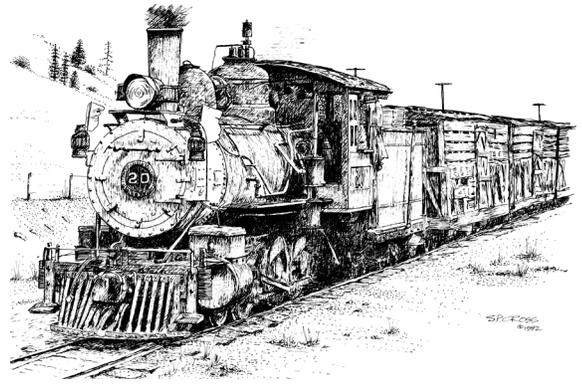


ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 2006

NO. 563

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

U P 844 Early Excursions

Presented by Hatch Wroton

September 12, 2006 • 7:30 PM

The Rocky Mountain Railroad Club's round trip from Denver to Rawlins in November, 1960, used Union Pacific No. 844 from Cheyenne to Rawlins and return, pulling its first excursion train after the end of the steam era. Camcorders didn't exist and moving pictures could only be taken using expensive film. If you wanted sound, you also had to haul an audio tape recorder along. But the trains were comfortable, the tickets were cheap, often including meals, and you often saw other passenger trains the railroad was still running. This DVD presentation is a compilation of 16-mm movies taken while riding and chasing No. 844 / 8444 on several of its early fan trips.

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.**

Explore the Mighty TREX Corridor While It Sleeps

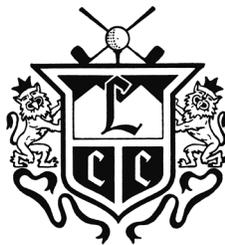
Saturday, October 28, 2006

Join your fellow rail transit enthusiasts for a special sneak preview of the TREX light rail corridor – before TREX awakes in November. TREX, now officially the Denver RTD Southeast Corridor, is 19 miles of double-track light rail transit (LRT) along I-25 and I-225.

We will tour the rail corridor on the morning of October 28 with expert tour guides who designed and built the line. We will leave from and return to the RTD I-25 and Broadway Park-n-Ride and plan to stop at two or three new transit stations. See the insert in this *Rail Report* for exact times.

Continued on page 3, column 1

Annual Banquet Saturday, October 14, 2006



The Rocky Mountain Railroad Club will again host the Annual Banquet at the Lakewood Country Club.

Please join your fellow Club members and guests for cocktails at Noon and lunch at 1:00 PM. We will enjoy a little railroad music, win door prizes and visit with our railfan friends.

This year Tom Klinger will present the program, "Over The Fence, Across The

Continued on page 3, column 1

2006 RMRRRC Events Schedule

September 9 Event	D&IM No. 25 Open House
October 14 Event	Annual Banquet
October 28 Event	TREX RTD Light Rail Excursion
November 14 Meeting	Video Potpourri
December 12 Meeting	Annual Meeting

2007 RMRRRC Events Schedule

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

The deadline for items to be included in the October *Rail Report* is 9/18/06.

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.

From The President

By Jimmy A. Blouch

Shortly after the RMRRRC transferred ownership of engine number 20 to the Colorado Railroad Museum, an anonymous benefactor donated a large sum of money for restoration. This generous individual also donated money for an endowment to keep engine number 20 running after restoration. The engine was moved to the round house at the CRRM and dismantled as necessary for shipment to Strausburg, PA where it is now. Restoration work will start soon.

The RMRRRC and the Pikes Peak Historical Street Railway Foundation have been engaged in discussions concerning the Birney and the Los Angeles PCC car. After much deliberation, the Board of Directors for the RMRRRC decided to sell this equipment to the Pikes Peak group. The sale was completed during July 2006. The PPHSRF has completed considerable restoration work on the Birney at their expense. It was felt that it would be in the best interests of both organizations for the PPHSRF to have ownership and thus

enable them to complete restoration and provide an opportunity for future operation. The Pikes Peak Historical Street Railway Foundation has a nice museum and work house in place.

