleaning. An inventory of expendables, such as napkins, cups and materials used during events, was also taken. Denny provided a large stove and propane for heating water, and providing some heat, while I brought a small electric heater to help keep the car above freezing.

On Saturday my grandchildren, Nick and Lucas LeMaire, Denny and I manned the car throughout the day. Charles Moffat and daughter Veronica decorated the #20 with red, green and silver garland while my family decorated the end platform of



Former GB&L 40 works the grade at the Colorado Railroad Museum's annual Santa Claus special steam up. – Two photos © Denny Haeefe.

Rico. While Charles volunteered on the train, Veronica assisted in Rico at times.



Bob Tully (left) talks with Charles Moffat.

A variety of cookies were available just inside the west door where everyone was greeted and made welcome to the Club's Rico. Folks were then directed to the kitchen where hot chocolate waited. Unless the car was full, we encouraged visitors to look at the photos and took time to tell about the car, the engine and the Club. Also, when room was available we encouraged visitors to sit and enjoy the car and stay out of the cold as long as they desired. Over 600 cups of hot chocolate were served and about 700 people passed through the Rico on Saturday.

On Sunday Roger and I worked all day but were assisted by Mark and Matt Tomon in the morning. The number of visitors to

the Museum was less on Sunday than on Saturday due to colder temperatures and the Bronco football game. Although the sun was often out, brisk winds did not encourage people to do much inspecting of the railroad equipment. We served about 450 cups of hot chocolate and ran out of cookies about 4:00 PM when we were ready to close due to the lack of visitors. You could look out the window and see no one walking around and the train was only twenty percent full. No one went away without hot chocolate or one or a handful of the 2,000 cookies given out.

As in past years, the four pages of coloring sheets depicting a locomotive, passenger car, safety signals and a caboose were available to all. A number of people mentioned they picked up one last year and would like another set. Several people asked for a small supply so they could be taken to schools. As each page depicts the Club's logo we are very pleased to see these sheets well accepted.

There was also a considerable amount of appreciation for the Club's efforts, cookies, chocolate and keeping the equipment preserved for their enjoyment and future generations. As always at the Christmas steam up, visitors expressed appreciation through generous deposits in our two donation jars, all for future equipment maintenance and safe keeping.



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**Colorado Railroad Museum
2006 Scheduled Special
Operation Days**

For information call 303-279-4591
Or See 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 2006 Event Schedule

For information call 303-298-0377

The Ninth Annual Jeffco Train Show: Saturday
January 7, 2006, Jefferson County Fairgrounds,
15200 West 6th Avenue, Golden, Colorado.

Public Show Times – 9:00 AM to 4:00 PM.
Early-bird Admission – 7:15 to 9:00 AM.
Admission: \$5.00 per adult
\$1.00 children 5 through 12
Under 5 free
\$10.00 family maximum
\$10.00 early-bird admission

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).

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/

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		