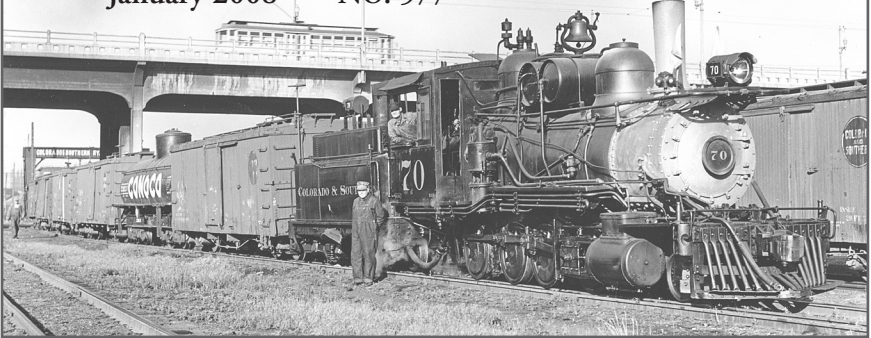


RAIL REPORT

January 2008 • No. 577



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Winter Steam Charters

By Dave Gross

January 8, 2008 • 7:30 PM

Three railroads in the west schedule steam photo charters for rail enthusiasts early in the year. Featured railroads are the Durango & Silverton Narrow Gauge Railroad, the Heber Valley Railroad and the Nevada Northern Railway Museum. Steam trains are recreated as they ran in the 1950s. Dramatic winter scenes in the Rockies and Wasatch Mountains blend with the remote Nevada desert. Come to the January meeting if you like steam locomotives charging upgrade with vintage equipment and billowing clouds of smoke.

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.**

RMRR Calendar

February 12, 2008 Meeting To Be Announced

March 11, 2008 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 2008 meeting dates are shown. Due to circumstances beyond our control programming 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

We were not experiencing global warming on the night of our Annual Meeting in December. The temperatures dropped due to snowy conditions during the night before. However, for those who braved the conditions, their efforts were worth it because of the excellent programs. Mike Danneman's photography showing various aspects of railroading in snow conditions was awesome. And no one can compare with Mel Patrick whenever he presents a program. Without a doubt, those scenes required a lot of time and effort to produce. The sunsets were spectacular, but shooting toward the north star creating an image by a time exposure appeared miraculous, to say the least.

I want to personally thank Jean Gross for her hard work as a member of the board as well as handling correspondence relating to the Car 25 fund raising efforts. We welcome Dave Schaaf to the board (in place of Jean) and look forward to his new ideas and thinking. My thanks also to the balance of the officers and directors who have again agreed to serve during 2008, which will provide continuity.

As you know, the Club was formed in 1938. This was a result of one man, Carl Hewett, who suggested starting a club in Denver. Mr. Hewett was a person who loved railroads and trains, although his occupation was in the trucking industry. It was common in 1938 for those interested to congregate around Union Station where there was a beehive of activity taking place. About 18 individuals became the charter members of this

organization. Richard Kindig, age 91, is the last of the charter members living. The first meetings were somewhat informal, mostly talking about current events, and often-times when some activity was heard outside, they broke away from their gathering place in the basement of the 19th Street UP freight house to observe the action going on outside. In those days, most trains were pulled by steam except the Denver - Boulder McKeen motor car run. Only the Denver Zephyr and the City of Denver were diesel powered in 1938.

Here we are seventy years later, still an active organization, with a membership hovering around the 600 mark. See the 70th Anniversary *Rail Report* masthead featuring a Kindig view of C&S engine 70. A lot of milestones have been accomplished during these years, including book publishing, equipment salvaging, just to name a couple, allowing our organization to become known around the world.

Our January program to be presented by Dave Gross is a subject in the familiar area of Durango. Because of this I will relate a little past history regarding some of the narrow gauge excursion trains the Club operated. The historic photos by Mr. Kindig that are shown in this issue cover our Club's first trip out of Alamosa in 1952.

