

# RAIL REPORT

June 2010 • NO. 602



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## The Rockies By Rail

Video Presented by Don Hulse

June 8th, 2010 • 7:30 PM

For over a century, the Rocky Mountains and the railroad that runs through them have challenged one another. Climb aboard The American Orient Express for a journey from Denver, over the Continental Divide, through Salt Lake City, and to the nation's grandest national parks – Yellowstone and Grand Teton. Experience breathtaking views of rugged peaks and vast open plains from your seat on carefully restored vintage Pullman cars. Ride along the rims of phenomenal canyons on an unforgettable train adventure through the heart of the West.

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

- |             |                                                                                  |
|-------------|----------------------------------------------------------------------------------|
| July 13th   | Tuesday Meeting, presentation on the restoration of Rio Grande pile driver "OB." |
| July 23rd   | Steam photo charter train at the Georgetown Loop.                                |
| August      | There will not be a meeting in Barnes Hall in August.                            |
| August 19th | Pullman-green Club trip on the Durango & Silverton.                              |

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at [pkmauro@yahoo.com](mailto:pkmauro@yahoo.com) or phone 303-838-7740 with program ideas.



The RMRRC tour group in the Cheyenne Yards. – Photo © 2010 Dave Schaaf.

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## From The President

By Dave Schaaf

We had a good tour of the Cheyenne roundhouse and shops in mid-May, and we thank the U.P. Steam folks for their great hospitality. When we were later rained out of our expected train-watching west of town, the opportunity arose to visit a railcar open house. Some dedicated folks are working to restore C&S standard-gauge coach #57, which was built by Pullman in 1887. It had been used for years as a residence, and is now

headed back toward some of its former glory.

The Club would like to see a good turnout for our Georgetown Loop charter on July 23rd. See the insert from the May *Rail Report* if you have not yet signed up. We also have a car reserved on a special “Pullman Green” train from Durango to Silverton on August 19. The annual banquet will be on Saturday,

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## Como Roundhouse Workday

Come up to Como on June 19th for a fun work day at the Como Roundhouse, one of the few old roundhouses still standing in Colorado! We will be working on a wall in the rear by the boiler room and we will also do general clean up.

We may also continue work on the turntable pit, and possibly inventory a stack of old rail. It'll be a fun work day in the high country, so head up to Como. Lunch will be provided. We will start at 10:00 AM. If you might want to car pool, etc. call Pat Mauro at 303-838-7740.

## From The President



Several Club members looking at the restoration of C&S Coach 57. From front to back on left, Tom Abbott, Ken Gow, Bob Packer and Tom Klinger. At right is Mike Pannell, one of the restoration leaders. – Photo © 2010 Dave Schauf.

October 16 and will include some great door prizes. Information about all Club excursions and events can be found on our web site, [www.rockymtnrrclub.org](http://www.rockymtnrrclub.org). The photo pages there are constantly being updated with current happenings and color images.

The Regional Transportation District in the Denver area has moved ahead with its West Corridor light-rail project. As mentioned in the April issue, just east of Simms Street in Lakewood is a new structure that will carry two tracks between the Federal Center and Denver. The 1.2 million pound bridge was rolled across U.S. 6 successfully over

the first weekend in May, having been delayed a week by a heavy snow. It was built on the south side of the highway and moved across on two 35-foot transporters, pushed by hydraulic jacks from south to north, 2 1/2 feet at a time at a top speed of 25 feet per hour. Over 2,000 spectators turned out to watch the bridge roll-out. Crews finished the work a full day ahead of schedule, re-opening 6th Avenue freeway late on Saturday night instead of early Monday.

San Luis & Rio Grande steam engine #18 was placed back on its newly turned drivers in May. Reassembly work continues, such as the pilot truck, pistons, over

## From The President



Denver's Regional Transportation District moved its West Corridor bridge over 6th Avenue on May 3, 2010. – Photo © 2010 Dave Schaaf.

valves and valve gear. The 18 has also passed its annual hydro test.

In western Colorado, the National Park Service has moved D&RGW engine #278, box car #3132 and caboose #0577 to Cimarron's park service maintenance area next to the NG display. The plan is to do a cosmetic restoration of the equipment, but there is no word yet when or if the train may return to the bridge where it has been displayed for many years.

