

RAIL REPORT

December 2011 • NO. 618



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Annual Business Meeting And “The Old Colorado and Southern and Engine #9” Movie

Presented by Pat Mauro

December 13th, 2011 • 7:30 PM

Take a ride from Union Station in Denver on April 11, 1937, and enjoy the sights as the train makes it's way up Platte Canon, until the sun sets on the once great Colorado railroad! Filmed by Helen McGraw Tatum between 1934 and 1937, Helen had shown the original film around the country, including RMRRC meetings. She had transferred it to VHS before she had died in 1995. She willed the movie to benefit the Park County Historical Society and McGraw Memorial Park, and the PCHS has now released it on DVD, with sound improvements.

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.**

RMRRC 2012 Calendar

- | | |
|---------------|--|
| January 10th | Meeting and Video, “Amtrak 40th Anniversary.” |
| February 14th | Meeting and Film, “Maine Two-Foot Narrow Gauge.” |
| March 13th | Meeting and Program. |

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

The Nominating Committee Is Recommending The Following As Board Members And Officers For 2012

As New Directors: Michael Tinetti, Nathan Zachman,
Dave Schaaf, Randy Worwag.

Current Directors John Charles, Nathan Holmes, Andy Dell, and Bernie Watts will be continuing for the second year of their term.

As Officers: Secretary: Roger Sherman Treasurer: Keith Jensen
Vice-President: Pat Mauro President: Dave Goss

We would also like to thank those finishing their current terms for their service to the club. Our appreciation goes to Dave Schaaf for three years as club president, and to Dave Wagner, Michael Tinetti, and Dave Goss for their current two years of service to the board.

Any member wanting to volunteer or nominate another member for either an officer or director position should contact the nominating committee, Andy Dell or Nathan Holmes through the Club website or by mail to: Rocky Mountain Railroad Club Election, PO Box 2391, Denver, CO 80201-2391.

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 13, 2011, 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

Renewal Season Has Arrived for 2012

The membership year is January 1st through December 31st of each year. There will be no increase in dues for 2012. To maintain membership in RMRRRC, your dues for the upcoming year should be paid by December 31st. The renewal application insert was enclosed in the November *Rail Report*. Please fill out the information requested on the form and mail to address provided.

The Club would greatly appreciate if all of our members renew by the end of year. We do allow for a month grace period in January. The re-sequencing of seniority numbers is performed the first weekend in February. Membership cards will be mailed out with the March Rail Report.



Scott Lothes, executive director of the Center for Railroad Photography & Art, traveled from Wisconsin to present a China steam program at the Club banquet on October 22, 2011. – Photo © 2011 Nathan Holmes.

Notes From The President

By Dave Schaaf

Scott Lothes, executive director of the Center for Railroad Photography & Art, came out from Wisconsin to present one of his great programs at our recent annual banquet. Many thanks to member Mel Patrick for facilitating Scott's visit. Due to a large number of generous givers, we had enough donated door prizes to make nearly every diner a winner.

I have been honored to serve the Rocky Club for three years as president, and now it is time to let someone else have the lead. My thanks go to the Board members, newsletter editor, and volunteers who have served the Club during my tenure.

Electro-Motive's plant in La Grange, Illinois, built its last locomotive nearly 20 years ago. Since then, their factory in Ontario has built the EMD locos. Progress Rail Services acquired EMD in June 2010, and in the last month has started rolling out units from its new facility in Muncie, Indiana.

The 1950 movie "Ticket to Tomahawk" used RGS #20 as the locomotive called "Emma Sweeney." A studio crew also created a wood and metal prop version of this engine. The actual #20 is being restored in Pennsylvania, and in the last few weeks the prop "Emma" has moved from California to a park display

Notes From The President



From left, Dave Goss, Dave Schaaf and Lauren (great-granddaughter of Frank Gill) hand out the many donated door prizes that made nearly every diner a winner at the Club banquet on October 22, 2011. – Photo © 2011 Nathan Holmes.

in Durango, Colorado. It is now in the covered spot where D&RGW #315 used to reside.

