

RAIL REPORT

April 2009 • No. 590



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

World Premiere of *Tin Feathers & Gasoline Fumes*

Presented by Richard Luckin

April 14th, 2009 • 7:30 PM

There was nothing like it on any railroad in America. One could savor majestic mountain scenery, smell fresh high altitude air, pass by clear lakes, travel over high wooden trestles on the Ophir Loop, or climb the 10,000 foot Lizard Pass.

Learn about the Rio Grande Southern's Galloping Geese from those early days in 1931 to the end of passenger service in 1951. *Tin Feathers & Gasoline Fumes* includes vintage Otto Perry film as well as interviews with Richard Kindig, Bill Kratville, Cornelius Hauck and Bob LeMassena.

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.**

RMRRRC Calendar

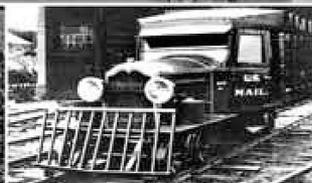
May 12th	Meeting, with program to be announced soon.
June	No meeting in the summer, event pending.

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.

TIN FEATHERS & GASOLINE & FUMES



Dave Schaaf, host

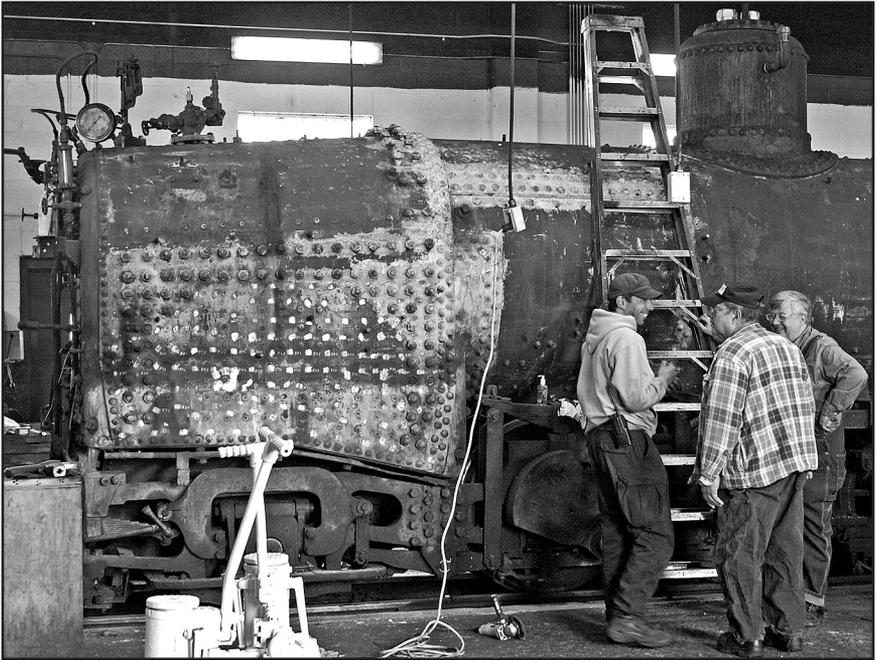


There was nothing like it on any railroad in America. One could savor majestic mountain scenery, smell fresh high altitude air, pass by clear lakes, travel over high wooden trestles on the Ophir Loop, and climb the 10,000 foot Lizard Head Pass.

Original vintage footage as well as current Goose operations are featured in this program. Riding a Galloping Goose was a unique experience!

Richard Luckin, in association with the Colorado Railroad Museum, produced *Tin Feathers and Gasoline Fumes*, his latest television program and DVD about the Rio Grande Southern's Galloping Geese from those early days in 1931 to the end of passenger service in 1951.

From The President



K-27 loco #463 in the Chama shop with General Manager Soni Honegger, Ed Beard, and Marty Knox on February 25, 2009. – Photo © 2009 by Dave Schaaf.

