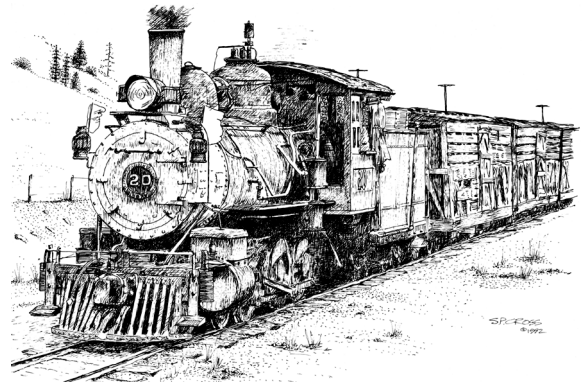


ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2007

No. 568

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Two Video Features:

Luxury Rides The Rails: Private Cars Through The Years
and *The Rio Grande Ski Train: A Denver Tradition for Generations*

Presented by Richard Luckin
February 13, 2007 • 7:30 PM

Luxury Rides The Rails: Private Cars Through The Years, a 30-minute PBS style program, traces the history of private rail cars from 1841 up to the present time. Through vintage film and current video, fourteen private rail cars are profiled in this documentary. The histories of these cars are given through interviews with many of the current owners.

The Rio Grande Ski Train: A Denver Tradition for Generations is a 30-minute program produced for the Colorado Railroad Museum. It tells the story of the Ski Train's 63-year history through interviews with people who rode the train or managed it, right up to the present time.

The doors will open about 6:45 PM. Members are encouraged to come early. Our meeting format will not include a break. Programs will end by 9 PM in order to tear down and store equipment and exit the church before 9:30 PM, per our contract.

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.**

Smoke Across The Prairie Railroad Days In Fort Morgan

The fifth annual "Smoke Across the Prairie Railroad Days", will be presented by the Fort Morgan Museum on February 24, 2007, starting at 1 PM. The program will include three sessions about the unique history of Colorado Railroads.

Two guest speakers, Dan Abbot and Ken Jessen, will speak on the Argentine Central and The Great Western Railroad respectively. A third session, "Smoke,

Steam, Dust and Water: Train Wrecks and Railroad Disasters" will discuss railroad conflagrations in NE Colorado and Morgan County, this will be presented by Marne Jurgemeyer, Museum Director.

This free program will be in the Museum Conference Room, 414 Main Street, Fort Morgan, Colorado. For information visit www.ftmorganmus.org or call 970-542-4010.

2007 RMRRC Calendar

March 13 Meeting	West Coast Wilderness Railway, Australia
April 10 Meeting	Mexican Narrow Gauge
May 8 Meeting	To Be Announced
June Event	To Be Announced
July Event	Club Day At The Colorado Railroad Museum
August Event	To Be Announced
September 11 Meeting	To Be Announced
October 9 Meeting	To Be Announced
November 13 Meeting	To Be Announced

The Club's future program listing is limited to three or four months. This will provide members adequate advance information for planning. Proposed 2007 meeting dates are shown. Due to circumstances beyond our control programing and dates are subject to change without notice. Please contact Joe McMillan at jmcmillan20@comcast.net or phone 303-456-4564 with program ideas.

The deadline for items to be included in the March *Rail Report* is 2/19/07.

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 Jim Ehernberger

2007 came in with a bang with railroads in the rocky mountain region suffering serious snow problems. For the first time in many years, a BNSF rotary snow plow had been moved into southeastern Colorado to clear tracks east from La Junta to Las Animas, then southward through Boise City, Oklahoma, and then to Amarillo, Texas. The plow returned via the former Fort Worth & Denver and Colorado & Southern routes to Trinidad.

On the last day of 2006, the Union Pacific rotary snow plow departed Cheyenne for Denver where it was sent eastward to relieve trains stuck in snow on the old Kansas Pacific line. In the meantime the KYLE (former Rock Island) operated a wedge snowplow into Goodland and then westward. See pages 4 - 6 for photos.

The Great Western operated its wedge plow between Loveland and Longmont. And on January 15th a diesel unit flipped on its side at a major highway crossing east of Loveland, presumed to be caused by ice build-up in the flangeways.