Our excursion operations without a doubt, was one area that allowed the Club to grow to more than 1,100 members by the late 1960s. That was because of the annual narrow gauge excursions

From the President

between Alamosa and Durango, with a side trip to Silverton. There was, and still is, an interest in the Colorado narrow gauge lines. The regular San Juan passenger train was discontinued at the end of January 1951, and these trips, especially the Alamosa to Durango segment proved to be a popular route.

Looking back during the 15 years of operation on this segment of the Rio Grande narrow gauge, the Club operated 17 special trains starting in 1952 and ending in 1966. Of these, three were two day trips between Alamosa and Durango; two were one day trips between Alamosa and Chama; in 11 different years the famous three day specials were operated between Alamosa and Durango on the first day, to Silverton and return on the second day, and returning to Alamosa on the third day, at a bargain fare of only \$21, or \$7 per day! One rare mileage trip was made to Farmington, New Mexico, due to flood damage on the Silverton line in 1958, which was the only time this segment was operated by the Club. These annual excursions were most generally sold out well in advance. In 1965 there were 389 passengers reported. In 1966, the final year of these narrow gauge operations, the train carried 344 passengers who came from 24 different states. It was not only popular, but these trips were profitable for the Club too. Additional information, including engines used on trains and consists and other details, is thoroughly covered in the Club's 65-year history book currently available.

In 1968 the Rio Grande operated the final trains between Alamosa and Farm-

ington (via Durango) and the line was abandoned. Fortunately, passengers are able to ride on the 65-mile segment between Antonito, Colorado and Chama, New Mexico, operated by the Cumbres & Toltec Scenic Railroad, and on the 45-mile segment between Durango and Silverton, operated by the Durango & Silverton Narrow Gauge Railroad.

As a part of the 70th anniversary, thumbnail accounts will be provided covering various railroads where excursions were operated. Next month we will review the Union Pacific, and how the Club operated the first 844 special excursion train after UP steam died. Many believe the Club was responsible for the 844 (8444) becoming popular in subsequent years.

Final commitments are not complete yet, but we are looking at several ideas for special events during this year. The annual luncheon / banquet has been reserved for mid-September and the contract is pending. Once the contract is complete we will announce a date, time and location. Since this is planned to be a 70-year celebration extravaganza, we do hope to see a larger than usual turnout for this grand party.

In August we plan to schedule the annual Car 25 roll-out, along with a large memorabilia sale, somewhat similar to the event we had last year. The goal is for the completion of this project so keep your fingers crossed!

The board recently discussed ideas for various programs representing a lot of the trips as well as other Club activities

From the President

to be presented during the year. The ideas flow freely, but the time and effort required to make these become a reality yet remains to be done. Joe McMillan is in charge of programs.

On the excursion side, we are looking into one idea that should be popular and closer to Denver. This is pending the approval of the railroad, and if approved, additional time is required for the negotiation process. Trains Unlimited, Tours, is interested in offering a special 70th anniversary price for Club members on their trips in Colorado, especially in the fall where La Veta, Durango and Chama are already advertised. Final plans and details are currently in the works, and once we know something definite you will be advised. Remember, members already get great discounts whenever they book on any Trains Unlimited, Tours, plus the Club gets some payment too – this is a win-win situation.

And remember, the phrase the railroad public timetables often printed: “Subject to Change Without Notice.” However, we will do our best to give proper notice.

Let’s all climb aboard on the “Anniversary Express” for a real great year in 2008!

If calling on the telephone, please identify your call as “Railroad Club Business” so I will know your call is not a telemarketer. 7 to 9 PM is preferred.

Members may contact me at:

RMRRCPresident@sisna.com
Phone: 307-637-4011
Rocky Mountain RR Club – President
PO Box 2391
Denver, CO 80201-2391

Special 70th Anniversary Graphics

Thanks to Kathy Sherman for creating and providing the 70th Anniversary logo.

The *Rail Report* 70th Anniversary masthead for 2008 features R. H. Kindig’s May 23, 1939 view of Colorado and Southern 2-8-0 Number 70 ready to leave Denver for Idaho Springs.