The month of October is the time for our annual banquet. We decided to again hold a luncheon at the Lakewood County Club. This is a fine facility that offers excellent food and service. The luncheon will be held fireside should the weather be cold, and the room offers a beautiful view of the golf course. You will find your reservation flyer with full details included in this *Rail Report*. This event had an excellent attendance last year and I personally extend an invitation for an even greater attendance this year.

As always, I can be contacted at RMRRCPresident@aol.com, phone 303-932-8153 or by mail at: Rocky Mountain Railroad Club - President PO Box 2391 Denver, CO 80201-2391.

Make Your Selections For The Club's November 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.

In Remembrance

Peter Gilbert

Peter A Gilbert, long time member of the Rocky Mountain Railroad Club, died in June 2006. He was a member of the Club for 19 years having joined in 1987. Mr. Gilbert was very active in the Club. His recent participation included placing in motion the Club's charter on the Durango and Silverton Narrow Gauge, which took place during August 2005. He was avid collector of railroad memorabilia, in particular D&RGW narrow gauge train orders. In addition he enjoyed railroad photography and often had his photos printed using the byline "Kneadmor Fotoes." His presence and participation at membership meetings and other Club activities will be greatly missed.

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

Explore the TREX Corridor

Continued from page 1, column 1

Our plans call for riding on a chartered special LRT train, but we **CANNOT** guarantee this. The first priority of RTD is to open the line for commercial service on November 17, 2006. If LRT is not available, we will have charter busses that will drive on side streets along I-25 and I-225, stop at the same transit stations, and have the same experts on board to narrate and answer questions.

To keep the costs down, we will not provide lunch – lunch will be on your own. In the afternoon of the same day we will visit the RTD Mariposa Transit Control Center and the Elati LRT Maintenance Center. Please see the enclosed insert for times, prices, more details and to sign up for this special event. Once again, the Rocky Mountain Railroad Club can not guarantee we will tour on a LRT train, but we think the chances are good. Deluxe charter busses will be our backup.

Annual Banquet

Continued from page 1, column 2

Creek And The Colorado Hills – Forty Years of Trespassing.” You will not want to miss this presentation. In addition, Mike Davis of the Colorado Railroad Museum will make a presentation to the Club concerning the transfer of the Club rolling stock to the Colorado Railroad Museum.

Guests will have their choice of:

Macadamia Nut Crusted Salmon
served with Pineapple Butter Sauce
and Wild Rice Pilaf

OR

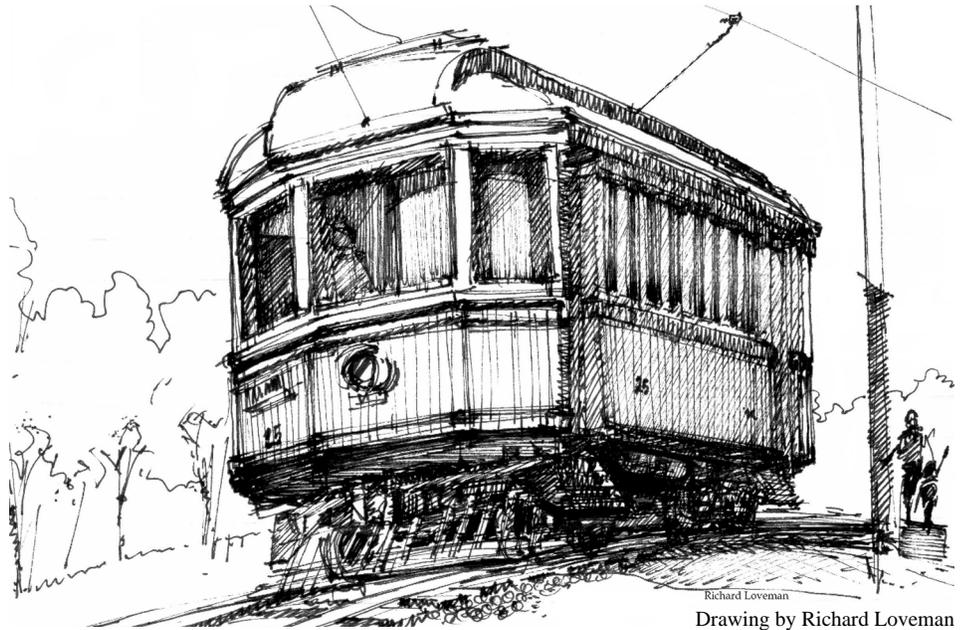
10 oz. Top Sirloin Steak, Grilled to
Medium Rare and Mashed Potatoes

Both menu selections also include: Salad,
Market Vegetables, Bread and Butter,
Coffee or Tea and Cinnamon Ice Cream.