These operations, while entertaining (and spectacular for photography) to the fans, are very expensive for the railroads involved. We are looking forward to a future program covering some of these events.

At our January meeting Dave Gross brought along color photographs taken during the snow plow operations along the UP and KYLE in Kansas. As a part of future meetings members are encouraged to bring items to our meetings where they can "show and tell" and socialize prior to the meetings. Opening the church at 6:45 PM, while equipment is being set up, is an ideal time to visit about the current railroad events and happenings. It need not be limited to photos, but perhaps other items, models, artifacts, etc.

The January program by Bob Andrews was a combination of black and white and color slides he took along the Rock Island and Missouri Pacific railroads between 1948 and 1980. Bob provided us with

many historical facts and details about these railroads, which was extremely educational. We appreciate Bob's efforts presenting this excellent program. Thank you, Bob!

Chartering excursion trains for Club trips has become very difficult, if not impossible, for various reasons. We had a very successful La Veta Pass trip last summer. The response was great but we were not dealing with a major carrier. Also remember, this was a piece of railroad where passenger service had been eliminated more than fifty years ago and the desire to see and ride the line was a major factor in the large response. In fact, it was so good I made a second trip over the line in September to enjoy the fine colors, and of course, the impressive engineering.

The major railroads are no longer interested in anything that may delay freight operations. Passenger train revenues cannot compete with a unit coal train. The scale tips toward revenue versus public relations. In other words the business climate today is different and it will not be like "the good old days" we once enjoyed.

The February issue of *TRAINS* magazine had a fine article regarding plans for our collections. This is a subject that I've preached to friends over the years, and in an upcoming issue of this report, you will read more about it. As a matter of fact, recently two individuals made statements to me saying "what should we do with all of our stuff?" Stay tuned for this one.

We appreciate the support for our recent Car 25 fund raising drive. Your help will keep the project afloat. Please also remember to send your dues so we can mail membership cards on a timely basis.

Members may contact me at:
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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	Jim Ehernberger
Vice President - Projects	Darrell Arndt
Vice President - Programs	Herb Edwards
Secretary	Roger Sherman
Treasurer	Jimmy Blouch

Board Meetings

Members are always welcome to attend any board of directors meeting. 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

2006 Foundation Campaign Update

By Jean Gross, Fundraiser Chair

Thanks to the generosity of members attending the January meeting and those members whose checks we have received since the last publication, the Foundation has raised a total of \$7,800. This puts us within \$200 of our "Nuts & Bolts" budget required for the housing costs of the restoration of Car No. 25.

Thanks to these additional donors: Edward Arbuckle, Richard Berens, James C. Hill, Andrew Hornbrook, Thomas Peyton, Ted Sherman, Harrison (Hatch) Wroton

The continued support over the past several years by the friends and members of the Foundation for this project is most impressive. The project is going forward.



After a ribbon cutting by various officials at the southernmost station at Lincoln Avenue, light rail car No. 215 had the honors of breaking through the banner to officially open the line. – Two photos © 2007 Darrell Arndt.

Rocky Mountain Railroad Historical Foundation Financial Report

Income

Contributions Income	\$ 7,583.27
Merchandise Sales	21.69
Total Income	\$ 7,604.96

Cost of Goods Sold	3.64
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Gross Profit	\$ 7,601.32
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Expense

Advertising / Promotional Costs	\$ 112.67
Bad Debt	25.00
Licenses and Permits	10.00
Postage and Delivery	468.00
Rent	3,480.00
Restoration	1,878.88
Sales Tax	0.00
Telephone	406.26

Total Expense	\$ 6,380.81
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Net Ordinary Income	\$ 1,220.51
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Other Income (Interest)	10.25
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Net Income	\$ 1,230.76
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Light Rail Expands In Denver

By Darrell Arndt

With great fanfare and ceremony, the Region Transportation District's new Southeast Corridor light rail line opened on Friday, November 17, 2006. At the Lincoln Avenue station, the opening ceremony included speeches from various officials, a cake cutting, a ribbon cutting by officials and a banner breaking by a light rail train.