Amtrak reports it's best-ever half year, and is on pace to break its annual ridership record after the first six months of fiscal year 2010. Comparing ridership in March 2010 to March 2009, the California Zephyr saw an increase of 20.6 per-

cent, while there were 14.3 percent more riders this year in March on the Southwest Chief compared to the same month last year. Amtrak successfully completed its first Miami-to-Jacksonville run in 47 years, as crowds cheered the train at stops along the way. Amtrak is working to gain support for new intercity passenger train service along the 350-mile route in Florida. Amtrak is fueling up its Heartland Flyer train with a mix of 20% beef by-products and 80% diesel – a yearlong experiment with biodiesel that is being funded by a \$274,000 federal grant. The train, which runs from Oklahoma City to Fort Worth, Texas, usually eats up about 100,000 gallons of diesel fuel annually.

The Denver-based American Railway

## From The President



Denver's Regional Transportation District completed moving its West Corridor bridge over 6th Avenue a day ahead of schedule. – Photo © 2010 Dave Schaaf.

Explorer (ARE) will soon offer a luxury train experience showcasing much of the country and several national parks. When it becomes fully operational in summer 2011, ARE will offer an exclusive “rail cruise” experience combining world-class food, comfortable on-board accommodations and memorable on and off-train experiences while traveling through spectacular scenery throughout the country, some accessible only on ARE excursions. Last year the American Railway Explorer purchased 1950s-era vintage railcars that are undergoing a comprehensive transformation to restore and improve upon the high standards of the original train. The equipment will feature 11 sleeper cars, one lounge/piano car, two dining cars, two dome cars and one observation car. The train will also include accommodations for crew

members. More information online at [www.aretain.com](http://www.aretain.com) or by calling toll-free 1-888-9-THE-ARE (1-888-984-3273). Reservations will be accepted in summer 2010.

Two planned passenger-rail lines, Las Vegas Railway Express Inc. (X Train) and the Z-Train Ltd., recently took additional steps toward launching service between southern Nevada and southern California some time in 2011.

Spring weather has recently caused some problems with rocks on tracks. A BNSF freight train's locomotive hit a large boulder May 12 on their line south of Thermopolis, Wyoming, and slid down a 60-foot embankment into the Wind River. The two-man crew climbed out of their flooded cab to safety but die-

## From The President



A rock slide through the slide detector fence on the Moffat subdivision on Saturday, May 15, 2010.

sel fuel leaked into the river. An inspection vehicle – a truck with special wheels allowing it to run on rails – had checked the line shortly before the train hit the boulder and found the track to be clear. On May 15 in Colorado, the westbound California Zephyr was halted near mile post 29 on the U.P. Moffat line by a large rock slide. The train had been warned by a slide detector fence, and stopped in time. The crew had to back the train down to a point where one of the two locomotives could run around the cars to the rear, and then it proceeded to back the train all the way in to Denver with a unit on each end. Two days later, a truck damaged the bridge at the foot of Coal Creek Canyon, closing the route again. Amtrak had to use buses and send trains

via Wyoming to cope with the closures.

David Minnion and Mel McFarland have found a car body of some importance. It was assumed the last Hanrahan reefer was destroyed in Divide, Colorado about 15 years ago. Now another has been located on private land near there. It seems to be in good shape and in use as a storage building. It was Midland Terminal Railway 706, which is still visible on the car!

One hundred years to the day from the date that The Virginia & Truckee Railway took delivery of McKeen Motorcar No. 22, the car was re-dedicated and carried revenue passengers again for the first time in 65 years. On Sunday,

## Current Railroad Happenings

May 9, 2010, at the Nevada State Railroad Museum at Carson City, it was the only operational one of its kind in the world. It was built in Omaha, Nebraska in 1910, used in service by V&T from 1910 until 1945, sold for use as a roadside diner, lounge, pottery store, and finally as an office for a plumbing supply and repair shop. The 13 year restoration had cost nearly a million dollars, and untold volunteer hours.

A U.P. steam special will be in Miliken, Colorado, for the town's centennial, June 25-26. Other appearances are the Frontier Days special to Denver and Cheyenne, July 22-26; in Oregon in September, and in Missouri in October.

BNSF has sent about 40 of their SD70MAC units to Mexico for short-term lease to Ferromex.