Please look for further information on the
insert in this *Rail Report* and return your
reservation no later than October 10, 2006.

Hang Out With D&IM No. 25 – Trolley Open House Denver Federal Center – Building 78

Saturday, September 9, 2006 – Rides From 10:00 AM to 3:00 PM



Richard Loveman
Drawing by Richard Loveman

**Come Out And Enjoy An Old
Fashioned Ride On A Real, Restored
Denver Interurban Trolley Car.**

take a little ride into history. Rides are
free but we will take donations.

***Spend An Hour Or Spend The Day.
Bring The Whole Family And All Your
Friends.***

Lost? Call 303-232-6386

***A photo ID is required for all adults
entering the Federal Center***

Sorry, Pets Are Not Permitted

Questions? Call Darrell Arndt at
303-797-8444 before September 9th.

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

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

Classy Club Shirts For Sale

The Club is offering Denim shirts
featuring the Rocky Mountain Railroad
Club logo embroidered on the front left
side. The shirts have a button-down collar,
one pocket and are available in short or
long sleeves.

The choice of colors are light blue, dark
blue, tan and dark green. Sizes are small,
medium, large and extra large priced at
\$35.00 each and size XX-large priced at
\$38.00 each.

Every member should have at least one to
wear track side or at those special
gatherings!

The profit from the sale of these shirts will
help to defray the rental expense of the
space for our monthly meetings. Look
sharp and support the Club at the same
time

Order your shirts at Club meetings or use
the form in the July/August *Rail Report*.

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.

Sun Kink and Tornado Trouble on UP's Kansas Pacific Line

The Union Pacific's Kansas Pacific line was closed by a sun kink caused derailment in Kansas and a tornado blowing cars over in Colorado in mid-July. On July 17, 2006, a West Elk Mine, Colorado, eastbound UP train derailed just west of St Mary's, Kansas. Twenty-nine cars of the 105-car CTRN train jumped the track. The pileup destroyed 26 of those cars. The train was set up with distributed power 2 x 1. The train was headed to East St. Louis, Illinois. A sun kink derailed the cars in the hot July temperatures about 1:30 PM Central time.

The evening of July 17th about 10:30 PM a line of thunderstorms produced a tornado that struck auto rack cars stored at Cedar Point siding east of Agate, Colorado. Six cars were blown onto their sides toward the main blocking train traffic on the Limon Subdivision. Hulcher was called in to lift the cars off the main. They encountered mud that hampered their efforts on July 18th. The line reopened early the next morning.

One of the first trains to run east was the three car Department of Defense train. UP C40-8 9195 led a covered hopper, a DODX 39918 heavy duty flat car with a radioactive-marked container and a covered hopper. The train was by Limon, Colorado, before 6:00 AM on July 18th heading for Memphis, Tennessee.

Ansko Sells DRGW Dome 1105 SILVER BRONCO

Colorado says farewell to the last DRGW California Zephyr stainless steel dome coach. It was manufactured by The Budd Company of Philadelphia, Pennsylvania at their Red Lyon plant. Built in 1948 of



Detoured by track maintenance on UP's Moffat Tunnel Line, Amtrak train 5, the California Zephyr, rolled up the Greeley line with four privately owned cars: round end dome observation lounge SILVER SOLARIUM operated by Rail Journeys West, SILVER LARIAT, SILVER RAPIDS and 6-4-6 sleeper ex-CB&Q SILVER IRIS. SILVER RAPIDS is an ex-Pennsylvania RR (PRR) 10-6 sleeper. The PRR owned car of California Zephyr design was acquired by PRR as their contribution to a New York to Oakland, California, sleeper line. When that line was discontinued circa 1958 along with any other Coast to Coast via Chicago lines, CB&Q attempted to purchase the PRR car, but was told “thanks but no thanks.” – Photo © 2006 by Chip.