Friday's and Saturday's free rides on the almost 40-mile long light rail system with free entertainment, refreshments, music and giveaways at most of the thirteen new stations made for quite a party. Exceptionally nice weather also brought out the crowds. The trains were packed but there were plenty of trains and they kept moving. A conservative estimate of system ridership on Saturday was 75,000 one way trips. Lots of families and many kids not only enjoyed the festivities and train rides but the whimsical and sometime interactive artwork that can be found at each station.

The northern end of the new line begins on the south side of downtown Denver at



Kids of all ages enjoyed rotating the "liquid hour glasses" at the Dry Creek station. The hour glasses are part of the art in the stations program.

Continued on page 7, column 1

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.

Holiday Blizzards Hamper Rail Operations

Holiday blizzards brought most transportation modes in eastern Colorado to their knees starting with the first storm December 19 to 21, 2006. It closed all highways but I-70 west from Denver. Both railroads came to a virtual standstill because railroad employees found highways to work impassible.

Denver International Airport was closed for a record 45-hours prompting airlines to cancel nearly 2,000 flights. Amtrak kept the California Zephyr operating over UP and BNSF rails. Over 20-inches of snow in Denver was followed by cold temperatures keeping roads slippery after the storm.

The second Holiday Blizzard struck December 28 to 31, 2006 in southern and eastern Colorado. Union Pacific's Pueblo to Walsenburg, Colorado, turn became stuck in deep snow at milepost 163.5 (between Lascar and Walsenburg) on the Spanish Peaks subdivision, southbound on main one! Heavy snow stopped the local that interchanges with the San Luis & Rio Grande RR at Walsenburg.

Union Pacific's Limon line was closed on December 29th when UP 5516 West (two locomotives sent to clear snow and drifts off the rails) from Sharon Springs, Kansas, was immobilized by drifting snow east of Cheyenne Wells, Colorado. The locomotive was buried up to its frame. Crew was rescued by a sheriff and spent the rest of the storm at a Cheyenne Wells motel.

The snowfall at Sharon Springs, Kansas, totaled 32-inches, closing roads in Wallace County. On December 31, 2006, UP dispatched two trains (UP 7211 east with



West of Sharon Springs, Kansas, US 40 crossed over this cut on the Union Pacific's Limon Subdivision. The UP rotary 900082 cleared the snowed in cut on 1/1/07. US 40 was down to one lane in some locations due to snow drifts and closed to the general public most of New Year's Day. The rotary operated as train W DEDEF 31. It traveled as far east as Oakley, Kansas. – Photo © 2007 Dave Gross.



Meadowlarks scatter as UP rotary 900082 throws snow against the grain elevator in Weskan, Kansas. – Photo © 2007 Dave Gross.

the rotary and UP 7111 east with D&RGWRR Jordan Spreader AX-41) to reopen the Limon and Salina subdivisions.

UP Rotary Snowplow 900082 was called into service again 1/8/07 to clear track three west out of Cheyenne. A derailment

at Rock River, Wyoming, stopped rail traffic. Strong winds drifted in cuts with snow. I-80 was closed between Cheyenne and Laramie, Wyoming.

BNSF operation south of Pueblo was blocked by the heavy snowfall. Amtrak



Rail America's Kyle Railroad derailed wedge plow MWK 06, locomotives CEFX SD45T-2 9282 and 9245 clearing December 29 & 30, 2006 blizzard snowfall (over 30-inches in western Kansas). Only locomotive NREX SD45-2 6486 remained on the rails. Wedge plow extra was likely derailed by ice build up in county road SH 02 grade crossing west side of Kanorado, Kansas, on 1/2/07. The "Welcome to Colorful Colorado" sign is at the left showing how close the train was to the Kansas – Colorado state line.

– Photo above © 2007 by Chip, photo below © 2007 Dave Gross.

RailAmerica's Kyle Railroad was snowed under by the December 28 to 31, 2006 blizzard. The Kyle wedge plow MWK 06 was pressed into service starting at Phillipsburg, KS, running west. Plan was to operate all the way to Limon, CO, on 1/2/07. The westbound wedge plow left Goodland about 12:45 PM Central Daylight Time. It easily cleared the snow at Cattle Trail Avenue grade crossing. – Photo © 2007 by Chip.



UP rotary 900082 clears a drift west of Sharon Springs, Kansas. – Photo © 2007 Dave Gross.



