

# RAIL REPORT

March 2010 • NO. 599



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## PeruRail

Presented by Joe McMillan

February 9th, 2010 • 7:30 PM

See a digital show on PeruRail, the railroad in Peru that serves Machu Picchu by narrow gauge and southern Peru by standard gauge. We will also cross the border into Chile for a few shots of a very unusual railroad.

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.**

Please note: Due to additional scheduling changes at the Church, our meeting night will stay on the second Tuesday of the month.

### RMRRRC Calendar

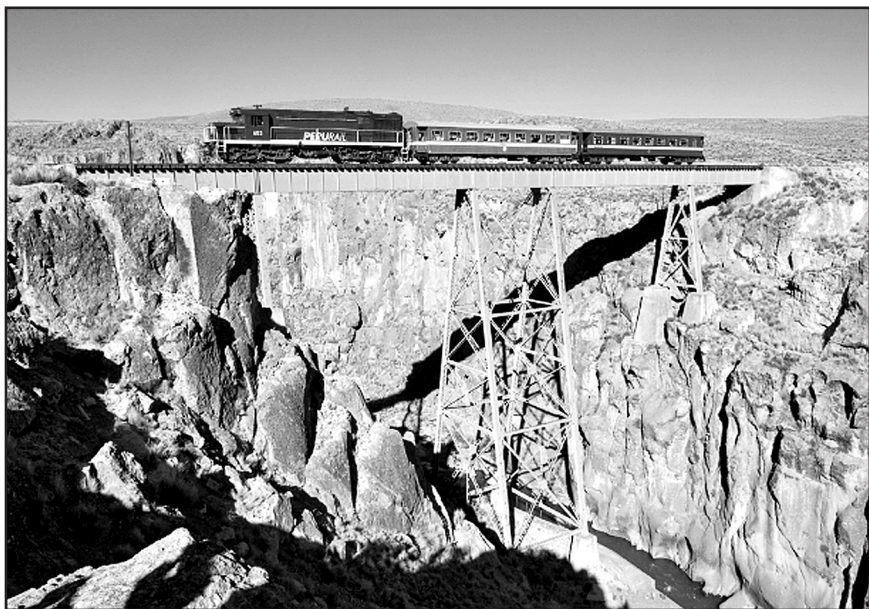
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|------------|---|
| April 13th | Tuesday Meeting, Durango & Silverton Snow Fighting.                     |
| May 11th   | Tuesday Meeting, Cumbres & Toltec and Durango & Silverton Narrow Gauge. |
| May        | Possible tour of UP Cheyenne roundhouse and shops.                      |
| June 8th   | Tuesday Meeting, with program to be announced soon.                     |

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.

## PeruRail



The Machu Picchu train stops at Aguas Calientes in Peru on July 31, 2008.  
– Photo © 2008 Joe McMillan.



Passenger Special over Sumbay Gorge, Sumbay, Peru, on August 3, 2008.  
– Photo © 2008 Joe McMillan.



The probable site of the re-located RTD stop near Union Station, at about 18th Street on the Joint Line in Denver. Here the YDV 68 local moves south toward Burnham Yard on February 10, 2010. – Photo © 2010 Dave Schaaf.

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## From The President

By Dave Schaaf

We had been told that the monthly Club meetings would need to have a change of days in the near future. As it turns out, the church where we meet now says that it will be just fine to stay on our schedule of meeting on the second Tuesday of each month, as the Club has for many years.

The membership cards had been planned to be sent out in March, but we have had some minor delays and they should be included with the April newsletters. Please be sure that you have renewed.

At the February meeting, I announced two days of tours at the Burnham shops in Denver. These took place on February 18th and 19th for a small fee to members. If we are able to have another in

March or April, let me know if you are interested.

The Board has learned that we have a good possibility for a tour of the Union Pacific Cheyenne roundhouse and shops in May, with details to follow. If you would be interested in helping out with either the banquet or trip committees, please contact me at [ds5280@comcast.net](mailto:ds5280@comcast.net) or 303 988-3456.