18-8 stainless steel and assembled by Budd's “shot weld” construction method, the car was built for comfort and durability.

The SILVER BRONCO has been stored for many years at the former D&RGW Burnham Shops next to the car shop where Ansko maintains the Ski Train. The car saw service starting in 1948 on the California Zephyr, trains 17 & 18, and later on the Rio Grande Zephyr between Denver and Salt Lake City, UT, until 1983 when that service was discontinued and Amtrak rerouted the San Francisco Zephyr through Colorado.

Ansko, owned by Philip Anschutz, sold DRGW 1105 “Silver Bronco” through DF Barnhardt to Ohio Railway Supply in July 2006. R.P. Flynn Inc. – Ohio Railway Supply is based in Kent, Ohio. The last dome coach stored at the former Denver & Rio Grande Western RR Burnham Shops will be leaving for Texas. The DRGW 1105 was given new reporting marks, FLNX.

The SILVER BRONCO (now FLNX 1105) departed Union Pacific's North Yard, Denver for San Antonio, Texas, on the North Yard to North Platte, Nebraska, train M NYNP 17. The car was moved to San Antonio where the new owner plans to refurbish the car up to Amtrak standards. Floor plan will stay much the same with perhaps a reconfiguration of the 2 lavatories under the dome.

Two Car UP Passenger Special Tours Colorado

Union Pacific operated a two car inspection special for Mr. R.S. Blackburn, VPO of Northern Region, in early August 2006. The train came west on the Limon Subdivision running into Utah via the Moffat Tunnel and Glenwood Springs line. On 8/10/06 the train departed Helper, Utah about 6:35 AM running as the S HPSR 10 (Helper, Utah to Salina, Kansas). It emerged from Moffat Tunnel about 5:00 PM that afternoon. After a Denver crew change the train continued east on the Limon line.



Rio Grande heritage locomotive UP 1989 was on the point of the Pueblo to Denver manifest on the Fourth of July. This is typically an overnight train, but on this date got to Denver in the mid-morning due to some wet track problems near Sedalia. –Photo just south of Littleton © Dave Schaaaf.



The Denver Post operated the Cheyenne Frontier Days 20-car train. UP 4-8-4 844 with newly painted water tank UPP 814 was followed by E-units 951 and 949. The train departed Cheyenne, WY about 5:30 PM 7/22/06 for a speedy trip to Denver, arriving at Denver Union Station about 9:20 PM. –Photo © 2006 by Chip.

The two car passenger special S SRKC-11 arrived in Salina, Kansas, 8/11/06 at 10:57 AM and departed 11:04 AM east for Kansas City, Kansas. The inspection special operated with UP SD70M 5164, sleeper UPP 412 LAKE FOREST and UPP 103 business car CHEYENNE.

Cañon City & Royal Gorge Railroad Adds F7B and Full Dome

The Alaska F7B 1503 moved by barge from Alaska to Seattle, Washington in August 2006 heading for a new owner in Colorado – Cañon City & Royal Gorge Railroad.

Cañon City & Royal Gorge is adding a fourth ex-Holland America full length dome, HALX 553, to their operation. The dome car was at BNSF's 31st Street Yard in Denver the afternoon of 8/9/06. The car was built as Atchison, Topeka & Santa Fe 553, and then was sold to Autotrain which renumbered it to #515. After the demise of Autotrains, the Delaware Otsego/New York Susquehanna & Western division purchased the car in December 1981. It was repainted full NYS&W maroon/gold colors during fall 1984, and was renumbered NYS&W 502. The car was re-sold on 12/30/85 to Westours becoming "Kashwitna" (800135) and placed in

service in 1989. Holland America listed it for sale as 'excess' in 3/03. Cañon City & Royal Gorge RR exercised their option to purchase the car in 2006.

Two of the three domes owned by Cañon City & Royal Gorge RR are ex-Holland America (HALX) 50 full dome diner/lounge/bar car and ex-HALX 507 full dome diner lounge bar car SUSITNA still with Holland America scheme.

