

RAIL REPORT

February 2009 • NO. 588



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

D&RGW Standard Gauge Snow Fighting Equipment

Presented by Jerry Day

February 10th, 2009 • 7:30 PM

Jerry's program was originally scheduled for January and had to be postponed until February due to a family medical emergency. The presentation will be a brief history of D&RGW standard gauge snow fighting operations from 1890 to the present. It will include photographs of the equipment used and of snow fighting operations all over the system. The presentation is based on many years of research and actual incidents and stories shared by D&RGW crews. An example photo is on the next page.

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

March 10th	Monthly meeting – Last Steamers of the C&S – Presented by Dave Gross
April 14th	Meeting
May 14th	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.



Snow fighting equipment near Clay on the Moffat line in 2003.

– Photo © 2003 Joe McMillan.

Membership Renewals For 2009 Were Due On December 31, 2008

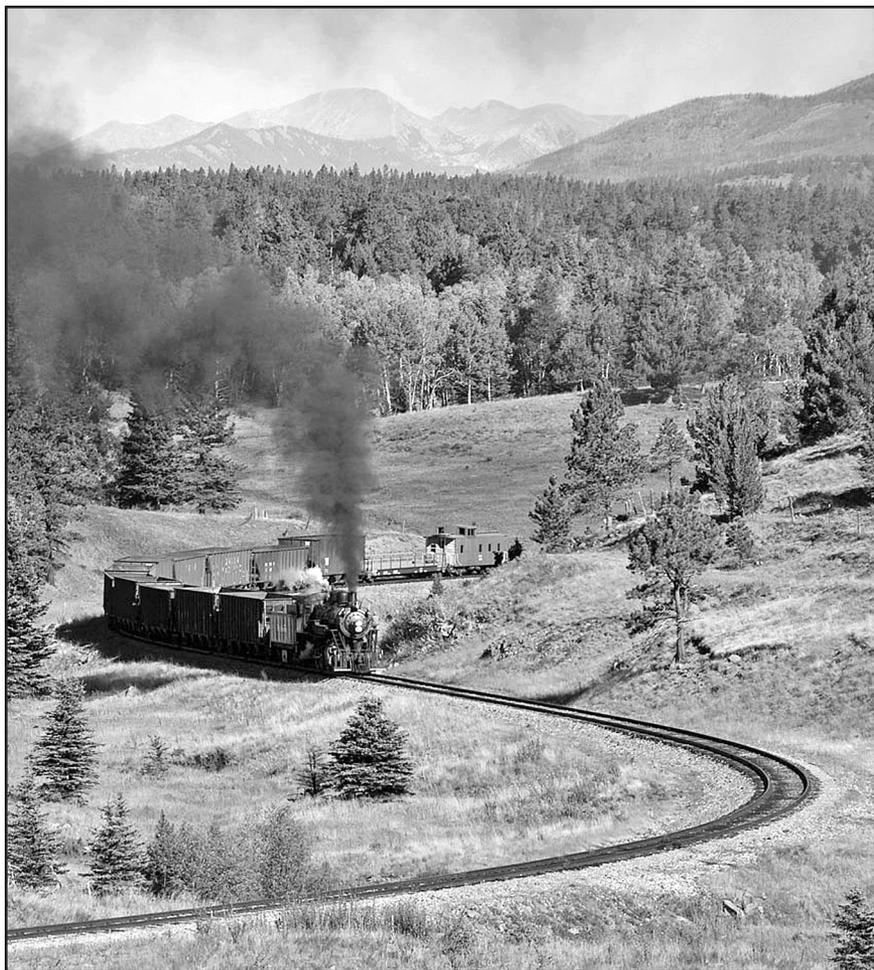
Is Your Address Label In Color?

If you received a color address label on your newsletter this month, that means we do not have a record of receiving your dues payment for 2009. Please mail your renewal as soon as possible. You will not receive a newsletter after this one until you are paid in full.

Late payments will be accepted through February 28th with no loss of current membership standing. After March 1st, new numbers will be assigned. Please use the membership dues renewal form in the November 2008 or January 2009 *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 in March.



San Luis & Rio Grande RR 2-8-0 #18 did a photo runby for Trains Unlimited Tours on September 23, 2008, near Fir, Colorado, through the S-curves.

– Photo © 2008 by Chip.

