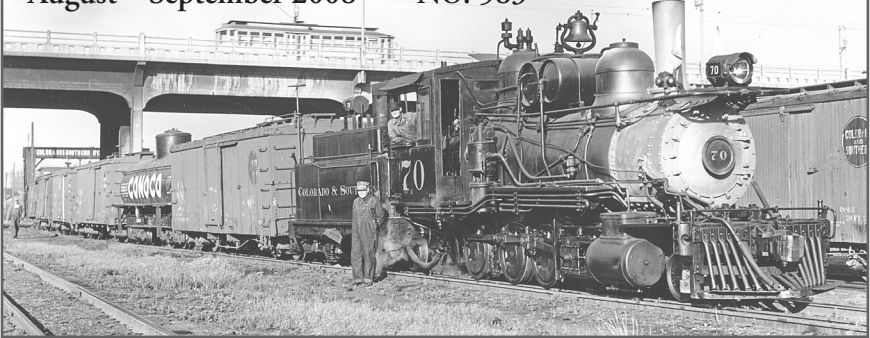


RAIL REPORT

August – September 2008 • NO. 583



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Trolley No. 25 Rollout and Open House August 9th, 2008 • 10:00 AM to 3:00 PM

View the restoration and ride D&IM Interurban No. 25. This will be an “open house” for everyone in the community – please bring your family, your friends and your neighbors. Rides are free but donations will be gratefully accepted. Light refreshments will be served. Books and other memorabilia will be for sale.

Visiting hours will be from 10:00 AM to 3:00 PM. Enter the Denver Federal Center at Gate No. 1 off of Kipling Street, south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Government issued photo ID’s are required for all adults. Remember, pets and firearms are not permitted and there are no nearby restroom facilities. Questions may be directed to 303-667-4797.

RMRRC Calendar

September 13th	Annual Luncheon Banquet at the Arvada Center
October 14th	Meeting
November 11th	Meeting
December 9th	Annual Business Meeting

The Club’s future program listing will provide members adequate advance information for planning. Proposed 2008 meeting and event 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 Club's Manitou & Pike's Peak excursion train is seen here at the top of the line on Pike's Peak on May 31, 2008. Ed Gerlits gives a big smile just before the return trip to Manitou Springs. – Photo © 2008 Dave Schaaf.

From the President

By Jim Ehernberger

The Manitou & Pikes Peak trip on May 31st did not quite sell out, but the weather cooperated and was sunny and quite warm, and the railroad allowed some great opportunities for photographs. In fact, the General Manager on down to our crew was extremely cooperative – we could not ask for a better working relationship. Our thanks to everyone involved in making this a very successful event. This trip was operated to commemorate the Club's very first excursion on the M&PP, on August 27, 1939.

The year is already half over and many of our plans for the 70th anniversary are about half complete. We will have the annual luncheon / banquet on Saturday,

September 13th at noon at the Arvada Center. The doors will be open prior to the noon luncheon to allow time to visit with long-time friends and Club members. This event will replace the regular monthly meeting. Please review the flyer enclosed in this *Rail Report* and order your tickets early. The program is still being planned, but you may be assured it will be a fine one.

In place of the regular Club meeting at the church in August, we will gather at the Federal Center to visit Car 25. This will be held on August 9th starting at 10 AM. We will have some unique items (especially books) available for sale, so please plan to attend this event.

From the President



Turning from Larimer onto 15th Street, route 72 car 69 is heading for Denver General Hospital at West 6th Avenue and Cherokee Street. – Photo by B. H. Ward.

At the present time the Board of Directors are discussing the potential problems we may be facing in the event we are forced to move Car 25 from the Federal Center. Carolyn Blouch (303-932-8153) is heading a committee to search for locations and would welcome any ideas and thoughts pertaining to this matter. The requirements are to provide adequate shelter and a secured location for this piece of equipment. Our Board has discussed the matter at length, and so far nothing has developed that is a suitable solution.

Denver had an extensive trolley system. The Denver Tramway Corporation's system (3'6" gauge) provided service throughout the city streets, and

The Denver & Intermountain Railroad Company (standard gauge) provided service between Denver and Golden. Our Car 25 was built for the D&IM by Woeber Company in 1911.

The Club operated several excursions over both systems as early as December 31, 1939 over Routes 66, 4 and 72 using Denver Tramway car number 74. These routes were being converted to bus on the day following, and the excursion was free!