In early February, the U.S. Department of Transportation (USDOT) announced it will provide more than \$303 million for upgrades to Denver Union Station — the centerpiece of the Regional Transportation District (RTD) of Denver's FasTracks program. This loan gives the green light to the redevelopment of Union Station as a major Front

## From The President



Rio Grande speed lettered unit was getting attention at UP's Denver Locomotive Shop on February 18, 2010. Former Denver & Rio Grande Western RR GP40-2 3100 is one of the last Rio Grande lettered unit wearing its original paint. Amazing to find a Rio Grande lettered unit in service in 2010! Union Pacific RR renumbered DRGW 3100 to UP 1350 back in January 31, 2006. Note that the mars light (nose headlight) and marker lights have been removed and blanked out.  
– Photo © 2010 by Chip.

Range transportation hub. Federal Transit Administration chief Phil Rogoff also announced two \$40 million grants to RTD, one for the FasTracks Gold Line from Union Station to Wheat Ridge and one for the East line from Union Station to Denver International Airport. The two grants are significant because they signal the federal government's intention to fully fund the two rail lines for nearly \$1 billion. The public-private partnership that will develop these two lines is the only transportation project in the country where private interests have not opted out. Rogoff also announced a third \$40 million grant for RTD's West Corridor from Union Station through

Lakewood to the Jefferson County courthouse in Golden. That line is already under construction, and is scheduled to open to the public in 2013.

The Grand Junction Union Depot is now on Colorado's Most Endangered Places List. When the depot was opened on April 15, 1906, it was reported in *The Daily Sentinel* that there was "nothing to surpass the waiting room in Colorado or Utah in point of finish, decorative effects and conveniences." The depot was built at a cost of \$60,000, and at the time was one of the costliest small railroad stations of the West. The stained glass for the upper story windows reportedly cost

## From The President



Dotty Hume, left, looked over Union Pacific 6402, an AC4400CW originally delivered to the Southern Pacific. The Union Pacific RR allowed Club members to tour the UP's Denver Locomotive Shop (former Denver & Rio Grande Western RR Burnham Shops) on February 18 and 19. UP 6643 and UPY 661 were also getting serviced on February 18, 2010. Union Pacific RR was installing a harness system to comply with OSHA requirements which protects employees from falls when employees climb locomotives during maintenance inspections and repairs. – Photo © 2010 by Chip.

\$5 per square foot, and an additional \$15,000 was spent on improving the grounds around the depot. Sometime in the 1920s, the second floor was extended over the entire oval waiting room to accommodate more office space, and the stained glass in the upper level windows was removed. In the late 1990s this second floor was removed, and the oval room once again has a 22-foot high ceiling with the cast plaster detail exposed.

New Mexico Rail Runner Express has implemented several fare and service changes. The Rio Metro Regional Transportation District Board, which manages

Rail Runner and its regional transit connections, recently approved a fare hike and the suspension of some weekend service. Although the state has provided some financial assistance, the modifications are necessary to balance Rail Runner's budget, given a shortfall caused by lower-than-expected sales taxes.

A new railroad company based in Alliance, Nebraska, has filed papers with the federal Surface Transportation Board to purchase the seven miles of railroad line from Chadron west to Dakota Junction and to lease 21 miles of line from Dakota Junction to Crawford. Dakota Min-

## From The President

nesota and Eastern Railroad in Sioux Falls, South Dakota, is the owner of the lines that the new Nebraska Northwestern Railroad intends to buy and lease, which begin at Mile Post 404.5, on the eastern edge of Chadron. The DM&E line joins with a main line of the Burlington Northern Santa Fe Railroad at Crawford. Nebkota Railroad, which is a division of West Plains Grain, owns the remaining four miles of line to the east of Chadron. West Plains Grain is planning to build a high speed grain loading facility here. The rest of the former Chicago and Northwestern Railroad 'Cowboy Line', which once extended east all the way across Nebraska, has been abandoned in the years since 1986, when C&NW closed its division headquarters in Chadron.

Expecting its annual freight traffic to drop sharply, Montana Rail Link will lay off 46 workers. The furloughs will include administrators, train crews, mechanics and maintenance workers. This regional railroad, with over 900 miles of track, was created when the BN sold off the former Northern Pacific between Laurel, Montana, and Sand Point, Idaho.

The 1910 Baldwin steam locomotive

that runs in Virginia City, Montana, on summer weekends will not operate in 2010. Instead, train tour services will be provided by other small (gasoline powered) motive power seven days a week. Operators of the 1.5 mile tourist line cannot afford the cost of steam maintenance this year, and will start a private fund raising effort. The Alder Gulch Shortline is a 30-inch narrow gauge tourist railroad now owned by the State of Montana. Engine No.12 was one of four 30-inch gauge outside-frame consolidations (2-8-0s) built by Baldwin for the Ferrocarril Mexicano. These were class E-2 engines rated at 134 tons for use on the Zacatlan Branch.