From The President

By Dave Schaaf

Our April meeting program will be presented by Richard Luckin, in association with the Colorado RR Museum. We will see the world premiere of the television program *Tin Feathers and Gasoline Fumes*, about the RGS Galloping Geese. To finish the evening, Jim Ehernberger will show some of his collection of Rio Grande Southern slides. I hope you can join us on April 14th.

I attended the Cumbres and Toltec Scenic Railroad Commission meeting on March 6th at the Magnolia Hotel in downtown Denver. My few notes are hardly official, but here is some informa-

tion from that meeting:

- Three classes of ticket fares.
- Reservations are ahead of last year.
- Some consideration of adult beverages in “first class”.
- Shop tours could be a possibility for groups.
- Expenses are somewhat under budget currently.
- There are 16 track employees, 2,000 ties, and 10,000 tons of ballast ready to go.

Tim Tennant says the Friends’ off-site restoration work in Colorado Springs will now be at the Pike’s Peak trolley fa-

From The President

cility (Rock Island roundhouse). There will be Friends meetings held in other states occasionally, to allow more members to take part. Six tank cars will get trucks, over a few years, through an arrangement with the Alder Gulch folks in Montana. The Friends presented a check to the railroad for ten thousand dollars.

I also had the chance to visit the Chama shop in the last week of February, and overhaul work had begun on locomotive #463. Testing of the metal thickness was being done by Marty Knox, who had been part of the crew that has taken such good care of #464 at the Huckleberry Railroad in Michigan. His recommendations will help the shop crew bring this mudhen back into service, possibly by the summer of 2010.

The loading of coal trains in Wyoming, Colorado and Utah continues at a good pace, but railroads across the country have seen a continued decline in carload and intermodal traffic so far this year. The BNSF Railway has approximately 1,450 locomotives stored as of the last week of March.

The Arizona Eastern Railway has been doing some short runs with a standard gauge Heisler steam locomotive in the vicinity of Globe, Arizona.

At the Colorado Railroad Museum, extra fare Goose rides have raised an additional \$4,000 since the start of this Saturday service a few weeks ago. There are plans to move CB&Q #5629 a short distance, to make room for more rolling stock storage and to re-locate the 3-way stub switch off of the main line.

The Chairman/Chief Executive Officer of the Durango & Silverton Narrow Gauge Railroad, Allen Harper, has announced plans for the development of the Railroad Square Hotel and Conference Center in Durango, Colorado. This unique project is directly tied to the railroad, which serves nearly 200,000 passengers annually. The project zoning is complete and Harper is now organizing financing. The proposed schedule is to start construction by the end of June this year.

A feasibility report was completed, demonstrating how successful the hotel and conference center will be. The project consists of 220 hotel rooms, a 22,000 square-foot conference center, 10,000 square-foot of retail space and 20,000 square-foot of office space. The hotel is themed after railroad history, with a restored coal-fired steam locomotive in the middle of the square. Other themed details include the whistle on the engine blowing twice a day in a routine ceremony; service personnel dressed in "Pullman Style" uniforms; and dining room staff in "Harvey House" uniforms from the western railroad's past. The two-story lobby uses architectural features of the "Grand Central Stations" from U.S. history.

This project will create approximately 200 construction jobs, 175-200 hotel jobs, and impact approximately 2,000 jobs in the area. According to two independent studies by the City of Durango, the conference center will generate 65,000 new visitors to Durango and 40,000 of them are expected to be new train riders.

From The President



Durango & Silverton Narrow Gauge Railroad engine #473 brings a chartered photo freight through a cut just north of Rockwood, Colorado, on February 24, 2009. – Photo © 2009 by Dave Schaaf.

From The President

News from Alamosa – The San Luis & Rio Grande's Easter Bunny Train and Egg Hunt happens on April 11th. Ride the train roundtrip to a special location, where your children and grandkids will have the opportunity to hunt for hidden Easter eggs. Tickets are \$10 for children and \$15 for adults.

