



RAIL REPORT

MAY - JUNE 2007

NO. 571

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Mexican Rail Adventures

Presented by Joe McMillan

May 8, 2007 • 7:30 PM

The program is a composite of three Mexico trips in 1961 and 1962, and will feature two narrow gauge lines: the F.C. Coahuila y Zacatecas which ran out of Saltillo, Coahuila, and NdeM's Puebla to Mexico City line. The CyZ was a railroad right out of the 1890s. They never bought any equipment newer than the early years of the last century except for four EMD narrow gauge G8 locomotives. The NdeM Puebla line is famous for its small fleet of nice looking 2-8-0s built by Baldwin in 1921 and 1924. Also included in the program are some standard gauge steam, diesel and electrics.

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.**

2007 RMRRRC Calendar

June 16 Event	Como – South Park Day
July 21 Event	Club Day At The Colorado Railroad Museum
August 18 Event	Denver & Intermountain Car 25 Roll Out
September 29 Event	Annual Luncheon Banquet

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.

From the President

By Jim Ehernberger

WOW! What a fine, high quality, Rio Grande narrow gauge program John Charles presented in April. We want to thank him and Joe McMillan for making this arrangement. Several members commented afterwards how it brought back many fine memories.

Don't overlook the Como and South Park adventure we are planning for June 16th. Board member Pat Mauro is preparing detailed information to hand out for participants joining us along the way. Other details regarding this event will be announced at our regular meeting on May 8th. Please note, this outing replaces the regular monthly meeting in June.

Plans are being discussed with the Colorado Railroad Museum for the Rocky Mountain Railroad Club Day at the museum on July 21st. The July/August combined newsletter will provide further details. On that date the museum plans a steam-up, that evening will be their annual wine and cheese fundraiser (tickets required). This event replaces the regular monthly meeting in July.

Mark your calendar on August 18th and join us for the Car 25 roll-out. Many nice items have been donated by Club members, and more are expected. This includes 70 books donated by Richard Erickson of Fort Collins; and, a lot of paper items from John Holzman. We appreciate their generosity and wish to thank each of them for remembering us. These items will be priced right and affordable. We hope to see you there.

Trains Unlimited, Tours is operating a steam charter on the La Veta Pass train on Friday, September 21st. See page 11 for information. Club members always receive a discount on their tours.

On September 29th we have the annual luncheon / banquet scheduled at the Lakewood Country Club. Additional information will be provided in the July-August and September newsletters.

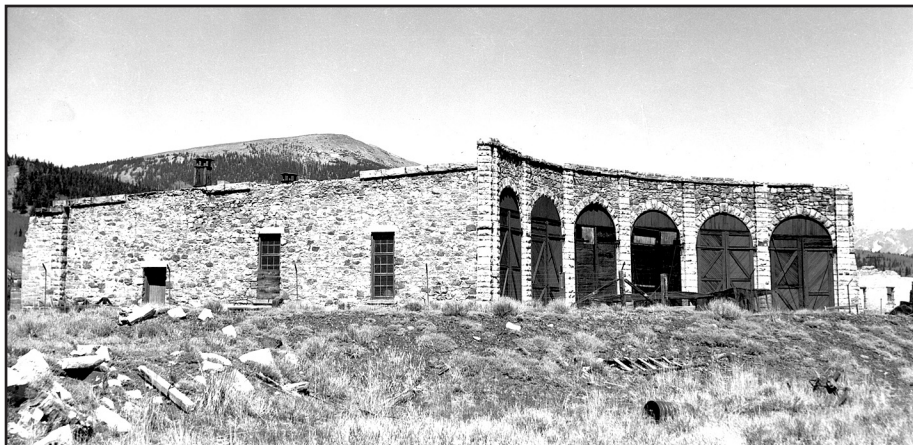
There will not be monthly meetings during these four summer months. Regular monthly meetings will begin October 9th in Barnes Hall at the church.

You've noticed this is the first issue changing the newsletter format. With our declining membership, this change will result in cost savings. In other words this decision is for economic reasons. The May-June and July-August newsletters will be combined issues. In some cases we may furnish a post card notification, if necessary. The board attempts to make every effort possible to achieve savings and avoid dues increases. We seem to save a few cents on one end, but something else eats it up elsewhere. Now we are facing the upcoming postal increase.