Norfolk Southern Corp., North America's largest rail carrier of metals and car products, declared force majeure across eight states after a storm brought snow, ice and high winds. The force majeure, a legal clause allowing producers to miss shipments, started at 6 AM on February 6 and caused delays of at least 48 hours. CSX Corp., the third-largest U.S. railroad, also experienced weather-related problems in eastern states.

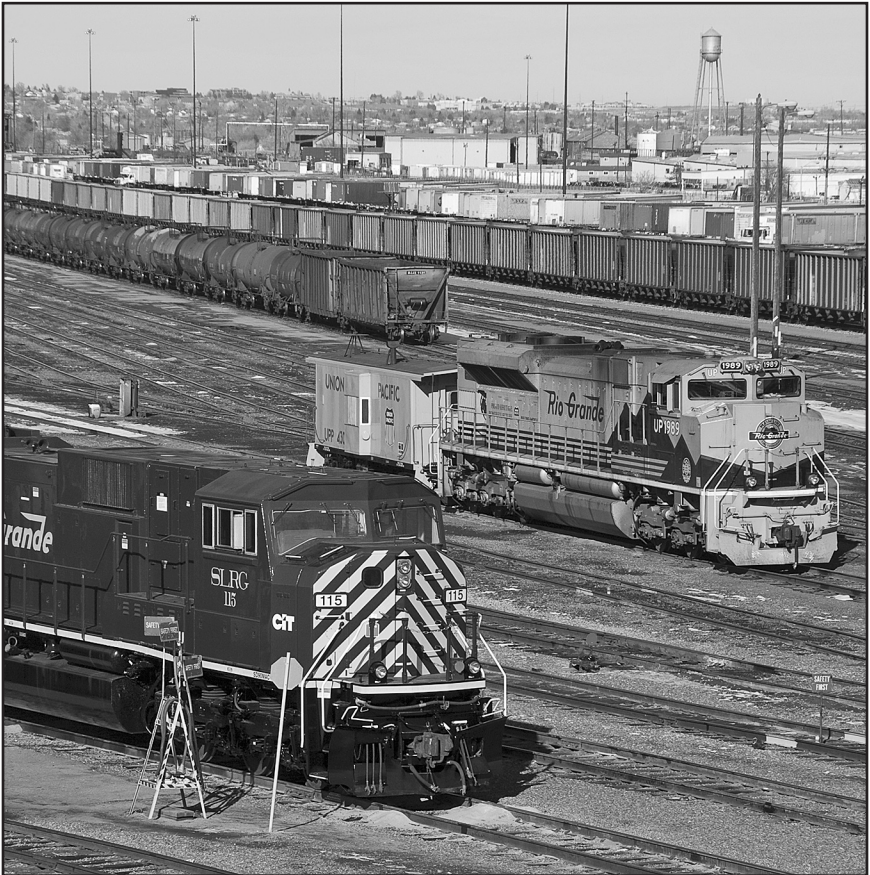
Our Club's internet address is listed in the back of this issue. Please check the web site for updates and color photos.

### *In Remembrance*

#### **David Salter**

David Salter, Rocky Club President in 1990 and 1991, long-time member and nationally known photographer passed away on January 23rd. David's photographs of railroading across the US have appeared in many books and magazines.

## Recent Railroad Happenings



Rio Grande Scenic Ski Train power, San Luis & Rio Grande (SLRG) RR painted (burgundy and yellow) 115 and 116 were on the Old West track at North Yard, Denver, with UP 1989 the Rio Grande Heritage unit on the snow bus seen from the 48th Avenue overpass. The SLRG units moved on Union Pacific's North Yard, Denver to Pueblo, Colorado, train that evening, January 4, 2010, bound for Alamosa, Colorado. The Ski Train did not run since Amtrak and Iowa Pacific Holdings could not reach an agreement regarding liability insurance. UP 1989 was coupled to UPP 430 bay window caboose which transports train crews during snowstorms. – Photo © 2010 by Chip.

If your mailing label on this *Rail Report* is in color, we have not received your dues renewal for 2010 and this is your last issue.

If you have renewed – Thank You!

Look for your 2010 membership card next month with the April *Rail Report*.