Membership Renewals For 2008 Were Due December 31, 2007

Please use the membership dues renewal form in the November *Rail Report* or renew on the web at: <http://www.rockymtnrrclub.org/membersp.htm>

Please consider upgrading your membership to provide additional financial support to the Club. Membership cards are scheduled to be mailed early March 2008.

Annual Meeting



Members review sale items at the Annual Meeting. – Photo © 2007 Dave Schaaf .



Members enjoy refreshments at the Annual Meeting. – Photo © 2007 Dave Schaaf .



Glass topped observation car “Silver Vista” at the rear of the Club excursion train at Alamosa, Colorado. – R. H. Kindig Photo.

The Club’s First Memorial Day Narrow Gauge Trip Out Of Alamosa, Colorado

By Dave Goss

On May 30th and 31st, 1952, the Club operated its first of many Memorial Day narrow gauge excursions on the D&RGW from Alamosa to Durango and return. Roundtrip fare was \$12.00 for adults and \$6.00 for children but did not include meals or accommodations. Tickets for the trip could either be purchased at the Rio Grande City Ticket Office at 1531 Stout Street in Denver, or by ordering through the Club. Passengers could either take a standard gauge train to Alamosa or go by car.

On May 30th, the twelve-car train to Durango, pulled by engine 488, carried 366 riders. The train included cars in Pullman Green and cars that had been painted in the Rio Grande Gold scheme. Also included in the consist were business car B7, the deluxe parlor car “Alamosa” and the glass topped observation

car “Silver Vista.”

On May 31st, the same twelve-car train returned to Alamosa using road engine 488 to Chama where engine 490 replaced 488. Engine 490 was used as the helper from Chama to the summit of Cumbres Pass. Engine 494 handled the train to Alamosa. A freight train derailment near Toltec, New Mexico prompted the railroad to hold the train at Osier until the line was cleared.

The crew and passengers started a large bonfire using old ties. Everyone was able to keep warm and sang songs to stay in good spirits. After the train reached Antonito and proceeded towards Alamosa, Otto Perry and John Maxwell, who were both following the train by car, swore that the train reached speeds of 60 mph as the crew tried to make up lost time.

The Club's First Memorial Day Narrow Gauge Trip



D&RGW 488 crosses Labato Trestle with the Club excursion train on the Alamosa to Durango, Colorado segment of the excursion on May 30, 1952.

– R. H. Kindig Photo.

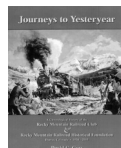


D&RGW narrow gauge 2-8-2s 490 and 494 climb Cumbres Pass below Cumbres, Colorado with the 12-car Club excursion train on May 31, 1952.

– R. H. Kindig Photo.

Need More Club History?

The Club history book, *Journeys to Yesteryear* is only \$10.00 each plus \$5.00 shipping to US addresses.





BNSF 3439 displays what writer Robert Del Grosso calls “Bold Heritage (H3).” The ex-Frisco switcher built by EMD January 1973 moved to Denver in late November 2007. Switcher now equipped as a remote control locomotive (RCL) and sports the new paint scheme. — Photo © 2007 by Chip.

BNSF Powerbar SW-1500 Assigned to Denver in December 2007

BNSF assigned the first SW-1500 painted in their Powerbar scheme to Denver in December 2007. The ex-Frisco switcher, SLSF 354, now BNSF 3439, sports a bright orange, black and yellow stripe scheme. BNSF painted several Burlington Northern green painted switchers (ex-Frisco) MP15DC's in New Image (Powerbar) scheme a couple years ago.

Near BNSF's 10th anniversary they changed their corporate name from Burlington Northern and Santa Fe Railway Company to BNSF Railway Company (January 24, 2005) and introduced their

new logo. The BNSF's round logo was replaced with the “bold new image” (nicknamed Powerbar by fans). BNSF writer Robert Del Grosso calls it Bold Heritage (H3).