Let's look forward to happy railroading. Thank you very much.

Members may contact me at:
RMRRCPresident@sisna.com
Phone: 307-637-4011

Rocky Mountain RR Club – President
PO Box 2391, Denver, CO 80201-2391



The Como, Colorado, roundhouse on May 28, 1954. – Photo © Jim Ehernberger.

South Park Adventure

Bailey, Kenosha Pass, Jefferson, Como, Boreas Pass To Breckenridge
Saturday, June 16, 2007

Come along on a great Rocky Mountain Railroad Club adventure along the former Colorado & Southern Railway into South Park.

This is an interpretive motor trek (speakers will present historical narratives at various locations en route). You may join our group at any location or time you desire. A prepared historical hand-out will be available to participants. Contact Pat Mauro at 303-838-7740 with questions and see page 10 for more photos.

Tentative schedule (subject to change due to circumstances beyond our control). Please plan to be at the following locations at the approximate times shown:

- 9:00 AM – Bailey Park.
- 10:00 AM – Top of Kenosha Pass at the wye (left side).
- 10:30 AM – Jefferson Depot.
- 11:00 AM – Como Roundhouse.
- Noon – Lunch (on your own: picnic, the Como Hotel if open, Jefferson, Fairplay – to be determined on site, based upon circumstances).
- 1:30 PM – Drive over Boreas Pass to Breckenridge.
- 2:00 PM – Top of Boreas Pass.
- 3:00 PM – Breckenridge at the railroad display.

There is no charge for this adventure or any of these events. However, at some locations a donation in their jar is always appreciated.

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 Moves Passenger Cars California to Council Bluffs, Iowa

Union Pacific moved twelve passenger cars stored for the winter from Oakland, California, east to UP’s passenger shop at Council Bluffs, Iowa via Colorado in early April. The 12-car train left the Golden State on 3/31/07 with two SD70M units: UP 4784 and 3842. The power was rather dirty with peeling flag decals. UP train S OACB 31 took the former Denver & Rio Grande Western route via Grand Junction and Denver then north on the Greeley line. The train came across UP’s Glenwood Springs and Moffat Tunnel Subdivisions on April 2nd.

Train consist:

UP SD70M 4784 and 3842
UPP 5486 coach
UPP 5483 coach TEXAS EAGLE
UPP 7015 dome coach CHALLENGER
UPP 205 power car
UPP 119 business car KENEFICK
UPP 5769 baggage car with large US waving flag painted on sides.
UPP 412 sleeper LAKE FOREST (ex-Chicago & North Western)
UPP 413 sleeper LAKE BLUFF (ex-Chicago & North Western)
UPP 200 sleeper OMAHA
UPP 9009 dome lounge CITY OF SAN FRANCISCO
UPP 8008 dome diner CITY OF PORTLAND (rebuilt by UP in 1991)

UPP 203 track inspection car IDAHO (originally 12-4 sleeper WESTERN MOUNTAIN)

Spring Snowstorm Closes Wyoming Powder River Basin Coal Mines & Train Operations

Wyoming was hit by a spring snowstorm March 28-29, 2007 which paralyzed highways, stopped train operations and closed the Wyoming Powder River Basin coal mines. Strong winds with freezing rain were followed by snow which drifted and closed most highways across Wyoming starting Wednesday evening, 3/28/07.

The Rio Tinto Energy America, Arch Coal and Foundation West coal mines along Highway 59 closed or went on limited operations. Drag lines at Antelope and Cordero Rojo mines were not operating the morning of 3/29/07. Peabody Energy had not returned calls at press time.

Gillette, Wyoming, in the north central part of the state reported eight or more inches had fallen in many places since Thursday with 6 to 10 more expected to fall Friday morning. Sustained northern winds were gusting from 25 to 35 mph.

Highways 50 and 387 were closed. Highway 59 was closed south from Haight Road. Interstate 90 was closed

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The three rear cars on the Oakland, California, to Council Bluffs, Iowa, train – track inspection theatre seating car UPP 203 IDAHO, dome diner UPP 8008 CITY OF PORTLAND and dome lounge CITY OF SAN FRANCISCO (built in 1955). Cars were coming to stop at Rollinsville, Colorado, to meet the westbound Amtrak California Zephyr. Dispatcher Judy had a well timed meet set up which delayed UP 4784 East only five minutes. – Two photos © 2007 by Chip.