In North Dakota, development of the

Bakken Shale region is fast creating more rail business. These oil fields are using newer technology to extract the crude in ways that were not previously viable. More pipelines will take a while to build,

Notes From The President



Union Pacific 844 at Palmer Lake, Colorado, on October 30, 2011, with the New Mexico and Arizona Centennial special. – Photo © 2011 Jim Barton.

and at least three railroads can provide flexible transportation sooner. Canadian Pacific, BNSF, and the Yellowstone Valley RR are all expanding facilities to support this industry. Railcar builders will benefit as well.

Roughly four miles from the Los Angeles and Long Beach ports, BNSF will build an intermodal facility that can transfer up to 1.5 million cargo containers a year. This construction should create 1500 union jobs for a three-year period. The shorter drive distance for trucks

will reduce both traffic and air pollution. Another boost to air quality will be the use of all-electric cranes and low-emissions locomotives on-site.

Last month, Union Pacific unveiled its employee-designed and built AutoFlex™ rail car. The 90-footer is a convertible, multi-level rail car that can be transformed from two to three decks based on the customer's vehicle shipment needs. UP says it holds 15 patents related to the design and process that resulted in developing the AutoFlex™. UP employees ex-

Notes From The President



Georgetown Loop #12 on October 8, 2011, running in the first snow of the season on the Loop. Long time Club member and conductor Ron Ruhoff had about a foot of snow to deal with on the train that morning. – Photo © 2011 Ron Ruhoff.

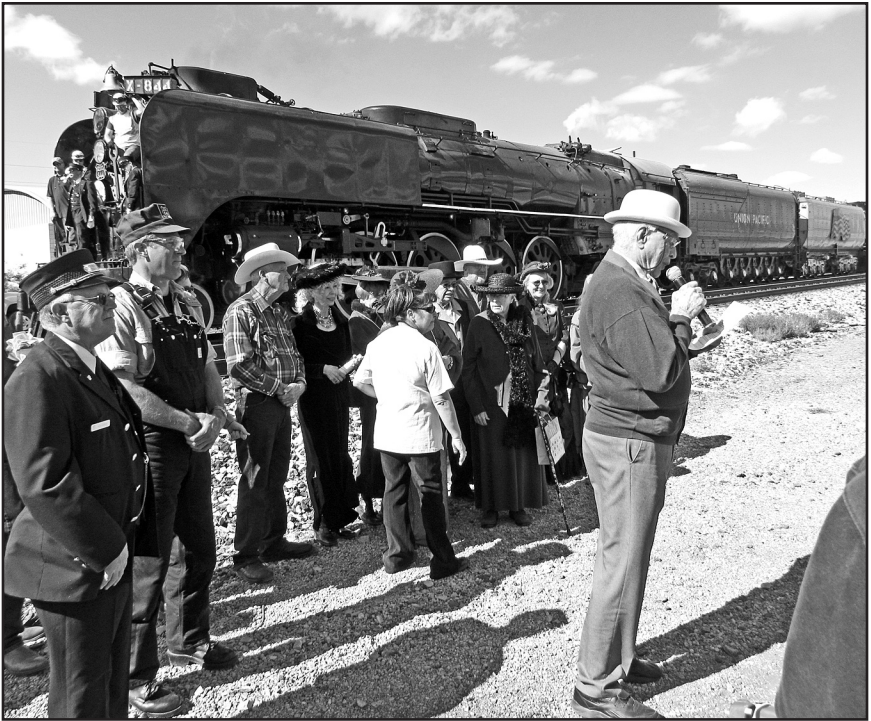
pect to build 100 in 2011 and are scheduled to build 200 or more in 2012.

Several months back, we reported that many of the former GrandLuxe passenger cars had moved from Denver to Pennsylvania to become the Greenbrier Express. The refurbishing of those cars has stopped, and more than half of the workers laid off. Issues between the operators and the Federal Railroad Administration have put the project on hold.