A month later, they have the Throw Momma From The Train Mother's Day Brunch. Departing at 11:30 AM on May 10th, you'll experience the breathtaking views of the Sangre de Cristo Mountains, along with a brunch buffet featuring Rio Grande Dark Roast coffee, crepes, champagne and more. At the completion of

the ride, flowers will be presented to all of the mothers onboard. Space is limited, so purchase tickets early. To make a reservation, call 1-877-726-RAIL or see <http://www.riograndescenicrailroad.com/>

Please check the RMRRC web site at <http://www.rockymtnrclub.org/> periodically. We have a couple of sections just for the ever-changing photos and news bits about railroading, as well as other information about the Rocky Mountain Railroad Club.

Club members may contact me at 303-988-3456 or ds5280@comcast.net.

The Galloping Goose Historical Society

Thanks to Member R. Williams

Galloping Goose No. 5 was completely restored to operating condition in 1998. It now operates twice a year on the Cumbres & Toltec Scenic Railroad and the Durango & Silverton Narrow Gauge Railroad. Visit their website: <http://www.gallopinggoose5.com/>

Galloping Goose #5 on the Cumbres & Toltec Scenic Railroad:

- June 18, Chama to Antonito \$90.00.
- June 19 and 20, round-trip - Antonito to Osier \$79.00.
- June 21, Antonito to Chama \$90.00.

- October 1, Chama to Antonito \$95.00.
- October 2 and 3, round-trip Antonito to Osier \$95.00.
- October 4, Antonito to Chama \$95.00.

Galloping Goose #5 is scheduled to arrive in Chama from her nest in Dolores, Colorado, around noon on June 17th and September 30th and make a test run to the top of Cumbres Pass and return – a good photo opportunity. Then it will be on static display at the Chama depot on the morning of June 22nd and October 5th before returning to Dolores.

All ticket prices include lunch at Osier and bus return transportation for the June 18th and 21st and October 1st and 4th trips. For reservations and tickets call the Cumbres & Toltec at 1-888-286-2737.

A ride on the Galloping Goose is unique. Unlike riding on a regular train, our passengers have the opportunity to get off when we stop at various locations along the way.

The Pueblo Railroad Museum

By Charlie McCandless

The Pueblo Railway Museum will be operating its caboose train April 11 as the “Hippity Hop Express.” This will be the fifth consecutive year the Museum will operate the train the day before Easter.

The cabooses used will be former Rio Grande 1432 and Missouri Pacific 123-4. Power will be one of the GP7 locomotives on loan to the museum by Rio Grande Yard LLC.

In addition to the train, the Museum will host story time in conjunction with the Pueblo City-County Library District, the Easter Bunny and treats.

Track work continues on the property at 330 W B Street, north of the current museum main display. A 400-foot section is being laid so that cars can be spotted next to the loading dock at one of the museum buildings. The area where the museum is expanding into used to be sprawling with house tracks. It is near the former Denver & Rio Grande Western freight station.

The Museum is working on a challenge grant from the Gates family Foundation to help pay for the additional trackage. Either the caboose train or track cars will operate once a month as fundraisers. The next “Crummy & Hot Dogs” will be April 18.

Also coming in the near future are three pieces of Federal Railroad Administration test bed equipment. Tested at the Department of Transportation Test Center east of Pueblo, the pieces were

transferred to the Pueblo Railway Museum from the Pueblo Weisbrod Aircraft Museum.

The Pueblo Railway Museum is a project of the Pueblo Railway Foundation (“PRF”). The mission is historic preservation of railroad equipment and history. The ultimate goal is to promote and foster an interest in railroading, the study and preservation of railroad history, the impact of the railroad on the history of Pueblo and the growth of the United States and related subjects for the education and satisfaction of all. By displaying and actually operating rail equipment they make history come alive. They are working with the local schools to provide special tours as a class activity and with the Public Library on summer educational activities.