BNSF Diesels Painted in the Powerbar (Bold Heritage) Scheme:

GP60M – 130
GP60B – 332
Dash 8-40BW – 516
Dash 9-44CW – 617, 703, 727
Dash 8-40CW – 844, 871, 882
Dash 9-44CW – 1065
GG20B – 1210-1218 (3)
GS21B – 1220-1235 (3)

Current Railroad Happenings — A Photo Gallery



BNSF has leased several CEFX AC4400CW units which BNSF pressed into Wyoming Powder River Basin coal service. Witness BNSF coal empty E OKOEBM1 14 from West Texas Utilities, Oklahoma Union, Texas headed to the Eagle Butte Mine, Wyoming. The 119-car train had rear distributed power unit CEFX 1009 (painted blue with white stripes) at Denver on 12/2/07. Other units on the train: BNSF SD70ACe 9332, ES44AC 5908 and rear DPU's were BNSF ES44AC 6049 and CEFX 1009. – Photo © 2007 by Chip.

GP28M – 1521 (5)
SD38P (SD38-2) – 1802, 1803 (6)
SD39 – 1918, 1926
GP38-2 – 2000-2039 (4)
GP38 – 2240
GP39E – 2754
GP50 – 3124, 3126
SW1000 – 3606 (3)
MP15DC – 3702 (3), 3703 (3), 3704 (3)
Dash 9-44CW – 4173, 4479, 4715
ES44AC – 5749-6238
SD38P (SD38-2) – 6263
TEBC-6 – 6296
SD40 – 6304
SD40-2 – 6368
SD40-2 – 6485 (7), 6752, 6806, 6821,
6839, 6847, 6885, 6895, 7140
ES44DC – 7300-7649, 7687 (1), 7695
(2), 7701, 7744-7799
SD40-2 – 7835, 7873, 7888, 7950 (7),
8167

SD60M – 9206
SD70ACe – 9330-9399
SD70MAC – 9839

Notes:

All EMD SD70ACe and GE ES44AC and ES44DC diesels listed above were delivered new in this scheme

- (1) First unit painted in this scheme, some details differ from the final version
- (2) Only engine in this scheme with yellow lettering
- (3) Black logo with no yellow outline
- (4) Rebuilt from older power (such as GP35s) by NRE, Dixmoor, IL
- (5) Former BN Operation Lifesaver unit
- (6) 1803 was formerly numbered 6263
- (7) Rebuilt SD45-2

Information is current as of December 2007 –Thanks to Craig Walker

Current Railroad Happenings — Palmer Lake Derailment



BNSF empty coal train E SPVNAM0 90 (Springerville, Arizona to North Antelope, Wyoming) derailed two hopper cars about 2:15 AM on 11/28/07 just south of the Palmer Lake, Colorado, County Line Road grade crossing. Daylight found some springs and Union Pacific repair crew performing repairs near the Palmer Lake switch. — Photo © 2007 by Chip.

Two Car Derailment at Palmer Lake Disrupts Joint Line

BNSF's empty Springerville, Arizona, to North Antelope, Wyoming, train E SPVNAM0 90, derailed two empty coal cars at Palmer Lake, Colorado on 11/28/07. The minor derailment blocked County Line Road, prompting residents to find other routes to I-25.

Rail service resumed about 9:20 AM that snowy Wednesday morning. Union Pacific crews reopened County Line Road at 11:00 AM. They were trying to figure out what caused the 120-car, empty BNSF coal train to derail two

cars about 2:15 AM on November 28th. When the train cars (BN 535382 hopper involved) came off the tracks, they didn't tip, but they ripped up concrete on County Line Road grade crossing. A Palmer Lake Police officer said the derailment caused major traffic problems that morning.

Union Pacific spokesman James Barnes stated there would be an investigation to determine what caused this derailment. Mr. Taullie from Pueblo was on the scene looking into the matter.

Current Railroad Happenings — Palmer Lake Derailment



Southbound BNSF grain load with Kansas City Southern AC4400CW 4606 was held at the sag north of Palmer Lake, Colorado on 11/28/07. It was the first southbound train over the derailment site after repairs were completed mid-morning. The BNSF crew on train G COMBNT9 27 was relieved before reaching Pueblo as their hours of service was drawing near.