From The President

By Dave Schaaf

Jerry Day had to re-schedule his program in January, so the February presentation will be his about battling snow on the Rio Grande standard gauge lines. Jim Ozment filled in with a slide show in January, covering his experiences during the re-gauging of the Monarch Branch

back in the 1950s. Our March meeting will include a C&S steam program by Dave Gross. We hope to see more members in attendance. Please bring a guest. I will try to keep the meetings brief, but come early if you would like to socialize before the program.

From The President

Trains Unlimited, Tours

Our Club has had a long-standing relationship with TUT, and they have offered members discounts on their trips. Recently, this message has been posted on the TUT web site:

“We regret to announce that TRAINS UNLIMITED, TOURS has closed because of the recession, poor economic conditions worldwide, and the drop in bookings.”

Additional information is that some of the 2009 trips have been taken over by other operators on behalf of their clients. If you had a tour booked for 2009, you should have received a letter with instructions on how to proceed.

I talked with some of these other tour operators, and will let you know if we are able to negotiate any type of discount for Club members in the future.

Equipment updates

The shop in Strasburg, Pennsylvania, is working on RGS #20 and moving toward the installation of the firebox and repair of wheels and axles. They have completed a new stainless-steel tender tank for D&RGW engine #346, and put the original hardware back on.

Santa Fe #3415 was given to the town of Abilene, Kansas, by that railroad in late 1955. It was on un-fenced display in a park for nearly fifty years. This Baldwin 4-6-2 was built in 1919, and is now under steam again. Restoration was initially estimated to cost up to a million dollars, but with a lot of volunteer labor it was done for a bit under \$300,000. The Abilene & Smoky Valley RR will roll-out the engine this spring, with possible plans to run one weekend a month and on special occasions.

Nevada Northern steam engine #93 is back in service at Ely as of late December 2008.

From what I hear of slowdowns in rail traffic, it appears that 10-15% of locomotives on mainline railroads may be parked right now.

The Club is looking for a volunteer person or small group to do the labeling and mailing of the Rail Report. It would be very helpful if this could be in the southwest metro Denver area, to be closer to the editor. The time involved is only a couple of hours a month, and the Club provides the labels and stamps. Call me if this might work for you.

Members may contact me at 303-988-3456 or e-mail ds5280@comcast.net

In Remembrance Randolph Louis Hunt

We received word that Randolph Louis Hunt passed away on September 29, 2008, in Montrose. He was 80. Randy had a lifelong passion for railroads and photography. Randy published *The Silverton Train: A Story of Southwestern Colorado's Narrow Gauges*, in 1955.

From The President



Club President, Dave Schaaf, talks about Goose #7 to a video production crew at the Colorado Railroad Museum. Goose #7 will be available for extra fare fundraising rides on Saturdays.



Looking Back To The Mid-1950s UP Passenger Train Discontinuance in Denver

By Jim Ehernberger

The photo this month was made at the west end of Cheyenne as UP Train No. 52, a local passenger train serving northern Colorado towns, departs for Denver the last time on January 31, 1956. Engine 801 handled this two-car consist.

Passenger travel was changing rapidly during the mid-1950s. Automobile production after WWII reached higher levels, highways had improved greatly, and the airline industry was offering competitive rates, especially on long distance routes. While railroads improved their equipment on long-haul runs during this time, secondary trains handling local traffic, were being removed.

On January 9, 1955, the *Pony Express*, a Kansas City to Los Angeles train operating through Denver, was discontinued. Then a little over one year later Denver lost two schedules on January 31, 1956. Trains 85 and 86 (formerly known as the *National Parks Special*) made its last runs making a connection at North Platte, Nebraska, with Trains 27 and 28 for Omaha service. And on this same date, the local passenger No. 57 between Denver and Cheyenne and No. 52 returning to Denver from Cheyenne were removed.

The removal of these trains modified my own transportation needs. Until that time with No. 52, departing Cheyenne

Weekly extra fare train rides debut at the Museum

In response to an increasing interest by Colorado Railroad Museum guests in more frequent train rides, the Colorado Railroad Museum started running a train called the Saturday Special, every Saturday (weather permitting) beginning January 24. They are offering this extra fare service as a fundraiser for the Museum and hope everyone will come out and ride either in the historic Goose

7 or in a 19th century passenger coach pulled by Locomotive No. 4.

It's a great way to lose track of time and support the museum this winter!

Rides begin at 10:00 AM

Adult / Senior Fare: \$4 per ride

Child Fare: \$2 per ride

Locomotive 20 Challenge Donation

Locomotive 20, built in 1899, is currently undergoing a complete restoration to bring it back to service at the Colorado Railroad Museum. The work is being done by the shops of the Strasburg Railroad in Pennsylvania under the direction of Linn Moedinger.