The Denver South Park & Pacific His-

torical Society has released its first annual calendar for 2012. The images are from the society's, as well as some member's, collections. Many have never been published and others are clearer versions of known views. Half are directly from the original glass plate negatives of Dr. Clinton Scott, a surgeon who worked for the South Park line and lived in Como and Breckenridge. You can preview the calendar on their website: www.dspphs.org All proceeds go to the society's preservation fund.

Notes From The President



At right is the mayor of Alamogordo, New Mexico, reading a proclamation upon the arrival of UP #844 on October 6, 2011. The steam engine ran from October 29 to November 29, 2011, to celebrate the centennial of New Mexico and Arizona statehood. – Photo © 2011 Ed Gerlits.

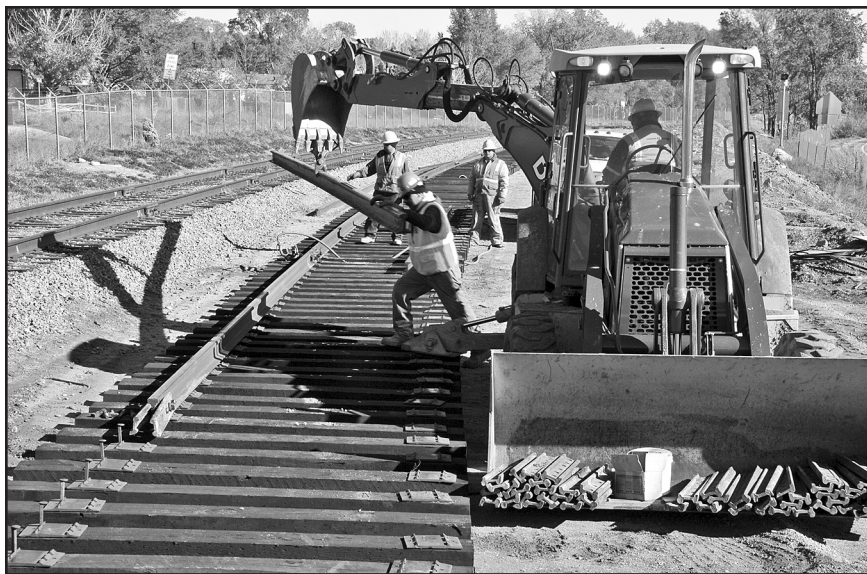
In North Carolina, the town of Newton Depot Authority is establishing the Southeastern Narrow Gauge & Short-line Museum. This museum will house a collection of vintage railroad equipment that dates as far back as the era of Reconstruction. More on the Internet at www.newtondepot.com

Next June in England, the National Railway Museum will host “Railfest 2012”. The nine-day event should have more than 14 steam locomotives gathered, and will offer the opportunity to visit their cabs and ride behind many of

them. A few of the named engines include: Mallard, Flying Scotsman, Duchess of Hamilton, and Black Prince. Online info at www.nrm.org.uk

More railroaders are employed in Nebraska on a per capita basis than in any other state.

Please take an occasional look at the Club’s website. Color photos of current events are updated every few days on the news page. If need be, members can contact me at ds5280@comcast.net or at 303 988-3456.



United Railroads performed the track work (rail replacement and built the new trackage) at Fort Carson during the 2011 railhead expansion. Workers moved 115-pound rail with a Deere 310SJ backhoe loader on November 3, 2011. The Fort Carson Railhead Expansion new holding track/switching lead track construction was underway near the Stratmoor Heights Elementary School. Note rail angle bars in the Deere bucket, lower right. Army track between Fort Carson and Kelker, Colorado, (BNSF/Union Pacific RR interchange) at left. – Photo © 2011 by Chip.