Lunch was served at noon aboard Union Pacific's dome diner UPP 8008 CITY OF PORTLAND which transversed the Moffat Tunnel route. Bret had the tables set and took in the snow covered Colorado Rockies at Crescent Siding, Colorado, on 4/2/07. The train moved 12-passenger cars from winter storage at Oakland, California, east to Council Bluffs, Iowa.

OS Colorado

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west to the Montana border – no unnecessary travel to the east. Highway 14-16 was closed north of Clearmont.

RailAmerica ENR GP38 3870 Moving on BNSF

RailAmerica's Esquimalt & Nanaimo Railway (reporting marks ENR) GP38 3870 (ex-Penn Central GP38 7818; Conrail 7818; P&LE 2050; CRLX 344; CSCD 344, 1996; ENR 344, 1999; ENR 3870, 2000) arrived in Denver, Colorado, on 4/14/07. The BNSF's Laurel, Montana to Denver train, H LAUDEN, had three units: BNSF 9-44CW 4754, TFM SD70MAC 1615 and ENR 3870.

Esquimalt & Nanaimo RW History:

Esquimalt & Nanaimo Railway incorporated on September 27, 1883.

Railroad sold to Canadian Pacific RR in 1905.

Renamed E&N Railfreight in 1996.

Port Alberni to Nanaimo section sold to (rest of line leased by) RailAmerica on September 22, 1998.

Units 1001, 1002, 2796, 2813, & 3809 arrived at SRY (New Westminster) for service in late 1998.

GP38 2813 arrived at Wellcox Yard on January 4, 1999.

Service inaugurated January 8, 1999.

GP38s 2796 & 3809 arrived at Wellcox Yard on January 11, 1999.

GP10 1001 arrived at Wellcox Yard in January 1999.

Service to Port Alberni suspended during 2001.

Nov 29, 2001 - RailAmerica announced

that freight service would end on December 31, 2001, with passenger service ending in March 2002.

Freight and passenger service extended month by month while a plan to save the railway was formulated.

By late 2002, negotiations between the Vancouver Island Railway Coalition, RailAmerica and CPR ensured that service would continue.

March 7, 2003 - Vancouver Island Railway announced its plans to take over operations by July 2003. These plans did not materialize.

February 2006 - Island Corridor Foundation acquired CP-owned portion (Victoria-Nanaimo & Parksville-Courtenay) of ENR.

March 2006 - Island Corridor Foundation acquired RailAmerica-owned portion (Nanaimo-Parksville-Port Alberni) of ENR.

Operations taken over by Southern Railway Vancouver Island (SRVI) on July 1, 2006. First day of service was July 4, 2006.

Ownership:

RailAmerica, was acquired by Island Corridor Foundation in 2006.

–Info from Western Shortline Railways

BNSF Officer Special and Ski Train

BNSF 7-car passenger train arrived Denver Union Terminal 2:00 PM on Wednesday, 3/21/07. Train had SD40-2 6984 which backed the train onto track three next to the AnSCO Ski Train (SKTX) F40PH 242. BNSF 6984 was cut off and moved to the Denver Diesel Shop. Train

Continued on page 8, column 1



RailAmerica owned GP38 lettered Esquimalt & Nanaimo Railway 3870 was moved from Vancouver Island in Canada headed for a RailAmerica shortline at Fresno, California. BNSF handled the unit which departed Denver mid-April on the Denver to Belen, New Mexico, train. – Two photos © 2007 by Chip.



UP SD70M 4784 and 3842 led an Oakland, CA, to Council Bluffs, Iowa, 12-car S OACB 12 east over the Moffat Tunnel line 4/2/07. Train was held at Crescent Siding near Gross Reservoir for 40-minutes due to a rock falling into the slide fence. Maintenance of way was called to check out the rock size and proximity to the track.

OS Colorado

Continued from page 6, column 2

was parked at Denver Union Station until Monday, 3/26/07.

Track inspection theatre lounge (features a large conference table) car WILLIAM B. STRONG was parked near the 16th Street grade crossing near the new Environmental Protection Agency (EPA) Region 8 headquarters building about 2:30 PM. This placed it next to Anco's business car KANSAS currently in use on the Ski Train. The BNSF cars received some supplies at Denver during their long weekend layover.