UP AC4400CW 6653 on West Elk Mine, Colorado, (westbound) coal empty had been stranded by the 2006 blizzard at Sharon Springs, Kansas. The UP rotary cleared drifted cuts, rescued stranded locomotives and reopened the line on 1/1/07 into Sharon Springs. – Photo © 2007 by Chip.

rerouted the Southwest Chief off the Raton Pass route to its transcon via Amarillo, Texas, between December 29, 2006 until January 2. BNSF called their Alliance, Nebraska, based rotary, BN 972559 with power car (B-unit carbody) BN 972572, to clear the Pueblo to La Junta over to Las Animas, CO, south to

Continued on page 6, column 1

OS-CO

Continued from page 5, column 1

Amarillo, Texas line. The rotary returned north via the former Fort Worth & Denver/Colorado & Southern route via Trinidad up to Pueblo. Locomotives used to push the rotary BN 972559 were EMD SD60s 9054 and 9087.

The Raton Pass line was cleared with Jordan spreaders including spreader BN 972673. Operations resumed on the line on 1/2/07. The storms had major effects on rail and highway traffic in eastern and southeastern Colorado and western Kansas.

Railroaders recovered in less than a week allowing Southern Wyoming Powder River Basin coal to resume flowing south to Texas utilities.

UP Double Stack Derailed by Strong Winds at Rock River, Wyoming

Union Pacific's Global 3, Chicago, to Long Beach, California train ran into strong winds (estimated at 70 MPH) at Rock River, Wyoming, 1/7/07. The train, K G3LB 06, had 15 platforms derailed in two different blocks due to high winds. The containers on the upper level of the second car blew over. Both main line tracks were blocked at milepost 601 by the derailment. Incident happened about 4:00 PM January 7th.

Nearby Interstate 80 and other roads were closed by the strong winds and blowing snow. UP loaded Hulcher heavy equipment onto flatcars to reach the derailment site. Hulcher cleared the derailment and restored rail operations in wintry conditions.

While the line was closed the winds drifted in some Sherman Hill cuts on their three tracks over Sherman Hill between Cheyenne and Laramie, WY. Union Pacific called out their Cheyenne based rotary UP 900082 on January 8th to clear their rail lines of snow. This was the second time UP rotary 900082 had been called into snow removal service during the 2006-2007 winter.



The Governor Bill Ritter 12-car inauguration train arrived in Colorado Springs, about 4:00 PM. The governor made his Colorado Springs speech and took a bus to Pueblo Union Depot to make the 5:00 PM spaghetti dinner at Pueblo on 1/13/07. – Photo © 2007 by Chip.



Private varnish braved the Colorado winter traveling west on Amtrak's California Zephyr, train 5, that departed Denver on 1/14/07. The train ran late passing Union Pacific's DS005 C&S Junction at 11:55 AM. The train normally passes this location about 8:30 AM. Former Canadian National business car METIS and ex-Chicago, Burlington & Quincy RR sleeper SILVER QUAIL rolled toward the Colorado Rockies. – Photo © 2007 by Chip.

New Ferromex Power on BNSF Trackage Rights Train to Provo, UT

BNSF operated a Pueblo, Colorado, to Provo, Utah, train (symbol M PUEPVO 17) with two new Ferromex (reporting marks FXE) ES44AC locomotives across Colorado on 1/19/07. BNSF's trackage rights train over the Union Pacific's

Moffat Tunnel and Glenwood Springs Subdivisions entered Moffat Tunnel at East Portal about 9:20 AM. The red, dark green and white Ferromex 4648, FXE 4649 and BNSF 913 (still painted Santa Fe red and silver) handled the 41-car train. The new General Electric built Ferromex units were delivered in November 2006. –Rio Gnow

Light Rail Expands In Denver

Continued from page 3, column 2

the I-25 and Broadway station and heads south along I-25 just past C-470 to Lincoln Avenue. A branch line follows I-225 east to the east end of the Cherry Creek Dam at Nine Mile station at Parker Road.

The Southeast Corridor was part of the \$1.67 billion CDOT/RTD T-REX I-25/I-225 highway and 19-mile light rail expansion project for which construction began in June of 2001. It was completed two years ahead of schedule and came in under budget! Significant changes and expanded bus service are also part of the new system that includes twelve new park-n-rides and almost 7,000 new parking spaces to accommodate the light rail traveler. New pedestrian access bridges or underpasses that traverse I-25/I-225 are notable features at a number of the stations.

