

RAIL REPORT

March 2012 • NO. 621



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Chinese QJ Steam Locomotives Of The Iowa Interstate

Presented by Keith Jensen and Nathan Holmes

March 13th, 2012 • 7:30 PM

The “Iowa QJs” video features the first mainline steam revenue freight in the United States in almost fifty years. The trains were operated from Booneville, Iowa, west to Council Bluffs on June 9th, 2007, returning on June 10th with east bound revenue. The trains operated on the scenic former Rock Island line operated by Iowa Interstate Railroad.

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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

April 10th Meeting and Video Program, “Polish Narrow Gauge Steam.”

May 8th Meeting and Program.

September 24 & 25 Cumbres & Toltec Narrow Gauge Fall Photo Charter Trip.

September 27 & 28 Durango & Silverton Narrow Gauge Fall Photo Charter Trip.

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.



Class QJ 2-10-2 locomotives still sporting their China Rail markings, run double-headed on a former Rock Island line now operated by Iowa Interstate Railroad. This revenue freight is passing Casey, Iowa, MP 410.1. – Photo © Keith Jensen.

Chinese Q J Steam Locomotives Of The Iowa Interstate

Continued From Page 1

Class QJ (Qian Jin – “Progress”) 2-10-2 locomotives, still sporting their China Rail markings, run double-headed on these trains. Some adaptations for operating in the United States are noticeable – mainly the headlight and whistle, but retaining the air horn that was normally heard in China.

In addition to the video presentation, still photographs will show five years of Chinese steam on the Iowa Interstate, from the arrival of the QJs in 2006 through their operations as part of Train Festival 2011 last summer.

In Remembrance
Bruce F. Curtis

We received notification that Bruce F. Curtis of Boulder, a 55-year Club member holding membership number 26 passed away on February 5th, 2012.

75th Anniversary Committee

We want to thank Dan Edwards, Ardie Schoeninger, Dave Rasmussen and Ron Kaminen who have volunteered to help plan some of the celebrations for the Club's 75th Anniversary next year. We are still looking for a few more volunteers to help, as well. As we mentioned last month, one does not necessarily need to attend meetings in person as participation by email, long distance, may allow members not located in Colorado to participate. If you are interested, please call or email Dave Goss to volunteer (303-693-9933 or dave@dcgoss.com).

Watch for 75th anniversary updates here.

Notes From The President

By Dave Goss

February's Club meeting program on Maine two-foot narrow gauge railroading was a fascinating look at a distant part of America's rail history not unlike some of our own history here in Colorado. The cost of building standard gauge in some geographically challenging terrain made construction of some of these Maine railroads prohibitive, so they opted for 24 inches between the rails. A young Gus Pratt, in the late 1930s, recorded in black and white silent film, the winding down of operations on a half dozen of Maine's unusual rail lines. His images captured the scrapping of lines and trips by rail enthusiasts in the few remaining days of operations. Sound was later added to these films and one cannot tell it was not the original recording.

Additionally, Ira Schreiber, who provided the idea for the program, gave us some first-hand insight to the current state of the operation and restoration activities of the Wiscasset, Waterville and Farmington Railway in Alna, Maine. For those who missed this excellent program, copies of DVDs can be ordered directly from the WW&F Museum at

www.wwfry.org. You will enjoy them.

Club membership cards are included with this *Rail Report*. If you did not get your dues paid by the 18th of February, your number will change for 2012. You can always renew after that date, but numerical sequencing of the membership cards are based on dues payments received in February.

We want to thank Bernie Watts who served as a Director until the end of February. Bernie's work situation has changed and he felt he could not devote the time necessary to continue as a Board member through this year. He has indicated a willingness to serve again in the future. We'd also like to thank Dan Edwards for agreeing to serve Bernie's remaining term on the Board of Directors this year. Dan is Herb's younger brother and son of Charter Member Walker Edwards.

Please do not hesitate to contact me at dave@dcgoss.com or call me at 303-693-9933.



Heritage unit, UP 1989, had been away from Colorado for quite a while. It made a brief return to Denver, here in the 36th Street yard, on February 9, 2012, before leaving for Illinois the next morning. – Photo © 2012 Dave Schaaf.

Railroad News And Notes

By Dave Schaaf

We reported late last year that locomotive builder EMD has opened a new factory in Indiana. Until recently, most of their production had been in London, Ontario. The company has closed the Canadian plant after asking those workers for a 50% pay cut, which was rejected. Locos will now come from the Muncie facility, and a contracted builder in Mexico. EMD was bought in 2010 by Progress Rail Services, which is owned by heavy-equipment maker Caterpillar Inc.

The participation of BNSF Railway in New Mexico's Statehood Centennial commemoration this year will include a contribution to the Centennial Children's Legacy Fund, in addition to special rides in BNSF vintage business cars for Native American Tribes and Pueblos in July and August of 2012, and the BNSF Holiday Express for military veterans in

December. With more than 1,300 miles of operating track, BNSF employs more than 1,100 New Mexico residents. Also, BNSF Railway has opened a new 24,500 square-foot car shop and two 9,200-foot inspection tracks at its Gavin Yard, near Minot, North Dakota. Car work there had been done outdoors up to now.