The Pueblo Rail Foundation was formed in 2003 to continue and expand the collections and activities of the Pueblo Locomotive and Rail Historical Society (PLRHS). The PRF has continued to expand the collection. They are an all-volunteer organization. Administrative and fund raising expenses are kept to a minimum as it is their policy to concentrate on our mission of preserving and interpreting rail history and sharing it with others.

Visit the Pueblo Railway Museum’s website: <http://www.pueblorailway.org/>

For further information on scheduled and unscheduled events please call Ron at 719-251-5024 or Dee at 719-250-7576.



Looking Back – My First Narrow Gauge Excursion

By Jim Ehernberger

The Rocky Mountain Railroad Club operated a two-day excursion over the Denver & Rio Grande Western narrow gauge line between Alamosa and Durango on September 26 and 27, 1953. This was my first narrow gauge excursion after joining the Club. Engine 488 handled our train in both directions with the “Silver Vista” glass-topped observation car trailing at the rear end.

In those days, when the train stopped to take on water, passengers were permitted to step off for a few minutes of leisure. An important lesson learned on the westward trip was not to position yourself on a car almost square in the middle of the train. Because of my poor judgment it proved to be a bad location for photos. Regardless what direction the camera was pointed passengers and photographers were in the way. A rear car location is much better when getting off

at photo run-bys. A railroad employee at work was quite acceptable for photos, but not railfans.

The following morning dawned bright and clear. On the Durango depot platform I quizzed a crew member about making a water stop at Gato. Nearing Gato I positioned myself on a car as close to the head end as possible. Once the train stopped, my legs made quick work, allowing adequate time to get far enough ahead to take a few photographs, before other people arrived at the scene. The result of my ingenuity shows engine 488 at the Gato water tank on September 27th. Because of advance planning this was one of two of the best photos taken on the entire trip. The other image was at the same location, but a different angle, showing the engineer oiling around the locomotive.

Looking Back – My First Narrow Gauge Excursion



The interior of the Silver Vista observation car is shown in this Sanborn postcard view of the era. This car was destroyed in the car shop fire at Alamosa.

Engine 486 was added at Chama to assist the 14-car train to the summit of Cumbres Pass on the 4% grade. The fall colors were spectacular that year. Our arrival into Alamosa was before dark, so we returned to Denver that night. This was the last trip for the famous “Silver Vista” car as it was destroyed three days later in the Alamosa car shop fire.

The Durango and Silverton railroad has duplicated the “Silver Vista” and it is, without a doubt, the best way to view the sheer rock walls in the Animas Can-

yon. Engine 488 now operates on the Cumbres and Toltec Scenic Railroad. Engine 486, once on display at the Royal Gorge, has been returned to Durango and now operates to Silverton.

Looking back, a view like mine at Gato can no longer be duplicated. It is now a historic image. Photos taken on excursions bring back fond memories, all of which are reminders of those great narrow gauge excursions operated by the Club.

In Remembrance **LeRoy DaVault**

LeRoy DaVault died March 16, 2009, at Rose Medical in Denver. He was born on July 15, 1922. LeRoy was a 12 year Club member and held membership card number 358.

LeRoy was a member of many Masonic organizations and the Union Pacific Historical Society. He was the current Vice President of UP Employee’s Club Number 2 in Denver, and was quite active with that organization.



A roster photo of Alaska Railroad DMU #751, the “Chugach Explorer,” on the tracks of the Hudson Terminal Railroad. – Photo © 2009 Bill Cronenberg.

Alaska Railroad’s Chugach Explorer

By Bill V. Cronenberg, former employee of Colorado Railcar Manufacturing

The last Railcar manufactured by Colorado Railcar LLC, Alaska Railroad DMU #751 the “Chugach Explorer”, was completing final testing on Friday March 20, 2009, and was being prepared for shipment to Alaska on the day these photographs were taken.

Just prior to Colorado Railcar closing its doors for the final time in late December 2008, Alaska Railroad transferred DMU #751 from Colorado Railcar’s Fort Lupton Facility over to the Hudson Terminal facility in Hudson, Colorado.