## Narrow Gauge Locomotive Photo Gallery



The Uintah Railway operated from Mack, Colorado, (19 miles west of Grand Junction) to Watson, Utah, a distance of 62.8 miles, plus a couple of short branch lines. The largest narrow gauge locomotives ever to operate in Colorado were two articulated 2-6-6-2T type. Numbers 50 and 51 were built in 1926 and 1928 for this line that had grades up to 7.5% and curves varying between 4 and 66 degrees, 233 of them over Baxter Pass in a stretch of 13 miles.

– Photo from the James L. Ehernberger collection.



Otto Perry photographed Engine 50 at Mack, Colorado, on May 9, 1939, just before the road terminated operations. The chief business of the line was hauling Gilsonite, a brittle, black asphalt-like material used in paint, varnish, printer's ink, roofing and floor coverings. These deposits were mined out and the new mine opened could use trucks instead of extending the railroad. Both articulateds were sold to the Sumpter Valley Railway in Oregon in the fall of 1939.

– Photo from the James L. Ehernberger collection.



## Narrow Gauge Locomotive Photo Gallery



Sumpter Valley 250, formerly Uintah 50, indicates they had cut the side tank back and added a tender. The locomotives were also converted to oil fuel. In this view from September 27, 1940, the headlight shows number 50. The Sumpter Valley added a cross compound air pump mounted in front of the smoke box, replacing the single type pumps. These engines were sold to Guatemala in 1947.

– Henry R. Griffiths photo from the James L. Ehernberger collection.



In March 1965, both of the former Uintah locomotives sat out of service without their tenders at the engine shed in Escuintla awaiting their final disposition. Diesels had arrived in Guatemala and that signalled the end of most steam operations including the unique Unitah articulateds. The side tanks had been removed on the IRCA reducing their tractive effort.

– James L. Ehernberger photo.

## Current Railroad Happenings

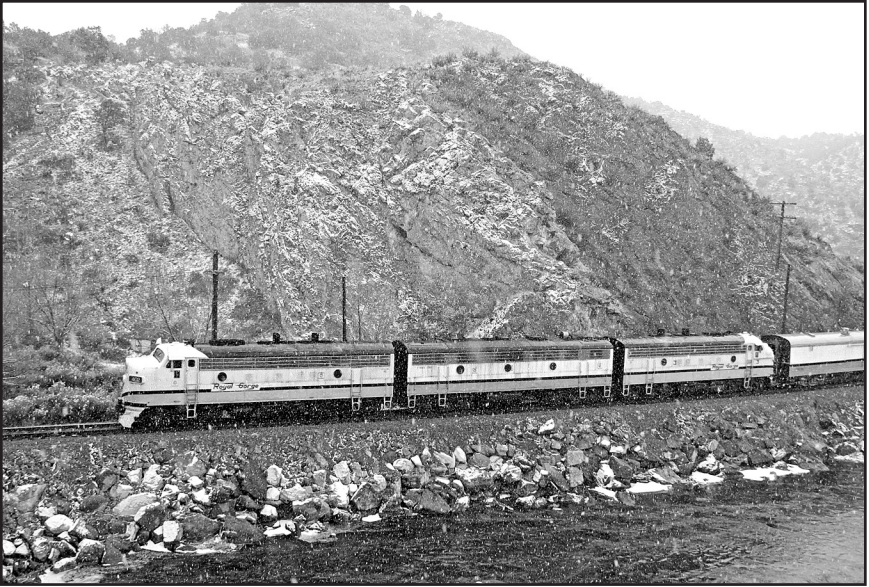


BNSF 8902 was returning to the Powder River Basin for another load of Black Diamonds on February 12, 2010. The Spanish Peaks loom over the train as it wraps around a large curve that will take the train downhill into Walsenburg, Colorado. – Photo © 2010 Nathan Zachman.



On February 2, 2010, the Apache Railway ran their empty coal train to Holbrook, Arizona, for reloading. Seen here two miles east of Snowflake Junction, Snowflake, Arizona. – Photo © 2010 Daren Genau.

## Current Railroad Happenings



On February 7, 2010, the Canon City & Royal Gorge sent their F7's out in an A-B-A lashup. This was not the normal consist for them and the snow made the day even better. – Photo © 2010 Nathan Zachman.