Other than the war years, the Club operated additional excursions on both systems. July 2, 1950, signaled the end of the public transportation in Denver via the trolley system. Bus service started

From the President



Interurban 818 heads down Washington Street, leaving Golden. It is interesting to note that all the overhead is anchored to buildings rather than to poles.

– Photo by Barney Neuberger.

replacing street cars as early as 1930, and one by one, the system was converted. The Club purchased Car 25 from the D&IM on October 12, 1950. The D&IM continued their electric freight system into Golden until March of 1953. This allowed the Club to continue charter runs over their line until service was discontinued. On March 15, 1953, Car 25 made its final trip to Golden over the D&IM rails. It was kept in storage at a lumber yard until 1958 when the Colorado Railroad Museum was formed. The car was moved to the Federal Center on December 12, 1988.

Car 25 is the last remaining piece of equipment complete with trucks. The volunteers have worked long and hard getting it restored. In fact, it is spectacular! We hope members will take the time to come to the Federal Center on August

9th to view this restoration. It will be operating too.

The Union Pacific will bring a fleet of their passenger cars (steam locomotive 844) to Denver on August 20th to be on hand for the Democratic National Convention. The current plans are to leave Denver on August 28th. At Cheyenne engine 3985 will handle the equipment eastward to North Platte. It is destined to St. Paul, Minnesota for the Republican National Convention between August 29th and September 15th. Detailed information may be found on the UP steam website: upsteam.com

And about the same time will be the Durango & Silverton's Railfest event. We have been advised the beautiful narrow gauge locomotive EUREKA may be visiting Durango again. Of course,

From the President



The last passenger train on the Denver & Intermountain – Car 818 on the Golden Station track for departure to Denver on June 4, 1950. Trainmaster, Cype Mathers is on the right. – Photo by Ed Haley.

recently restored engine 315 will be in service as well as Goose 5 from Dolores.

At the present time the Georgetown Loop is using diesels. Bids have been requested for work on the steam locomotives. Passengers are encouraged to call 888.456.6777 to find out the current status of the restoration work on steam engines No. 9 and No. 12. The Georgetown Loop Railroad may modify the schedule of rolling stock at any time depending on availability of equipment.

We look forward to seeing you at our

future Club and Foundation events.

Members may contact me at:

jimrtrain@gmail.com

Phone: 307-637-4011

Rocky Mountain RR Club – President

PO Box 2391

Denver, CO 80201-2391

Please note my new e-mail address. If calling on the telephone, please identify your call as RMRR Club business so I will know your call is not telemarketing. Thank you. 7 to 9 PM is preferred.

From the President



During June and July, restored D&RGW locomotive #315 made several special trips on the Chama to Antonito line. The first journey is seen here on June 16, with the eastbound train approaching mile post 285. – Photo © 2008 Dave Schaaf.

In Remembrance **Robert (Bob) Tully**

Long time Club member Bob Tully passed away at home on July 4, 2008 after a long battle with cancer.

Bob, like many of us, had a love for trains – garden trains, big trains, steam trains, train books and just train stuff. He spent many years as the crew chief when the Club still maintained its equipment at the Colorado Railroad Museum. His enthusiasm was contagious. He had it, then we all got it. He spent hours on end researching in the library. Then he would get what was needed to restore and repair the equipment to its original condition.

Bob shared his talents with the C&TSRR as manager for volunteer projects. Last year upon completion of a caboose, the C&TSRR named the project caboose after Bob. You can see the “Robert Tully” in Chama next time you are there. Wherever you go – to the Colorado Railroad Museum or to Chama – his fingerprints and the memory of the things he did will be there for a long time.



From left, Denny Haefele, Mona and Bob Tully.

Trolley No. 25 Rollout and Open House

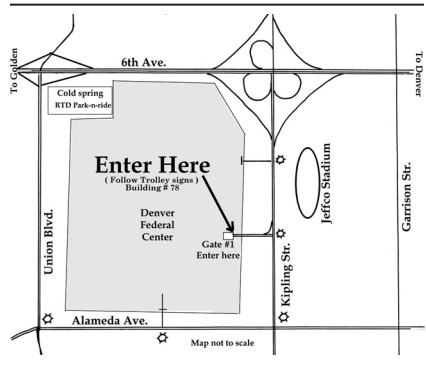
August 9, 2008 • 10 AM to 3 PM

Ninety-seven years ago the Woerber Carriage Company of Denver constructed an interurban railway car, No. 25, to improve service on the recently electrified 13 mile line between Denver and Golden. Almost 40 years later, the entire street railway system shut down and over 250 trolley cars were scrapped or parted out except for one car ... No. 25! Visionary members of the Rocky Mountain Railroad Club stepped forward and purchased it to save it from destruction with dreams of eventual operation.