A team of workers from Colorado Railcar was hired by the Alaska Railroad to complete the final assembly and testing.

The DMU was contracted and built by Colorado Railcar to serve 2 purposes for the Alaska Railroad.

The first purpose is for it to be used in whistle stop service, dropping off and picking up campers who wished to camp in Denali National Park. This service is co-sponsored by the U.S. Forest service. Special campsites have been erected and constructed for the disabled so they too could enjoy the park.

The second purpose is to use the DMU in local service, picking up and dropping off residents living in remote areas and bringing them into town.

ARR 751 is very unique compared to commuter rail DMUs, in that the ARR’s DMU is equipped with large storage compartments for camping/skiing gear, lavatories, a food service galley, and it is also equipped with a gun safe.

It is perhaps the first time in modern era railroading that a passenger railcar has been equipped with a gun safe.

Current Railroad Happenings — GrandLuxe Express Train



The GrandLuxe Express was about to enter 7.8-mile long Cascade Tunnel, milepost 1700.3, on BNSF near Scenic, Washington, rolling west towards Everett, Washington, on August 12, 2008. Dome car Copper Canyon at right with diners Zurich and Chicago ahead. About to enter the tunnel is lounge car Seattle. The GrandLuxe Express terminated service on August 28, 2008 at Tacoma, Washington, due to the economic recession gripping the USA. – Photo © 2008 By Chip.

Mr. Anschutz Purchased GrandLuxe Express Train

By Chip

Denver business man Phil Anschutz is the winning bidder of the GrandLuxe Express passenger train. GrandLuxe Express ceased operations August 28, 2008. Libra Securities, LLC, was retained to sell off the train – auction closed in December 2008. Prior to being renamed the GrandLuxe Express it operated as the American Orient Express (AOE).

The train consists of 20 operational cars and an additional 11 cars not currently operational (cars stored at closed

Colorado Railcar Manufacturing, Fort Lupton, Colorado, or Hudson, Colorado). Twenty cars were parked at American Canyon, California, in the Napa Valley. Among the cars sold were former Great Northern Railway “Empire Builder” full length dome and a former New York Central observation car (Sandy Creek now named New York) that once operated on the famed 20th Century Limited.

On May 30, 2006, Thomas G. Rader,

Current Railroad Happenings — GrandLuxe Express Train



A GrandLuxe Express 20-car train rolled across the Columbia River on BNSF rails near Rock Island, Washington, on August 12, 2008 en route west via Everett, Washington, towards Tacoma. – Photo © 2008 by Chip.

Current Railroad Happenings — GrandLuxe Express Train

Chairman of GrandLuxe Holdings, announced the acquisition of GrandLuxe Rail Journeys (formerly the American Orient Express) by GrandLuxe Holdings, LLC. GrandLuxe Rail Journeys was purchased from Oregon Rail Holdings, of Portland, Oregon. Mr. Rader, a veteran of the rail and tour industry, also founded Colorado Railcar Manufacturing (closed December 2008), which built luxury passenger railcars for which he has been awarded a number of U.S. and Canadian patents.

GrandLuxe Express passenger cars included in the December 2008 sale by Name and Amtrak Number sold at Napa (American Canyon), California, and Fort Lupton / Hudson, Colorado, as of March 2009.

20-car train in California on California Northern Railroad:

Zurich 800301 Diner built 1949 by ACF
Monterey 800246 Diner, Sleeper (Crew) 1950 by Pullman
Chicago 800308 Diner and Galley built 1959 by St Louis Car (SLC)
Seattle 800310 Lounge (Club) 1954 by ACF
Copper Canyon 800743 Lounge (Dome) 1955 by Budd
New York 800321 Lounge (Observation) 1948 by Pullman Standard
Los Angeles 800715 Service 1950 by Budd
Bar Harbor 800753 Sleeper 1964 by SLC
Charleston 800754 Sleeper 1960 by SLC
Denver 800740 Sleeper 1960 by SLC