An odd twist that astonished numerous passengers arriving at the County Line Road station is that there is no direct, legal way to reach the adjacent Park Meadows Mall, a major shopping center. Previous owners of the mall wanted nothing to do with light rail, but the new owners and RTD are planning on building an access walkway during 2007.

To provide the new rail service, 34 new light rail vehicles were purchased and the new Elati maintenance facility was built on the Southwest line in Englewood. (A report on the Club's excursion to this facility can be seen in the December *Rail Report*) And how about this "Fun Fact:" If John Elway were to ride this line he would probably be surprised to find out he is not far from where he used to "hang out" – about 30 percent of the steel used in the light rail tracks, or 7,000 tons, was recycled from the old Mile High Stadium!

The five year long Southeast Corridor project is the fourth installment of light rail expansion in Denver. The first 5.3-mile long line opened in October 1994 from I-25 and Broadway to northeast of downtown. The second line to open was the 13.7 mile Southwest line to



Soon after the opening ceremonies at Lincoln Avenue, trains started running to carry the multitudes for the next two days. The pedestrian overpass in the background also spans I-25 to reach an area yet to be developed. – Two photos © 2007 Darrell Arndt.



It was quite a "party scene" at the Lincoln Avenue station with numerous tents providing shelter for the opening speeches and entertainment venues.

Englewood and Littleton in July 2000. In April 2002 the 1.8 mile long Central Platte Valley line opened to the sports facilities and Union Station.

Regular service on the new Southeast Line began on Sunday, November 19, 2006, and presented an interesting test of RTD planning to handle the new customers

going to the Bronco's evening football game. Fans boarding after the game took attentive coordination to queue up the trains and load the additional passengers who headed for the Invesco Field at Mile High station to board light rail. Overall, it is anticipated that there will be 34,000 to 38,000 daily boardings this year on the new line.



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Operation Days**

For information call 303-279-4591
Or See http://www.crrm.org/train_trips.htm

February 10	Valentine's Express
April 7	Bunny Express
April 14	ARM Conference
June 16 - 17	Father's Day
July 21	Wine and Cheese Train
July 22	General Steam Up
September 15-16, 21-23	Day With Thomas
October 27	Trick-or-Treat Train
December 1 - 2	Santa Claus Special

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

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

Intermountain Chapter, NRHS 2006 Event Schedule

For information call 303-298-0377

Friday, February 16, 2007: Dinner meeting at Rossi's Catering. We're in for another treat from Chapter member Richard Luckin. *Luxury Rides the Rails: Private Rail Cars Through the Years* is a 30-minute program that traces the history of private rail cars from 1841 to the present time.

Through vintage film and current video, fourteen

private rail cars are profiled. The histories of these cars are given through interviews with many of the current owners. Film clips from the 1984 Reagan train and recent Kerry campaign train are included in the program along with some rare mileage excursions and special all-private car trains. *Luxury Rides the Rails* is the most complete chronicle of private rail cars and their histories ever produced.

Trains Unlimited, Tours 2007 Tentative Trip Schedule

Discounts on tours are available to Club members.

Just provide your Rocky Mountain Railroad Club membership number.

For TUT information call 1-800-359-4870

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

February 17-19	Snowflake Express – Domes, Oakland to Reno	September 21	Georgetown Loop Railroad
February 19	Winter Steam I – Durango	September 23	Rio Grande La Veta Pass I
February 22-23	Winter Steam II – Ely	September 24	Rio Grande La Veta Pass II
March 25 - Apr. 7	Mining Steam Of China	September 26-29	Rio Grande Durango Railfan Adventure
May 13-28	Steam In Poland	October 5-8	Modoc Rail Adventure
June 13-18	White Pass Railfan Spectacular	October 6-14	New England Fall Colors
July 1-8	Southwest Train Spectacular	October 8	Black Hills Central Railfan Day
August 24-26	Domes To Feather River RR Days	October 13-18	Rocky Mountain Express - Private Cars, Oakland to Denver
September 8-16	Railroads Of Ecuador	Oct. 26 - Nov. 16	Argentinian Rail Adventure