Almost 40 years later, a new group of visionary Club members stepped forward with ambitious plans to restore the car to running condition. It turned out to be a much, much longer journey than ever conceived but the continued dedication by the restoration workers and the financial support by Board and Club members and the community made the project successful. Now, after 20 years of perseverance, the culmination of this effort can be seen and enjoyed by all!

All are invited to this year's open house and "roll out" of D&IM Interurban No. 25. This will be an opportunity to experience the restoration of this historical gem, ride one of Denver's first Light Rail cars and visit with the volunteers who have been working on the project. No. 25 will certainly be a long lasting legacy, not only about Denver's electric railway past, but for the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

Also at the open house will be a significant number of books and other mem-



orabilia for sale. These items have been graciously donated to the foundation to raise funds for the restoration and will all be reasonably priced.

As an added attraction, long time Club member Joe Priselac will again present an exhibition of over half a dozen of his paintings capturing Colorado railroad-ing and public transit history.

This will be an "open house" for everyone in the community so please bring your family, your friends and your neighbors. Rides are free but donations will be gratefully accepted. Light refreshments will be served.

Visiting hours will be from 10:00 AM to 3:00 PM. Enter the Denver Federal Center at Gate No. 1 off of Kipling Street, south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Government issued photo ID's are required for all adults. Remember, pets and firearms are not permitted and there are no nearby restroom facilities. Questions may be directed to 303-667-4797.

70th Anniversary Luncheon Banquet Saturday, September 13, 2008

Please plan to join your fellow Club members and guests as they observe and celebrate the Rocky Mountain Railroad Club's 70th Anniversary.

Our Luncheon Banquet will be held Saturday, September 13th, at The Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard in Arvada. Enjoy visiting with your railfan friends from 11:00 AM to Noon. Lunch will be served at Noon. The menu includes your choice of London Broil or chicken. Both lunch choices include salad, vegetables, dessert and coffee or tea for only \$25.00 per person.

The planned railroad program following the meal is 16mm movies made as early as 1954 by long-time Club member Noel Hover. We hope this will be like the old days of the Club when entertainment was movie films shown with a 16mm projector!

Please make your reservation using the insert in this *Rail Report*. **Reservations must be received – postmarks don't count – by Friday, September 5th** in order to meet the Arvada Center's deadline. We cannot issue refunds on cancellations received after September 5th. Last minute orders and / or "will calls" must be prepaid by credit card with the Club Treasurer at 303-932-8153.

Don't Procrastinate — Make Your Reservations Today!

While At The Arvada Center, Tour The Galleries

In the Arvada Center Lower Gallery is
"Summer of Cycles:
Motorcycles from the Harry Mathews
and Jim Dillard Collections"

As an unknown author philosophically remarked, "Four wheels move the body; two wheels move the soul." Perhaps no other single object of industrial design better epitomizes 20th and now 21st century fascination with speed and power as well as more abstract notions of freedom (sometimes even rebellion), progress and danger. And as the exhibition further contends, motorcycles are art objects too. Arvadan Harry Mathews and Jim Dillard have lent classic cycles from their considerable personal collections for this exhibition.

In the Arvada Center Upper Gallery is
"Spokes"

Though propelled by legs rather than engines, bicycles are, of course, two-wheelers also. To the rider, whether a young person traversing the neighborhood, an adult for recreation and exercise, or an avid racer on a strenuous trek, the soul may be just as moved. In conjunction with Summer of Cycles, the Center offers Spokes, a companion exhibit that celebrates the bicycle in works of art and as works of art. Well-known featured artists include Tony Ortega, Phil Bender, Brenda Vang, Justin Beard, Zack Smith, Melissa Moore, and Paul Yalowitz.

The galleries are open from 9 AM to 5 PM on Saturday.

Current Railroad Happenings — A Photo Gallery



As a contrast to the current hot days of summer, the first run of the Cumbres and Toltec's 2008 season was on a decidedly wintery May 24, 2008, here westbound near Tanglefoot. – Photo © 2008 Robert Matschulat.



Eastbound Rio Grande Scenic Engine 18 passes Veteran's Memorial Park in Fort Garland, Colorado on August 21, 2007. – Photo © 2007 J. L. Ehernberger.