Monte Carlo 800231 Sleeper 1950 by Pullman
Montreal 800757 Sleeper 1956 by Pullman
Paris 800298 Sleeper 1950 by Pullman
Portland 800218 Sleeper 1950 by Pullman
Santa Fe 800768 Sleeper 1956 by Pullman
Savannah 800741 Sleeper 1960 by SLC
Vienna 800109 Sleeper 1956 by Pullman
Washington 800258 Sleeper 1950 by Pullman

Grand Canyon 800668 Sleeper (Crew) 1956 by Pullman

Yellowstone Park 800755 Sleeper (Crew) 1956 by Budd

Additional cars (non-operational as of late 2008) stored in Colorado:

Jasper 800765 Diner built 1953 by ACF
Vancouver 800764 Galley 1953 by ACF
Rocky Mountain 800311 Lounge (Club) 1954 by ACF - car noted at Hudson Terminal Railway, Hudson, Colorado, Jan 20, 2009
New Orleans 800742 Lounge (Dome) 1955 by Budd
UP Dome UP7000 Lounge (Dome) 1954 by ACF
San Antonio 800643 Service 1952 by SLC
Berlin 800255 Sleeper 1956 by Pullman
Istanbul 800297 Sleeper 1950 by Pullman
Pacific Star 800744 Sleeper (Crew) 1956 by Pullman
San Francisco 800050 Sleeper (Crew) 1950 by Pullman
Tallahassee 800028 Sleeper (Crew) 1956 by Pullman

Colorado Railroad Museum 2009 Scheduled Special Operation Days

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

April 11	Bunny Express With Steam
May 9-10	Mother Goose Event
June 20-21	Father's Day Train
July 11-12	50th Anniversary Steam
August 8-9	Dog Days of Summer Steam
September 12-13, 19-20, 26-27	Day Out With Thomas
October 24-25	Halloween Train Steam
December 12-13	Christmas Train Steam

Saturday Special:

Ride in Goose 7 or in a 19th century passenger coach pulled by Locomotive No. 4. Rides begin at 10:00 AM Every Saturday, Weather Permitting
Adult / Senior Fare: \$4 per ride
Child Fare: \$2 per ride

Other Special Events:

July 11
50th Anniversary and Fundraising Dinner

July 24 through 26
Buffalo Bill Days
No Train But Lots Of Activities!

August 8
Wine and Cheese Fundraiser Event

Operate A Locomotive:

Call for reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat of this diesel for an hour!

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

2009 Event Schedule

For information call 303-298-0377

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

Friday, April 17, 2009

Dinner meeting at Lone Star Steakhouse

Chapter member Keith Kirby began taking pictures in 1965. In 1965 the tallest building in Denver was only 31 stories tall. In city transportation the Tramway was fading fast, soon to be replaced by Denver Metro Transit, which was in turn replaced by the RTD. Denver has changed dramatically since 1965.

The era of the passenger train began to draw to a close. It's hard to remember that every morning over ten trains would arrive in a four-hour period. Nearly every month during the late 1960s a new "Train Off" notice would appear. It became obvious that it was past time to document the passenger trains serving Denver. Keith's 30-minute program includes pictures of trains from the Burlington, Union Pacific, Santa Fe, Colorado & Southern, Missouri Pacific, Rock Island, and the Rio Grande, plus a few bus photos. He'll also share pictures of Amtrak from the first train to leave Denver May 1, 1971, to later versions of the San Francisco Zephyr and Amtrak's California Zephyr.

PLEASE NOTE: Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 PM and should end around 9:00 PM. Supporting the guest speakers also supports the Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

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Club Information

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Club Officers

	President	Dave Schaaf
	VP - Foundation	Darrell Arndt
	VP - Club	Pat Mauro
	Secretary	Roger Sherman
Web: http://www.rockymtnrrclub.org	Treasurer	Keith Jensen

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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Items for the May-June Rail Report should be sent by April 17th.



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