–WebLurkersDOMEmain contributed to this report

Three American Orient Express/GrandLuxe Cars Moved by BNSF

GrandLuxe Rail Journeys moved three of their cars into Colorado on BNSF's Laurel, Montana, to Denver train, H LAUDEN1 10A, arriving in Denver the afternoon of 8/12/06. The cars were AOEX 800643 PACIFIC STAR, AOEX 700001 dome painted primer gray and AOEX 800744 SAN ANTONIO.

The train rolled south via the Front Range line in a 3 x 1 DPU setup – BNSF 7738, 7055 and 949 with BNSF 4340 as the distributed power unit. Behind the BNSF 4340 were the three passenger cars.

Pacific Star is a crew dormitory car. The San Antonio is a baggage/dorm car (substitute laundry car – it received heavy repairs when the car shop was at old General Iron Works south of Denver – it was rusted and gutted out from all the laundry overflows). None of these three cars were a high priority, hence they came to the new owner in BNSF freight service.

GrandLuxe Rail Journeys operates America's premier private train on 7 to 9 night itineraries through the Western United States, National Parks, Mexico, and Canada. The richly appointed train offers passengers fine dining and beautiful vistas in comfortable luxury aboard their classic restored private lounges, dining and sleeping cars.

The cars were interchanged to Union Pacific at Denver for movement to the Colorado Railcar shop at Fort Lupton,

Continued on page 7, column 3



Club members and guests enjoy the ride in San Luis & Rio Grande Coach RPCX 2970. – Photo © 2006 Bruce Nall.



Jean Gross (right) relaxes and enjoys the ride after handing out snacks, lunch and drinks. – Photo © 2006 Bruce Nall.



At our first photo stop, the eastbound train rounds the loop climbing to Fir after passing the stock pens. – Photo © 2006 Bruce Nall.



Our excursion train makes another photo runpast over La Veta Pass at Fir under overcast skies. – Photo © 2006 Bruce Nall.

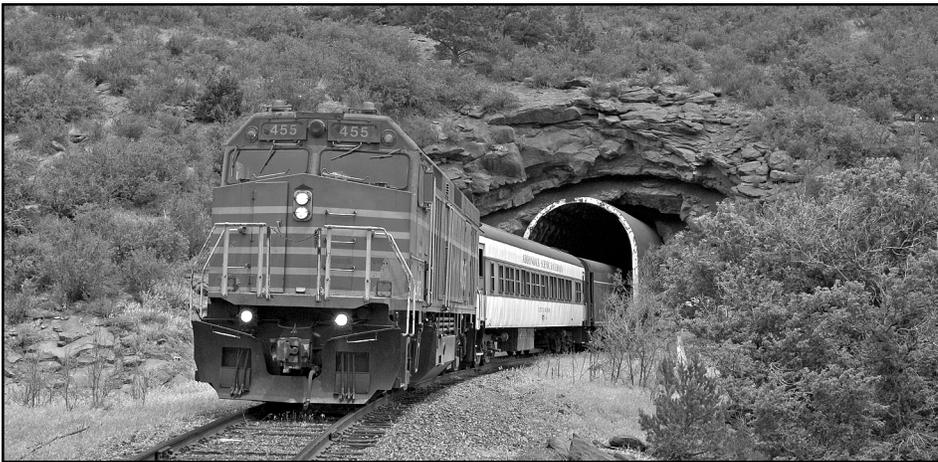
The Club's San Luis & Rio Grande La Veta Pass Excursion

By Bruce Nall

June 24th, 2006, started in Alamosa under sunny skies. The trip from Alamosa to the foot of the Sangre de Cristo mountains is straight and almost perfectly flat. Coming out of the San Luis Valley, the train turns south and begins to climb a 2.5% grade to Fir and La Veta Pass. The weather at Fir was overcast and cool, typical of a Colorado mountain pass. After numerous photo opportunities, the train proceeded to La Veta. We enjoyed several photo runpasts on the return trip to Alamosa and viewed (and mostly avoided) a typical San Luis Valley dust storm. Dave Gross, organizer of the excursion, was pleased with the success of the trip and the fine cooperation from the railroad staff. It was a great trip!



Darrell Arndt directs the photo line and train crew for the runpast at Fir. – Photo © 2006 Bruce Nall.