We have lost a couple of well-known men in the railfan world:

### Lynn Nystrom 1941-2010

Lynn Nystrom of the U.P. Steam Team passed away suddenly on May 5 in Cheyenne, Wyoming. During Lynn's life he was a U.S. Navy veteran (radar tech) during the Vietnam War, policeman in San Diego, policeman in Albert Lea, Minnesota, special agent for the Rock Island Railroad in Chicago from 1968-1977, a switchman / brakeman, fireman and engineer for Union Pacific Railroad and during the years of 1989-2010, he was a fireman/engineer on the Union Pacific's prestigious Steam Locomotive Crew. Lynn and his wife Mary have devoted countless hours to tours

and concessions for the steam and heritage program. His funeral was on May 10, the anniversary of the Golden Spike ceremony that recognized the completion of the transcontinental railroad.

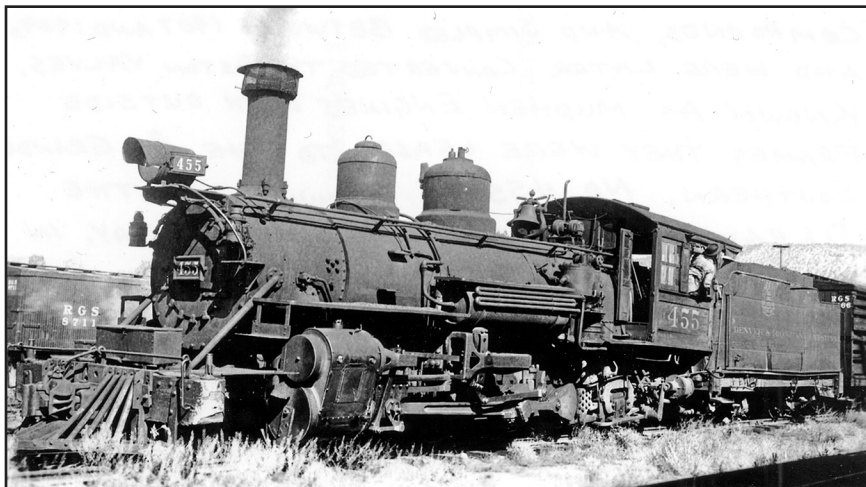
### William M. Moedinger 1913-2010

Bill Moedinger liked trains: little trains, big trains, trolleys – anything that ran on rails. He took photographs of trains from the time he was old enough to hold a camera. Bill passed away in April in his 97th year, leaving a photographic and life legacy interwoven with railroad-ing. In 1943, he began a twelve-year career that he rated as the best job in the world, as a Pullman conductor. Later, Bill and his wife Marian each purchased a share of Strasburg Rail Road stock, and he was enthusiastically involved with that railroad in Pennsylvania to the end. He served as the first marketing director for about a decade, was one of the first engineers on the Plymouth and steam, and then became president for seventeen years until his retirement in 1975. Bill was the last survivor of the 1958 Strasburg Rail Road founders. He had been an author for Trains magazine and was featured in Railroad magazine. He made photos and motion picture films since the 1930's, including many with rail subjects in Colorado.

As a follow-up to an earlier note, a memorial service for Jim Ozment is scheduled for June 12 at 3 pm in the Colorado RR Museum picnic grounds.

Members may contact me by e-mail [ds5280@comcast.net](mailto:ds5280@comcast.net) or at (303) 988-3456.

## Narrow Gauge Locomotive Photo Gallery



The Denver & Rio Grande purchased 15 Baldwin built 2-8-2 locomotives. Originally Vauclain Compounds, and simplified between 1907 and 1909, they were later converted to piston valves. Known as “Mudhen” engines with outside frames, they were leased to the Rio Grande Southern. No. 455 is shown with the D&RGW lettering in 1938 at Ridgway. In 1939 the RGS obtained this locomotive through trading a ditcher with the Rio Grande. – Photo from the James L. Ehernberger collection.



In 1943 the 455 suffered considerable damage because of a run away on the east side of Dallas Divide. The locomotive was retrieved and sat in the Ridgway yard awaiting repairs. In 1947 it came out of the Ridgway shop complete with a new cab and tender formerly on standard gauge locomotives of the Rio Grande. This view is at Ridgway on June 3, 1947. The locomotive was scrapped in 1953. – Henry R Griffiths photo from the James L. Ehernberger collection.



## Narrow Gauge Locomotive Photo Gallery



Denver & Rio Grande Western Mudhen (2-8-2) is shown at Montrose in 1940 where it served as a yard switcher. Later the Rio Grande Southern leased this locomotive and it operated several years hauling ore from Rico and Telluride and livestock to and from the mountain ranges. The RGS purchased this locomotive in 1950.  
– Photo from the James L. Ehernberger collection.