A group chartered the Royal Gorge train, and some railfan encouragement got the three F7s together for their first time together under power. We were treated to a staged photo shoot a couple miles west of Canon City around MP 165. – Photo © 2010 Daren Genau.

*In Remembrance*  
**Irving E. (Gus) August**

Irving E. (Gus) August, who held Club membership card #1, passed away February 8, 2010, at the age of 96. Irv had been residing at Harmony Pointe Nursing Home in Lakewood.

Irv was born in East Hartford, Connecticut, in 1914. He was the oldest of two brothers and a sister. When Irv was still very young, the family moved to Manchester, Connecticut, where his father operated a sawmill. Early on, Irv was fascinated with the steam engine that powered his father's mill. This fascination with steam lasted his lifetime. Irv studied civil and mechanical engineering at Northeastern University in Boston. During college he worked part-time in the Billerica shops of the Boston and Maine Railroad.



In 1937, Irv went to work for the Worthington Pump Corporation, builder of water pumps feedwater heaters for steam engines and other industrial equipment. Irv worked for the company for 37 years, traveling the United States and the world as a troubleshooter for the company. Irv was proud of the fact that he circumnavigated the globe twice, once to the east and once to the west. In the 1940's with crop irrigation becoming a rapidly growing industry in the western US, Irv was transferred to Denver to manage a Worthington factory and service center.

Irv was one of the earliest members of the Rocky Mountain Railroad Club, and led many fan trips for the club. He also shot thousands of transparencies and thousands of feet of 16-mm film, documenting the end of the steam era, and the end of the narrow gauge lines in Colorado. Among the trips he recorded was a trip on the soon to be abandoned DRG&W line through the Black Canyon of the Gunnison, a ride on a coal train along the snow choked branch to Crested Butte, and a trip over Marshall Pass on one of the last scrap trains to travel over the grade. He also accompanied Otto Perry, Dick Kindig, and Les Logue on several trips to document the end of steam on Sherman Hill.

Irv loved to tell stories. One of his favorites was how he missed the "Broad-

### **Irving E. (Gus) August - Continued**

way Limited” in Chicago while on a business trip. He noticed a Pennsylvania RR T1 duplex at the head of the train and walked up to take a look at it and talk with the crew. While walking back along the train to board his Pullman, he noticed the train was moving, the markers on the observation quickly passing by. He hurried to the Pullman desk to claim traffic had made him miss his train. He left an hour later aboard “The General.”

In his later years, Irv became a publisher as the Applewood Printer, creating such titles as *Rails and Tales*, *A Railroad Ramble* and *Como Capers*. In his eighties, he became adept at using a computer and mastering word processing and photo editing software.

Irv’s constant companion, his beloved wife, Elna, passed away in October 2001. We will all miss him, but his memory and his legacy will live on through his pictures and films.

### *In Remembrance* **Stuart Anderson**

Mr. Stuart Anderson, Club member number 37, passed away January 29, 2010. Stuart was a 53-year member, joining the club in 1957. Ed Gerlits, Dave Gross and Jim Ehernberger were partners with Stuart in the High Country Railroad venture at Heritage Square in Golden, Colorado. The Club visited his farm in Boulder County when he had some of his steam tractors operating.

### *In Remembrance* **Bob Dunmire**

The No. 25 and the Platte Valley Trolley lost a good friend on January 30th when volunteer Bob Dunmire passed away from cancer. Bob’s qualifications as an electrician served well during the wiring of the heating and lighting systems on the interurban. Bob was a creative fellow who helped in other areas where solutions to oddball issues were needed. His welding services came in handy and he was a big helper during the open houses with the operation of the car. One of his talents was in the area of woodworking. Bob made the donation box that resembles No. 25. He was one of those really fine, personable folks who was so great to work with.

## Colorado Railroad Museum 2010 Scheduled Special Operation Days

For information call 303-279-4591

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

### SCFD Free Days:

January 9, March 20, November 13

April 3                      Bunny Express Train  
May 8 & 9                  Mother's Day Goosefest  
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  
March 19, 2010

We are delighted to have Jim Havey, Producer/Director/Photographer, 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.

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. Havey Productions is also known for historical documentaries on Colorado themes, 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**

Rocky Mountain Railroad Club  
PO Box 2391  
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Web: <http://www.rockymtnrrclub.org>

### **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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Littleton, CO 80162-0579

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

**Items for the April Rail Report should be sent by March 19th.**



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***FIRST CLASS***