This train took an unusual routing out of Topeka, Kansas, going through Emporia, over to Newton, down through Wichita, Kansas, then west on the BNSF transcon through Wellington, Amarillo, Texas, and stopping at Clovis, New Mexico. It was at Wellington 3/19/07 loaded with some officials in the service department. The evening of 3/19/07 the train overnigheted at Clovis, New Mexico. It continued west to Albuquerque and north to Raton, New Mexico where it was parked 3/20. The train continued north early 3/21/07 departing Raton before sunrise for the trip to Denver via the Joint Line.

The "Chairman's Car" TOPEKA, BNSF business car 6, now sports the new BNSF Powerbar image logo. The stainless steel business car TOPEKA hails from the Atchison, Topeka and Santa Fe where it was originally ATSF car 5002. ATSF renumbered it 9/27/73 to ATSF 51. It was renumbered to BNA 51 on 1/12/96 and carried that number until 6/30/98 when it became BNSF 6. The TOPEKA

name has been on the car since its delivery. The car's name location is new - now located above the windows where the railroad's name had been displayed. The car seats eight folks in the observation and dining room areas. Three standard bedrooms and a larger master bedroom (staterooms A-D) are available for overnight travel.

Greater Toronto Transit Authority (GO Transit) 600

Motive Power Industries (MPI) newly built MP40PH-3C 600 (frame number 2405-01) for Greater Toronto Transit Authority (GO Transit) was released from the Transportation Technology Center east of Pueblo, Colorado, in late March 2007. It moved north on Union Pacific's Pueblo to North Yard, Denver train arriving Denver early 4/3/07. The 4200-horsepower unit was painted primer gray moving dead in transit. GO 600 headed back to Boise, Idaho, for final preparations before delivery later in 2007 to GO Transit. This is the first MP40PH-3C unit for GO Transit roster numbers 600-626.

Work Train to Craig Branch

Union Pacific was moving work gangs into place for spring and summer maintenance in April. On 4/12/07, UP SD70M 5090 and 3966 led a unit work train, W SDPHG 11, with gondolas and flatcars loaded with maintenance of way equipment out of Denver west on the Moffat Tunnel line past Arvada, CO. Train originated at Sedalia, CO, with 27-cars moving gang 9067 towards Hayden, CO, located between Craig and Steamboat Springs.



The seven car BNSF Officer Special eastbound at Tonville, Colorado.



Track inspection theatre lounge car WILLIAM B. STRONG trails the BNSF Officer Special at Tonville, Colorado, as the train approaches a westbound coal train in the siding. –Two photos © 2007 Darrell Arndt.