Everyone appreciates the care and meticulousness that Linn Moedinger has taken in the restoration of this storied locomotive.

It is an expensive, labor and materials intensive process. The Museum recently received a challenge donation of \$250,000 to help defray the costs of the restoration. We have received nearly

\$50,000 in donations to meet the match, but we have a long way to go.

Please consider a donation to the Locomotive 20 matching fund. You'll have the satisfaction of knowing that your contribution helped restore this important icon of narrow gauge railroad history.

Please call the Colorado Railroad Museum at 303.279.4591 or toll free at 1-800-365-6263 with your pledge of support, or you can mail a check to:

Colorado Railroad Museum
Locomotive 20 Matching Fund
17155 W. 44th Ave.
Golden, CO 80403

Looking Back To The Mid-1950s

at 2:45 PM (it had about a 99% on time performance too!), arriving Denver at 5:20 PM, allowing plenty of time for a Rocky Mountain Railroad Club meeting. This schedule (along with No. 57) also provided convenient connections at La Salle with the *City of Denver* (to/from Chicago) and at Denver with the *City of St. Louis* (to/from Kansas City and St. Louis). No. 52 made eight regular stops and the timetable indicates eight flag

stations allowing convenient service for these northern Colorado communities.

Looking back we see how passenger schedules were whittled down to near nothing before Amtrak. We are a long way from what it once was! The future (?); perhaps high-speed operations utilizing right-of-ways along the Interstate highways may be a possibility.

New Mexico Rail Runner Opens Bernalillo to Santa Fe, New Mexico, Segment

The New Mexico Rail Runner is up and running between Sandoval County, US 550 (Bernalillo, New Mexico) and Santa Fe, New Mexico. Train service for the general public began on 12/17/08 with nine Boise, Idaho, built MP36PH-3C locomotives handling the Bombardier built bi-level cars. The New Mexico Rail Runner Express features a stylish roadrunner design. The roadrunner head is on the locomotive(s) and the cars display the tail feathers. Since these train sets run in “push – pull mode,” the roadrunner runs backwards half the time! NMRX locomotives are getting names: 101 is now the Bill Richardson (New Mexico governor), 102 the Dan Silva and 103 the Rhonda Faught.

The first two days of regular operation, December 17 & 18, 2008, the Santa Fe trains encountered a few problems – signal problems delayed trains both days. One train hit a cow near San Felipe Pueblo on December 17th. Missed bus connections plagued the commuter train on its first day of service between Santa Fe and Albuquerque. Ridership on the 17th was 4,031.

New Mexico Rail Runner and Santa Fe Southern Railway both use the City of Santa Fe owned station. Santa Fe Southern is a tenant. Rail Runner has a kiosk and mini-high at the depot. The City of Santa Fe owns the track north of the intersection of Cerrillos Road and St. Francis Drive.

New trackage – Control Point (CP) Rael (the switch where the new track departs ATSF/BNSF line and goes up La

Bajada) is at milepost (MP) 858.0 on the BNSF’s Glorietta Subdivision. Santa Fe Depot is at MP 22.3. Rail Runner had Herzog build 17.9 miles of new track. Sidings on this new line include Silva at milepost four and Richardson near Santa Fe in the I-25 median.

For two days, at least, regular train service to Santa Fe has boosted passenger numbers, with riders checking out the Rail Runner connection for work, fun and play. A day after the launch of the Santa Fe leg of the rail route, the agency that manages the rail service estimated ridership has nearly doubled. Augusta Meyers, spokeswoman for the Mid-Region Council of Governments said there were 2,900 additional riders on the Belen to Santa Fe route on Thursday, 12/18/08. Normal ridership numbers before the rail connection to Santa Fe opened to the public on Wednesday was about 3,000, she said.

Still using the same station as the Rail Runner at Santa Fe is the Santa Fe Southern Railway. Engineer Janice ran the Story Book Train with Santa Fe Southern Railway GP-7 07 out of Santa Fe at 5:30 PM on 12/17/08 starting the December 17-23 runs. Kids young and old enjoyed the magic of Christmas with a reading of the Polar Express aboard coaches and ex-Santa Fe pleasure dome 502. The snow covered ground added to the train ride towards Lamy, New Mexico, on the former Atchinson, Topeka & Santa Fe branch line returning to Santa Fe about 7:00 PM. – *Thanks to the Albuquerque Journal for contributing to this report - News item by Chip.*

New Mexico Rail Runner



New Mexico Rail Runner's first southbound commuter train from Santa Fe, New Mexico, depot (upper right in distance) was train 503 that departed at 6:10 AM on 12/17/08 for Albuquerque. At left is the NMRX MP36PH-3C 106 using the former Atchinson, Topeka & Santa Fe Railway branch line that has been extensively rebuilt for the new commuter rail service. – Photo © 2008 by Chip.