Our eastbound train exits the lower tunnel. – Photo © 2006 Bruce Nall.



Our westbound train on the loop below Fir and La Veta Pass. – Photo © 2006 Bruce Nall.



Our crew poses for the official portrait at Fir. – Photo © 2006 Bruce Nall.

OS Colorado

Continued from page 5, column 3

Colorado. GrandLuxe is owned and operated by Colorado Railcar owner Tom Rader.

Creative Charter Private Varnish Rolls West on Amtrak California Zephyr

Two Creative Charter cars, dome rear platform lounge PATRICK HENRY and sleeping car EVELYN HENRY rolled west across Colorado on 8/12/06. The cars are based in Texas. The PATRICK HENRY features a large lower level lounge and full bar with comfortable seating for eight. The formal dining room or boardroom on lower level off the rear platform offers dining to 12 guests.

Mr. Patrick Henry started the company in 1987 working out of his home in 1987. He operates a full-service food and beverage marketing agency. An example of his work include the Bennigan's Grill & Tavern beverage menu.

–Patrick Henry Creative Promotions website contributed to this report

Operating The SD70ACe

A few observations after running one of the new BNSF SD70ACe's on the Amarillo, Texas to Black Thunder Mine, Wyoming, coal empty, E AMHBTM0 40A, at Colorado Springs.

The cab is quite cramped as they have taken the brakeman's chair, which was directly behind the conductor's and moved it toward the center of the cab, like Union Pacific practice. The engineer's control stand is an improvement, as the controller is the old style EMD left hand operation. Looking straight ahead the engineer has two computer screens directly in front. It is a tight squeeze to get by the automatic and independent brake valve handles to get to the right hand engineer's chair. The refrigerator is built in under the conductor's desk.

The cabs are not a "whisper cab" and on this coal empty, vibration and noise were more than one would experience on a normal SD70MAC. –Blupenny



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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

- September 16 - 17 and 22 - 24 Day Out
With Thomas
the Tank Engine
- October 29 Ghost Train
- December 2 - 3 Santa Claus Special

An historic narrow gauge passenger train powered by a steam or diesel locomotive will run at approximately 20-minute intervals between 10:00 AM and 4:00 PM on these dates. The train ride is included as part of museum admission on these dates (excepting Thomas the Tank Engine).

Rocky Mountain Railroad Club Members in good standing are invited to join in the restoration and maintenance of historic equipment at the Colorado Railroad Museum.

Please contact the volunteer coordinator at the CRRM, telephone 303-279-4591.

Intermountain Chapter, NRHS 2006 Event Schedule

For information call 303-298-0377

**Come on Down to the San Luis Valley and Ride
the San Luis Central Railroad "Pea Vine Flyer"
Saturday, September 23, 2006**

Join the Intermountain Chapter, NRHS, on this unique and very informal rail excursion from Monte Vista, through the beautiful and agricultural San Luis Valley, to Center, Colorado. 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, 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 bring your own) for seating that you can arrange to suit yourself.

We suggest you arrange overnight accommodations Friday night in Monte Vista as the train leaves Sugar Junction at 10:00 AM and returns around 3:30 PM. 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. Trackside fare is \$35 but reservation are encouraged. All reservations must be received at the Intermountain Chapter office by Tuesday, September 19th. Please enclose a self-addressed, stamped envelope with your payment. Checks and Money Orders are acceptable, no credit cards. Please make check payable to "Intermountain Chapter NRHS" and mail to Joyce Mathisen, Intermountain Chapter, NRHS, 4303 Brighton Blvd., Bldg. 3, Denver, CO, 80216.

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/

- | | | | |
|-----------------|--|---------------|---|
| September 29-30 | Durango Photo Special | October 12 | Kalamath Falls Flyer |
| October 2-3 | Rio Grande Photo Freight | October 12-30 | New Zealand Steam Spectacular |
| October 4-10 | Portland & Western Rail Adventure | October 13-21 | Canadian Rocky Mountain Steam Adventure |
| October 7-15 | New England Fall Colors Rail Spectacular | October 15-18 | Modoc Rail Adventure |
| October 9-18 | Great Canadian Rail Adventure | | |