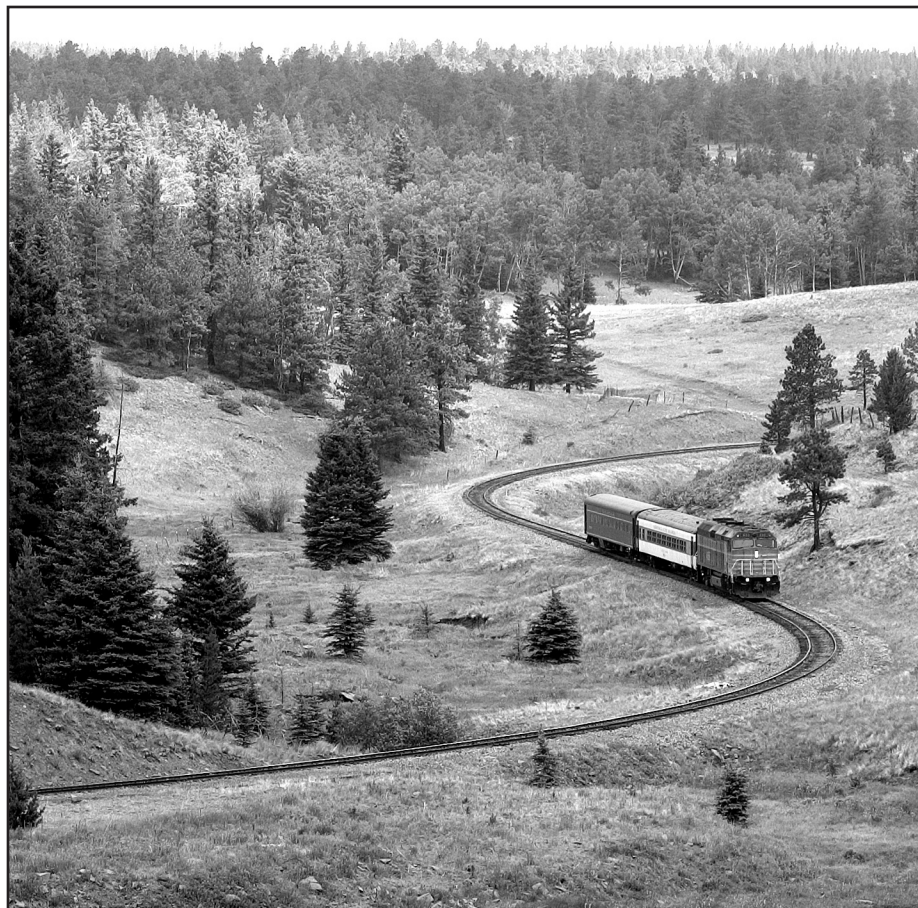
More South Park Adventure Photos



The “track side” of the Como depot and hotel as it was on September 25, 1940.
—Joseph Schick photo, James L. Ehernberger collection.



The Boreas Pass section house in October 1998. —Photo © 1998 Bruce Nall.



Scenery on the San Luis & Rio Grande La Veta Pass line. –Photo © 2006 Bruce Nall.

Steam Is Scheduled To Return To The San Luis Valley

Trains Unlimited, Tours plans to operate steam charters in the San Luis Valley this year in September. The trip on September 20th is sold out.

On Friday, September 21st, they plan to run a one day railfan photo special out of Alamosa to La Veta Pass and return on the San Luis and Rio Grande Railroad with photo run-bys. The planned consist will be ex-Southern Pacific 2-6-0 loco-

motive 1744, two passenger cars and an open window car.

Visit the RMRRRC page on the TUT website for information:

www.trainsunlimitedtours.com/rmrrc/

RMRRRC members always receive an attractive discount on their tours. See page 14 for a list of their upcoming tours.

Results of the 2006 Nuts & Bolts Fundraising Campaign

By Jean Gross

Thanks to the 130 people listed here our \$8000 goal was attained – the exact amount donated is \$8371!

Charles Albi, Robert M. Allen,
Richard G. Anderson, Stuart Anderson,
Warren M. Anderson,
Larry W. Anderson, Edward Arbuckle,
Irving E. August, Mrs. Laverne Austin,
Robert L. Bartholic, Gregory Bates,
John G. Beck, Thomas J. Beckett,
Richard Berens, Ronald R. Bill,
Charles Boubelik, Dan Bradbury,
Mrs. Frank Braisted, Paul Brennecke,
Charles Brook, A. Craig Brown,
Michael P. Bryans, Richard Burkholder,
Richard G. Burlingame,
Arthur M. Butler, Jr.,
Thomas E. Caldwell,
Erwin & Barbara Chaim, Stephen Char,
Keith G. Dameron,
G. W. Deucher, John Drennan,
Preston Driggers, Phillip Dwyer,
Herbert S. Edwards,
James L. Ehernberger,
Richard Erickson, Peter Ford,
Albert & Zonia Fowler, Robt. J. Fryml,
Frank Fuller, Bud Gamel,
Alan Golin Gass, Edward F. Gerlits,
Charles Getz, IV, Frank P. Gill, Sr.,
Thomas J. Giovale, Vernon J. Glover,
Richard Hague, Carl K. Hammergren,
William J. Hanna, Roy Hargrave,
Allen C. Harper - American Heritage
Railroads, Steve Haynes,
Frank R. Head, Leroy V. Hester,
James C. Hill, Marvin J. Hiteman,
Michael H. Hoenig, Glenn Hopkins,
Andrew Hornbrook, Donald Hulse,
Ed Hunsaker, Louie Hunt,
James E. Hurt, Walter Jonland,