Current Railroad Happenings – Vestas Wind Turbine Unit Train



Eastbound UP SD70M 4581 led UP 9259 and 4856 on unit Vestas Wind Turbine unit train which departed the Port of Stockton, California, on July 1, 2008. The train was west of Limon, Colorado, on 6/4/08 headed for Kanopolis, Kansas, which is west of Salina. The eastbound train carried wind turbine supports on flatcars. – Photo © 2008 by Chip.

Horizon Wind Energy (Horizon) has a 201-megawatt (MW) order with Vestas for 67 units of the V90-3.0 MW wind turbine. The turbines will be installed at Horizon's Meridian Way Wind Farm located in north central Kansas near Concordia in Cloud County during the summer of 2008.

"We are excited about the purchase of the V90-3.0 MW turbines for the Meridian Way Wind Farm and look forward to continuing our strong relationship with Vestas for future wind farm development," said Antonio Martins da Costa, CEO of Horizon Wind Energy.

The order consists of the supply and

commissioning of the turbines, and a five-year service and maintenance agreement. Delivery of the 67 wind turbines will begin in mid-year 2008, and commissioning is expected to be completed in 2008. The Meridian Way Wind Farm is Vestas' largest order for the V90-3.0 MW wind turbine in North America to date.

Union Pacific transports Vestas Wind Turbine components from the Port of Stockton, California, across the western United States to Kanopolis, Kansas. There the components are off loaded onto trucks for the 50-mile or so journey to the wind farm near Concordia.

– *Info courtesy Horizon Wind Energy*

Current Railroad Happenings — A Photo Gallery



Fireworks exploded over Coors Field on July 3rd after Colorado Rockies beat the Florida Marlins baseball team. The summer Saturdays-only Ski Train and Amtrak California Zephyr were at nearby Denver Union Station. Amtrak trains 5 & 6 were only running Denver to Emeryville, California, because BNSF and UP lines were inundated by Midwest flooding. Amtrak resumed service to Chicago on 7-5-08. – Photo © 2008 by Chip.

The Beginnings Of The Rocky Mountain Railroad Club

Part 3

By Herb Edwards, Club Vice-president

Newsletters – A Break in Communication, Then Full Steam Ahead

Initially the stated intent was to publish the *Rocky Mountain Railroader* quarterly, beginning with issue No. 1 in June 1939. Issues 2 and 3 followed as planned but then the best of intentions were interrupted. In September 1942, after, a two year hiatus, issue No. 4 of the Club's newsletter, now called the *Rocky Mountain Rail Fan* but still with the slogan "See The Rockies By Rail" above title was published. Issue 4 was still mimeographed and it is assumed to still be edited by Carl Hewett, although the editor did not identify themselves. It was stated that no dues would be collected from anyone in uniform.

Issue No. 4's main article was about the Denver Tramway Corporation and a short article containing an ominous warning that the government's suspension of gold mining for the duration of the war would doom the Midland Terminal, just as, according to the article, World War I had doomed the Colorado Midland.

There are several possible reasons for the almost three year gap between issues 3 and 4. For one thing, Club finances were very low, dues being \$1.00 a year and perhaps membership, at least active ones, were also down. It is known that at least eleven active members were serving out of state or overseas in the military and that several active members had been job transferred or had defense related jobs out of state.

In spite of the gap in communication with its members the Club was by no means inactive between January 1940 and September 1942. During that time were two Manitou & Pikes Peak excursions, one informal trip to Cheyenne and a field trip touring the D&SL shops and roundhouse at Utah Junction in addition to the monthly meetings at the Union Pacific Freight House.

Issue No.4 announced a new Club meeting place. Beginning in 1942 and lasting until 1946 the Club held "periodic meetings" in the Board Room of the new Rio Grande Building at 15th and Stout Street where the Club would have at its "disposal an auditorium with a seating capacity of about 300 people, a separate room specially equipped as a projection room and space for a Club museum."

Now to the "renumbering" of the newsletters alluded to previously. Issue No. 4, printed in September 1942 would be the last formal communiqué to the members of the Club until July 1959 when a single page sheet containing news and information with just "Rocky Mountain Railroad Club" across the top was sent out to members. The following two months information sheets were likewise unnumbered. Beginning in October the sheet carried the notation in the upper right "Newsletter #4." Hence there are two issues of the Club's newsletters Nos. 1-4 between June 1939 and

The Beginnings Of The Rocky Mountain Railroad Club – Part 3

October 1959. Look at the number of this issue of the Rail Report to see how far we have come.