BNSF operated their track measurement train over the Palmer Lake, Colorado, derailment site within 12-hours of the 11/28/07 incident. The train had come south from Denver headed for La Junta, Colorado, train ID U DENLAJ5 28. BNSF SD40-2 6399 (ex-Burlington Northern 6327 renumbered in July 1998) and 6901 led the crew support car 81 (lettered Track Geometry Car #1) and track measurement car BNSF 81 RIO GRANDE RIVER. Burlington Northern became the owner of the ex-Southern Pacific double deck coach SP #3700 in 1994 renaming it RIO GRANDE RIVER. In June 1998, BNSF renumbered the car to BNA #39, then further renumbered the car to BNSF 43. The RIO GRANDE RIVER was converted to a track geometry car around 2004 becoming BNSF 80. —Two photos © 2007 by Chip.

Current Railroad Happenings — UP Littleton Derailment



A Union Pacific special agent surveys crumpled TILX hopper cars that had been traveling south on Joint Line's main one at Littleton, Colorado, when UP Axial Mine, Colorado, coal load derailed about 6:12 AM on 12/11/07. Derailed hoppers tore up main two where the special agent is standing. TILX coal cars were thrown onto adjacent Denver Regional Transportation District Southwest double track commuter line derailling a northbound RTD C Line two car train (cars 216 and 223). This view is from Littleton Cemetery, east of the derailment. – Photo © 2007 by Chip.

Current Railroad Happenings — UP Littleton Derailment



Derailed TILX coal hoppers blocked both Denver RTD commuter tracks early Tuesday morning, 12/11/07 next to the Phillips 66 gas station along South Santa Fe Boulevard. Spilled coal from derailment likely helped stop northbound C Line train with cars 216 (shown derailed and on the southbound RTD track) and 223.



25 derailed TILX aluminum hopper cars were pulverized when the southbound Union Pacific train derailed. Train was doing about 45-MPH when it derailed coming out of the Littleton Trench along the Denver RTD Southwest Line. The track in the foreground is main two. Joint Line main three was untouched by the derailment. Snowy weather made highway travel difficult that morning. Denver RTD provided Mineral Avenue Station commuters with buses to the Oxford Street Station where they could catch light rail into Denver. – Two photos © 2007 by Chip.

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/

February 16-18	Snowflake Express	May 24 - June 3	Steam In Poland
March 15	Yosemite Express	June 4-16	German Rails
April 12	Domes Down The Valley	June 5-10	White Pass Railfan Spectacular
April 27-29	Arizona Rails	June 14	Pacific Coast Domes South
May 3-4	La Veta Pass Explorer	June 21	Domes to San Diego I
May 12-18	Western Maryland & West Virginia Railfan	June 25 - July 3	Great Britain Steam Adventure
May 24-26	Domes Over Donner Pass		

Colorado Railroad Museum 2008 Scheduled

Special Operation Days

For information call 303-279-4591

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

Bunny Express	March 22
Post Income Tax Days	April 19 - 20
School's Out Steam Up	May 31 - June 1
Father's Day Steam Up	June 14 - 15
4th Annual Wine & Cheese Event	July 19
Back to School Train	August 9 - 10
Political Whistle Stop Train	August 22 - 23
Day Out With Thomas	September
Halloween Train	October 25 - 26

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, January 5, 2008

11th Annual Jeffco Train Show
The Mid-winter Model Train and
Railroadiana Swap Meet and Sale

Jefferson County Fairgrounds
15200 W. 6th Avenue
Golden, Colorado

Model Train Display
Door Prizes
Snack Bar

Public Show Time: 9:00 AM to 4:00 PM
Admission: \$5 per adult — \$10 families
\$1 children 5 through 12
under 5 FREE

Early Bird Admission: 7:15 AM to 9:00 AM
— \$10 Early Bird Admission —

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Club Information

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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:

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Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Items for the February Rail Report should be sent by January 12th.



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DENVER, COLORADO 80201



FIRST CLASS