Fort Carson Railhead

By Chip

Fort Carson Railhead conductor Ron Salas is getting his Christmas list fulfilled this year. The US Army has invested \$12.5 million dollars to expand the Mountain Posts' railhead (AKA rail yard). He'll also get another Genset locomotive (delivery planned for December 2011). The 4th Infantry Division arrival from Fort Hood, Texas requires a brigade deployment within 72-hours.

Tackling the largest Army railhead expansion in Colorado is Martin R. Rasmussen, Project Manager, Justin Scherzberg, Project Engineer and Dave Peters, construction representative.

Project highlights:

- Two new storage tracks for car storage.
- Holding spur (along existing track) to become a switching lead along B Street north of Fort Carson - 3,046 linear feet.
- Extension of existing wye track, 398 linear feet, to hold two locomotives and five 89-foot long flatcars.
- Fort Carson will be able to load two trains a day and have a train of empty railcars in the classification yard.

Fort Carson Railhead



The Army Fort Carson Railhead Expansion includes a pedestrian overpass (structure at right along railroad track). This will give Stratmoor Heights Elementary School children a safe place to cross the railroad and B Street. The bridge placement is scheduled for November 2011. The pedestrian overpass eliminates at grade pedestrian Loomis Avenue crossing north of Fort Carson. On November 3, 2011, ties were ready for rail on the new 3,046 linear feet long holding spur/switching lead. – Photo © 2011 by Chip.

- New track 10,500 linear feet on post.
- New pedestrian overpass, to be completed by January 2012, from Stratmoor Heights Elementary School over two tracks and B Street. Eliminates school children pedestrian crossing at Loomis Street. The Army paid for this pedestrian overpass with El Paso County purchasing property for the east ramp structure. Stratmoor Hills School donated land for the west ramp structure.
- Upgrade/installation of rail to 115 pounds replacing 90 pound rail.
- Approximate total for new track 13,600 linear feet.

Project included demolishing an existing wooden trestle bridge. The project replaced the bridge by extending the

County's existing 35' wide, 13' tall B Street box culvert 75' to the west, allowing track construction to be completed over the top of the structure. A similar wooden trestle bridge has also been replaced east of Interstate 25 under a separate project.

The Fort Carson Railhead uses three locomotives to meet their 24-hours a day/7-days a week mission requirements. Newest locomotive is Genset (electric batteries help reduce emissions) US Army 6506. National Railway Equipment, model 3GS21B, delivered the engine in September 2009.

Army 4653, GP40, and 4611, GP10, round out the posts' locomotives. Army unit 4611 is retired. A new Genset locomotive is expected in December 2011.

The US Army Corps of Engineers'

Fort Carson Railhead



Locomotive engineer, Dennis Dwyer, with US Army 6506, model 3GS21B, from National Railway Equipment. The Genset is equipped with an electric operated brake. The Fort Carson Railhead Expansion used this unit to spot track material gondola on November 3, 2011. – Photo © 2011 by Chip.

Omaha District Office partnered with HDR Engineering, Inc, Omaha, Nebraska, to complete the project's design. The contract was then advertised and awarded to FourFront Joint Venture. Sampson Construction, a partner of this Joint Venture is a Lincoln, Nebraska based Prime Contractor completing the physical construction. The project is approximately 75% complete and has included demolishing an old World War II era supply building, earth moving and ramp construction. Subcontractor United Railroads performed the track work (rail replacement and built the new trackage).

Track inspector David Henry will have an expanded job keeping his larger railhead operation running smooth. His new trackage should hold up to the heavier loads imposed by Abrams tanks and support trucks.

Engineer Dennis Dwyer Jr. put the

Fort Carson Railhead to the test in October 2011 when several loaded BNSF trains with some 250 cars left for the Gulf of Mexico. The new crossovers and additional storage track, 10A, helped train make-up run smoother.

Fort Carson's Railhead expansion will be completed in January 2012. The Fort Carson USACE Restationing Office will have another major project ready for the 4th Infantry Division – the Mountain Post continues to grow!