It was not until May 1966, issue No. 81 that the newsletter had a name, *Rocky Mountain Rail Report*. Issue No. 571, May-June 2007 marked two changes in the newsletter. The name became simply the *Rail Report* and it became a 8-1/2 x 5-1/2 publication with the pages folded as a booklet. This was done in order to realize a cost savings by taking advantage of newer printing technology as well as to improve the quality of the photographs. By the way, an interesting bit of trivia is that the October and November 1997 issues carried the same number, 457. The next three issues were an issue number behind until the March 1998 issue carried the correct number, 462.

Just as the gap between newsletters between December 1939 and September 1942 did not mean the Club was inactive, the gap in “formal” communications between September 1942 and July 1959 was most certainly not indicative of any inactivity during that period. Quite the contrary. Periodic Club meet-

ings continued to be held at the Rio Grande Building through 1947, when they moved to the City and County of Denver Municipal Courtroom 101, then to the Denver Public Library in 1958 and to the Farmer’s Union Auditorium at 16th and Sherman in 1959.

From 1946 to 1959 some of the Club’s most memorable excursions took place on the Rio Grande Southern, Midland Terminal, Colorado & Southern, Manitou & Pikes Peak, Union Pacific, the narrow gauge, standard gauge and former Denver & Salt Lake lines of the Denver & Rio Grande Western and both the narrow gauge and standard gauge lines of the Denver & Inter Mountain. Additionally there were numerous field trips as well as Annual Dinners.

The intent of this and the previous two articles has been to chronicle the earliest years of the Club through its earliest newsletters. For information and details of the Club’s activities and excursions during this time, as well as the ensuing years, refer to the history of the Club published in 2003.

In Remembrance **Sherm Conners**

Long time Club member Sherm Conners passed away July 20, 2008. Sherm served as Club Vice President in 1994. Many will remember Sherm for sharing his photography and videos of our Club sponsored trips. In spite of his age he was on and off the train, up and down the hills right along with the younger participants. Up to date with modern technology he co-produced, with Bob Griswold, several soft cover railroad history pamphlets using his computer. Sherm was a member of the Rocky Mountain Railroad Club since 1986 and attended membership meetings, often with his wife Genny.

Trains Unlimited, Tours 2008 Tentative Trip Schedules

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/

August 10	Pacific Coast Domes North	September 25 - 26	Rio Grande Durango Steam
August 22-24	Domes to Railroad Days	September 29, 30, October 1	Rio Grande Chama Steam
September 4-11	Sierra Madre Express II	October 4 - 14	New England Fall Colors Train Adventure
Sept. 18 - Oct. 3	Great Canadian Rail Adventure	October 7 - 10	Vermont Fall Colors Rail Explorer
Sept. 20 - Oct. 4	Swiss Rail Adventure	October 11 - 12	MODOC Rail Adventure
September 21	Main Line Steam to San Diego	October 8 - 18	Tibet Rail Adventure
September 22	La Veta Pass Express		

Colorado Railroad Museum 2008 Scheduled

Special Operation Days

For information call 303-279-4591

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

Back to School Train August 9 - 10
Political Whistle Stop Train August 23 - 24

Day Out With Thomas
September 13 - 14, 20 - 21, 27 - 28

Halloween Train October 25 - 26
Thanksgiving Train November 29 - 30
Santa Claus Express December 13 - 14

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

2008 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>

Saturday, August 23, 2008: Chapter Family and Friends Picnic at the Colorado Railroad Museum from 11:30 AM to 1:30 PM. The Museum will be operating a Political Whistle Stop Campaign Train.

There is a chef available that weekend to make hot dogs, burgers, and grilled chicken sandwiches, plus sides of chips and soda, for about \$6. If you want to buy your lunch there, please RSVP the Chapter office (303-298-0377) no later than Monday, August 11, to ensure the caterer knows the head count. Otherwise, bring your favorite picnic meal and nonalcoholic beverages.

Saturday, September 6, 2008: The Chapter is hosting a free, private Colorado Railcar tour and Rocky Mountain Railroad Club members are invited to join us. Contact the Chapter office or see the website for further information.

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:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Officers

	President	Jim Ehernberger
	VP - Foundation	Darrell Arndt
	VP - Club	Herb Edwards
	Secretary	Roger Sherman
Web: http://www.rockymtnrrclub.org	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 October Rail Report should be sent by September 19th.



BOX 2391
DENVER, COLORADO 80201



FIRST CLASS