Rudolph Jordan, Robert H. Kellar,
R. H. Kindig, Glenn Kindle,
Bob Lashell, Fred & Rita Lochner,
Larry Lombard, Walter Lopez,
John Manley, Samuel P. March,
Sarah McDowel, Ken Milne,
Al Morrison, David T. Mott,
Philip J. Mulligan, Bruce Nall,
Dr. Robert Neumayr, Margaret Oaks,
Dennis Opferman, Pete Opila,
Karl Orth, Dr. Bob Packer,
E. MacDougall Palmer,
Robert F. Pederson, Thomas Peyton,
William F. Peyton, William F. Plume,
Dianne Powell, Herbert M. Poynter,
David Rainey, Richard M. Ralston,
Neal Reich, Glenn Riddervold,
Eugene L. Rollar, David W. Salter,
Ardie Schoeninger, Richard Severance,
Thomas B. Sharratt, George W. Shaw,
Dan Sherer, Ted Sherman, Tom Shugrue,
Frank Sonleitner, William Sweet, III,
Thomas E. Taplin, Kirk Thode,
Michael Tinetti, Thomas V. Toft,
James Titsworth, Charles Ulmann,
Dick Unzelman, Vic Vickery,
Randall E. Vienot, Chard Walker,
Peter West, Sidney J. White,
Floreine Woeber Wilson,
Andrew Wittenborn, Donald Woeber,
Philip Woeber, E. S. Wright,
Harrison C. Wroton, Lynn Yehle,
Tom Young, Donald W. Zielesch.

The donations will allow the No. 25 to be housed for another year at the Federal Center where the devoted volunteers are working on the final projects essential to bringing this restoration project to finality in the year 2008. It will be twenty years since this restoration was initiated. See-



No. 25 in the "Car Barn" at the Denver Federal Center. —Photo © 2006 Dave Schaaf.

ing this magnificent piece of equipment restored, completely, will be a very exciting anniversary celebration. To have gotten this far would not have been possible without your steady financial support along with matching donations from employers such as Xcel Energy, US West (Qwest) and the grant from the Union Pacific. Unfortunately, the program guidelines of some companies such as Union Pacific have changed to not include our requests. This makes your individual donations even more important to our restoration endeavor.

As you know, this \$8000 just covered the housing expenses for a year, so please

keep the Rocky Mountain Railroad Historical Foundation at the top of your list of organizations in need.

Remember to note on your calendar this year's open house and operation of D&IM interurban No. 25 at the Denver Federal Center on Saturday, August 18. It will be an opportunity to experience the restoration effort, ride the car, visit with volunteers who have been working on the project and "rub elbows" with other folks who support the preservation of our traction history. In addition, a large collection of books and other memorabilia will be for sale at great prices to benefit No. 25.

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/

May 13-28	Steam In Poland	September 26-29	Rio Grande Durango Rail Adventure
August 24-26	Domes To Feather River RR Days	October 5-8	Modoc Rail Adventure
September 8-16	Railroads Of Ecuador	October 6-14	New England Fall Colors
September 19	Georgetown Loop Railroad Railfan Day	October 13-18	Rocky Mountain Express
September 20	Rio Grande La Veta Pass I	Oct. 26 - Nov. 16	Great Argentinian Rail Adventure
September 21	Rio Grande La Veta Pass II	November 8-15	Mexican Copper Canyon Rail Adventure

Colorado Railroad Museum 2007 Scheduled

Special Operation Days

For information call 303-279-4591

See http://www.crrm.org/train_trips.htm

Father's Day	June 16 - 17
RMRR Club Day	July 21
Wine and Cheese Train	July 21
General Steam Up	July 22
Day With Thomas	September 15-16, 21-23
Trick-or-Treat Train	October 27
Santa Claus Special	December 1 - 2

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

May 18, 2007: Dinner meeting at Rossi's Catering – Keith Dameron guest speaker.

June 15, 2007: Dinner meeting at Rossi's Catering – Donald Tallman, Director, Colorado Railroad Museum.

Cost: \$14 per person (pays for dinner, room rental, tax, and tip). As usual, reservations only – no drop-ins. No-shows are billed by the Chapter. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by Noon, Friday, the day of the program. If you must call Rossi's at 303-296-1144, please make sure they take your name along with the number in your party. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

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Club Information

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Website: <http://www.rockymtnrrclub.org>

Club Officers

President	Jim Ehernberger
Vice President - Projects	Darrell Arndt
Vice President - Programs	Herb Edwards
Secretary	Roger Sherman
Treasurer	Jimmy Blouch

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.

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

Items for the July - August Rail Report should be sent by June 18th.



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