The final year the Rio Grande Southern operated was in 1951. The 1903 Baldwin last saw service handling the salvage train over Lizard Head Pass in 1952. RGS crews considered the 461 as a favorite and it made the last revenue trips over the Rico – Ridgway segment in November 1951. This view is at Ridgway on September 4, 1951. – R. H. Kindig photo from the James L. Ehernberger collection.

## Current Railroad Happenings



Engine 481 crossing the Animas River “High Line Bridge” on May 1, 2010.  
– Photo © 2010 Nathan Zachman.



A night shoot was held on April 30, 2010 with Engine 481 posed in front of the ex-Rio Grande Durango, Colorado, Railroad Depot. A few people dressed up in period clothing for the night shoot as well. – Photo © 2010 Nathan Zachman.

## Current Railroad Happenings

### The Durango and Silverton Presidential Photographers Special

The 2010 Durango and Silverton Presidential Photographers Special traveled roundtrip from Durango to Silverton to mark the first passenger train of the 2010 season to travel the entire line (the winter passenger trains only run half way).

The train ran with 6 premium service cars, painted maroon and normally used for the Presidential, First, and Deluxe class services.

#### The coaches included the consist were as follows:

312, The “San Juan”, an original San Juan coach with overstuffed 2X1 seating (2 seats on one side, 1 on the other). Although not the original style of seats, these are overstuffed Hale and Kilburn walkover seats.

630, The “Prospector” another first class car specifically for families, as the other cars are 16+ on the normal trains. For this trip it was used as our rolling cafe.

350, The “Alamosa”, one of the original tail cars of the San Juan.

410, The “Rio Grande”.

B-2, The “Cinco Animas” - one of the “Presidential Cars”

B-3, The “Nomad” was the rear car.



RGS motors #2,5,6,7 at the Colorado Railroad Museum in preparation for the Goose Fest in May. – Photo © 2010 Dave Schaaf.

## Current Railroad Happenings



BNSF 4055 North, train O-PUELAU2-04a (Pueblo, Colorado, to Laurel, Montana) with track inspection car William Barstow Strong passed BNSF 6416 South, the Laurel, Montana, to Denver train H LAUDEN1-03a at Broomfield, Colorado, on May 5, 2010. A gentleman was sitting at the rear window talking on a cell phone with an open laptop computer. Future train operations will see Denver RTD commuter trains running from Denver to Boulder, Colorado, on this line.

– Photo © 2010 Chip.

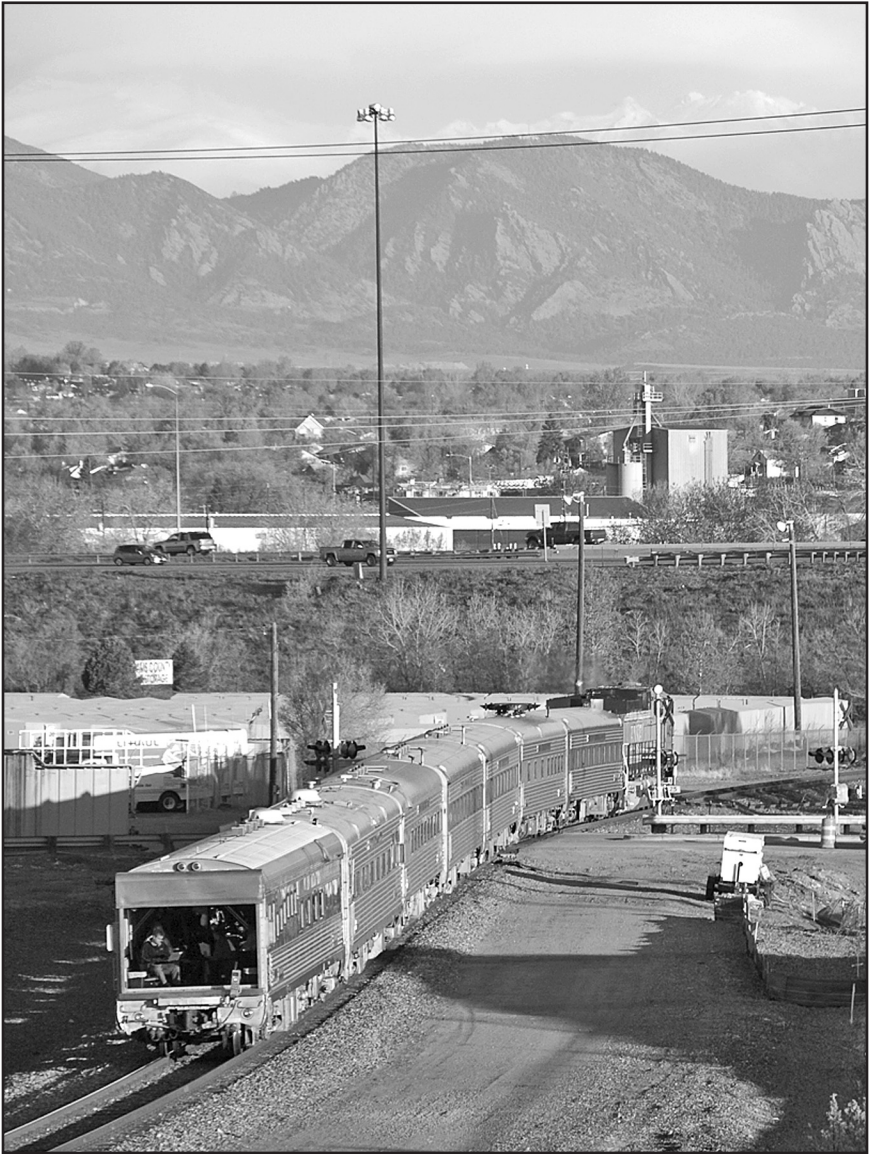
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### *In Remembrance* **Truman Young**