The afternoon Rail Runner train 515 departed at 5:17 PM from Santa Fe, New Mexico, in snowy rail yard on 12/17/08. Santa Fe Southern Railway locomotives 07 and 93 were at left - 07 wears new paint scheme! Santa Fe Southern ran a Story Book train after the Rail Runner departed. – Photo © 2008 by Chip.

Current Railroad Happenings



4th Brigade Combat Team, 4th Infantry Division vehicles moved by rail from Fort Carson, Colorado, (UP 4516 north departed 1/4/09) to Fort Polk, Louisiana on 12/31/08. At right, an Army M1117 Armored Security Vehicle (ASV), a 4 X 4 wheeled armored vehicle that offers significant crew protection.



Army units at Fort Carson, Colorado, had Hummer's (vehicle at left) and M1078 Standard Cargo Trucks loaded onto flatcars near Cheyenne Mountain on 12/31/08 at the rail head (Army lingo for rail yard). – Two photos © 2008 by Chip.

Current Railroad Happenings



Private varnish (PV) Sierra Hotel (dome car with platform modification) was on Amtrak train six, the California Zephyr, on a chilly January 13, 2009, at Denver Union Station. Sierra Hotel's Steven Vitali, Director of Operations, was moving his dome car to Washington, DC, for President Obama's inauguration. The Ski Train is on the left.

The SIERRA HOTEL has four bedrooms with sleeping accommodations for eight guests, which is the limiting number of overnight charters. Basic crew staffing consists of a chef and a steward for eight people or less. Steven Vitali was escorting the car east with two other gents aboard.

The upper level Vista Dome is designed for twelve diners, by advance special arrangement as many as sixteen may dine upstairs. All meals are prepared on-board in the galley kitchen. The lower level offers a stand up bar and a small table for four. The spacious main lounge seats 12 guests.

– Photo © 2009 by Chip.

Current Railroad Happenings



Tank cars are piled up in downtown Littleton, Colorado, on January 17, 2009. In the upper left is RTD's Light Rail Mineral Line, out of service due to the damage.
– Photo © 2009 Dave Schaaf.

The southbound Burlington Northern Santa Fe unit tank train derailed about 11:45 PM on January 16, 2009. Three of the 17 cars involved in the derailment leaked about 100 gallons of liquid sulfur that quickly solidified in the cold air. Two cars fell onto their sides and 15 were leaning. There were no injuries to the two crew members. The first car to derail was the 46th of the 68 cars on their way from Bonneville, Wyoming, to Galveston, Texas.



The Hulcher crew works to clear the damaged cars and repair the line.
– Photo © 2009 Darrell Arndt.

Current Railroad Happenings



At milepost 20 on the Joint Line near Louviers, Colorado, BNSF 6279, as a rear Distributed Power Unit (DPU), waits for the line to be cleared to move an empty coal train, Springerville, Arizona, to North Antelope Mine, Wyoming, on January 17, 2009. This GE ES44AC was built in November of 2008.

– Photo © 2009 Dave Schaaf.



The Hulcher crew installs track sections to repair the line on January 18, 2009. RTDs northbound light rail track (upper left) and the adjacent retaining wall suffered damage. Light Rail service south of the Oxford station was suspended until repairs were completed. – Photo © 2009 Darrell Arndt.

Trains Unlimited, Tours Notice

We regret to announce that Trains Unlimited, Tours has closed because of the recession, poor economic conditions worldwide and the drop in bookings.

Three tour operators are operating a limited number of TUT's most popular 2009 tours. Detailed contact information regarding the tour operators are posted on the TUT website at <http://www.trainsunlimitedtours.com/>.

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

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

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, February 20, 2009

Dinner meeting at Lone Star Steakhouse

All aboard for the "Rails to Sails: the 2008 American Association of Private Railcar Owners (AAPRCO) Annual Convention in San Pedro, California." Chapter member David Pitts will provide a photo montage and commentary of the journey to and from the convention, including the Santa Fe 3751 steam excursion round trip from Los Angeles to San Diego. You'll also peek into the travel life en route aboard the Colorado Pine private railcar.

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.

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	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:

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 March Rail Report should be sent by February 13th.



BOX 2391
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