Thanks to Mr. Rasmussen and Mr. Scherzberg – US Army Corps of Engineers, Major Fregoso and Mr. Tisor – Fort Carson Public Affairs Office, and the men at Fort Carson Rail Ops. Their assistance is greatly appreciated.

Note: Fort Carson is a restricted area and photography is prohibited. These images were obtained with proper clearance from the Fort Carson Public Affairs Office.

Current Railroad Events



Heavy snow – first of the season – found BNSF 4925 South moving a Vestas unit wind blade train through Colorado Springs, Colorado, on October 26, 2011. The train passed the former Denver & Rio Grande Railroad depot. Vestas blades moved to Wellington, Kansas, for a new wind energy project.

– Photo © 2011 by Chip.



New EMD (80-units ordered for 2011 delivery) UP 8700 led detoured K OAMN1 04 (Oakland, California, to Marion, Arkansas with loads of containers) south on the Greeley Subdivision into the 36th Street Yard in Denver on November 6, 2011. The train headed east on the Limon Subdivision later that evening.

– Photo © 2011 by Chip.

Current Railroad Events



Union Pacific 844 leaving Denver's North Yard southbound toward Colorado Springs on October 30, 2011, with the New Mexico and Arizona Centennial special which ran October 29 - November 29, 2011. – Photo © 2011 Jim Barton.



Steam visited the Joint Line on October 30, 2011. Union Pacific's 844 rolled past the Colorado Springs, Colorado, crowd next to the former Colorado Springs Denver & Rio Grande Railroad depot (used by Giuseppe's Restaurant unit October 24, 2011, now a special events center operated as "The Depot"). UP 844 moved over to the track next to the depot and was parked by the tree near the Union Pacific office building. – Photo © 2011 by Chip.

Current Railroad Events



Sunset on November 2, 2011, found UP 844 West with business car Cheyenne (lite drumhead New Mexico and Arizona Centennial design) stopped behind unit auto rack train making a meet at Conlen, Texas, west of Stratford, Texas. Dome car Challenger was ahead of the business car on the 8-car train. Steam special ran from Pueblo, Colorado, via BNSF trackage rights down the Boise City Subdivision to the Cotton Rock at Stratford, Texas, into Dalhart, Texas, that snowy, windy day. – Photo © 2011 by Chip.



Heritage units briefly met in Colorado Springs, Colorado, on October 30, 2011. Union Pacific 6650, at left, empty coal train power was passed by BNSF 8223, SD75M, with Santa Fe (BNSF unofficial Heritage unit!) on nose worked the Denver to Amarillo South, Texas, train. At right, Southern Pacific Heritage unit, UP 1996, on a passenger special. Out of sight south of highway bridge was UP steam locomotive 844. The former Denver & Rio Grande Railroad depot hasn't seen this much variety in recent years. – Photo © 2011 by Chip.

**Colorado Railroad Museum
2011 Scheduled
Special Operation Days**

For information call 303-279-4591

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

2011 Santa Claus Special:
Steam-Up Event December 3, 10, 11 & 17

2012 SCFD Free Museum Admission Days
Saturday, January 7, March 3 & May 5

(Rides on the Galloping Goose must be purchased separately on SCFD free days)

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.

*Happy Holidays
And
Best Wishes
For The New Year*

*From
The Rocky
Mountain
Railroad Club*

*And
The Rocky
Mountain
Railroad Historical
Foundation*

**Intermountain Chapter,
NRHS**

2011 Event Schedule

For information call 303-298-0377
<http://www.cozx.com/nrhs>

**There Is No NRHS Activity Or
Program In December.**

The Next Event Will Be The Jeffco
Train Show In January.

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Club Information

Rocky Mountain Railroad Club
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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

Dave Wagner, Dave Goss, Mike Tinetti, Bernie Watts,
Nathan Holmes, Andy Dell, John Charles.

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 January 2012 Rail Report should be sent by December 14th.



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