Club member Truman Young passed away on April 7 at age 86. He was an avid hiker, and had climbed 40 of the state's 54 14,000 foot peaks. He had a passion for steam engines, and had spent most of his career as a printer and typesetter for both the Rocky Mountain News and The Denver Post, retiring in 1988. Truman Post Young Jr. was born in St. Louis on February 28, 1924, and attended Bowdoin College in Maine before being drafted into the Army. He served in the infantry during World War II and took part in the D-Day invasion and the Battle of the Bulge.

## Current Railroad Happenings



A BNSF inspection train, Pueblo, Colorado, to Laurel, Montana, passed the future site for Denver RTD's Pecos Street Gold Line station on May 6, 2010. BNSF track inspection car William Barstow Strong – BNSF 32 – was the rear car on BNSF 4055 North, a 7-car train. The train overnights at BNSF's Rennick Yard in Denver. Cars on train were BNSF 66, 50, 67, 65, 60, 8 and 32. Pecos Street is closed at the BNSF and Union Pacific RR grade crossings while an overpass is under construction. – Photo © 2010 by Chip.

## Colorado Railroad Museum 2010 Scheduled Special Operation Days

For information call 303-279-4591

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

SCFD Free Days:  
November 13

June 26 & 27

GermanFest – Presented by MillerCoors

July 24 & 25 Buffalo Bill Wild West Days

August 21 Wine Train

August 21 & 22 KidFest

Day Out With Thomas

September 11, 12, 18, 19, 25, & 26

October 30 & 31 Trick or Treat Train

November 27 & 28

Thanksgiving Goosefest

December 4, 11, 12, 18

Santa Express Train

### 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

### 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

### 2010 Event Schedule

For information call 303-298-0377

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

Dinner Meeting at Lone Star Steakhouse  
June 18, 2010

We are delighted to have rescheduled Jim Havey, Producer / Director / Photographer, to present his 37-minute film, *Denver Union Station: Portal To Progress*, featuring the past glory and future promise of a grand community icon.

Jim has made photographs and documentary films for over 30 years. After a 7-year career in social work, Jim started Havey Productions in 1979, with a specialty in non-profit communications. His work has won recognition for excellence in various creative services competitions for photography and filmmaking.

His photographs appear in brochures, annual reports, and advertising for many corporate and not-for-profit organizations nationwide. His unique documentary film style attracts diverse projects, from corporate image and fund raising videos to historical documentaries including Downtown Denver, Colfax Avenue, the State of Colorado, Four Mile Historic Park, and the City of Aspen.

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 our guest speakers also supports your 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**

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### **Club Information**

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### **Club and Foundation Officers**

President	Dave Schaaf
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

### **Club and Foundation Directors**

John Charles, Andy Dell, Don Hulse, Mike Tinetti, Dave Goss, Dave Wagner

### **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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Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

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



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*FIRST CLASS*