A few years ago, Union Pacific brought out several new diesels with paint schemes inspired by predecessor railroads. Norfolk Southern has plans this year to decorate 18 new locos with heritage looks that should be very close to original liveries. UP #844 has a busy schedule, and one of the upcoming trips it will be involved in is hauling equipment and Civil War re-enactors to Tennessee for a Battle of Shiloh event in late March.

Former D&RGW steam engine #463

Railroad News And Notes



Harco rail grinder RMSX 1101 was on the new BNSF passenger main (old line at right near telephone pole) on February 16, 2012. BNSF is relocating the passenger main so Denver RTD can build their two track commuter line north out of Denver Union Station towards the National Western Stock Show complex. – Photo © 2012 by Chip.

is almost finished with its rebuild, and will lead a pre-season narrow gauge charter over the Cumbres & Toltec Scenic Railroad on May 15th. This special offering by the Friends of the C&TS RR will feature a 9:30 AM departure from Antonito on a one-way westbound trip to Chama. Numerous photo runbys along the route will be planned. A BBQ chicken lunch will be served at Osier and is included in the price of the ticket. Motorcoach transportation between Chama and Antonito is included in the fare. Info at 505-880-1311 or online at www.cumbrestoltec.org. Engine #463 will also pull the second annual Geology Special on June 24th, with interpretive stops, lunch, and motorcoach included.

The Colorado RR Museum has completed a cosmetic restoration of D&RGW engine #318. Many other engines and cars will be moving to different locations on the Golden property in the near future.

In Durango, Colorado, the True West Railfest takes place August 16-19. Goose #5 and the “Eureka” are scheduled to appear. A bicycling event starts on the 20th, so rooms could fill up fast.

Tracks: Two Decades of the Great Western Railway in Color will be on display until April 15, 2012. Author and photographer Kirk Orndorff and his son have been documenting the significant changes that have occurred on the

Railroad News And Notes



Snow doesn't stop BNSF carmen (wearing orange vests) on All Terrain Vehicles (ATV) getting to trains at BNSF's 31st and 38th Street Yards in Denver on February 3, 2012. The ATV's passed BNSF 1966, SD40-2, working the 38th Street Yard job during the 12-inch snowfall that hit the Denver Metro area.
– Photo © 2012 by Chip.

railroad over the last 20 years. Loveland Museum/Gallery, 503 N. Lincoln Ave. Loveland, CO 80537 (970) 962-2410.

The Friends of the 261 will be sending its former Milwaukee Road Sky-top lounge observation and full length Super Dome to Chicago for National Train Day on May 12, 2012. The cars will depart the Twin Cities on Amtrak's Empire Builder on May 11, take part in National Train Day activities at Chicago Union Station on May 12, and return to the Twin Cities on May 13. To order tickets or for more information go to: www.261.com/excursions.

The Grand Canyon Railway in Arizona will run a very few steam trips this summer, in addition to their regularly

scheduled diesel-powered service.

Amtrak is looking for \$450 million in federal funds for fiscal 2013 -- down \$16 million from fiscal 2012. "Amtrak's request for less federal operating support is a strong statement on just how much this railroad has improved its management and financial health," said Amtrak CEO and President Joseph Boardman.

Increased train traffic is helping suppliers. Russian company EVRAZ bought the former Colorado Fuel & Iron Company / Oregon Steel mill in Pueblo, Colorado in 2007. In the coming year, they intend to boost rail production by about 10%, with improvements in quality, head hardness and straightness.

Railroad News And Notes



BNSF 32 - William Barstow Strong, theatre inspection car, rolled railroad east (Albuquerque, New Mexico, to Topeka, Kansas) with BNSF officials and invited guests on February 8, 2012. The train passed the semaphores coming off the Watrous, New Mexico, siding after meeting Amtrak's train 3, the Southwest Chief. – Photo © 2012 by Chip.



Amtrak 66, Phase II scheme, and Amtrak 815 departed snowy Denver on February 11, 2012, with train 5, the California Zephyr. On the rear (look above the baggage car) was dome car Sierra Hotel. – Photo © 2012 by Chip.

This year marks the 70th anniversary of the founding of the U.S. Army Transportation Corps on July 31, 1942. To mark the event, a four-day Transportation Corps Conference will be held be-

ginning July 25 at Fort Eustis, Virginia. Tours and special activities will be open to the public.

The Association of American Rail-

The Club Seventy Years Ago

In 1939, the Union Pacific Railroad was celebrating its 70th anniversary of the driving of the Golden Spike at Promontory Point. In 2012, the UP is celebrating its 150th Anniversary since its founding in 1862. Perhaps many of these following words by Carl Hewitt in the Rocky Mountain Railroader, Issue 1 are still relevant today:

“...we are very glad to join in the chorus of good wishes extended to the pioneer railroad of the Rocky Mountain region; the first line to span the continent and the first to come to Denver. Western railroad fans are sometimes prone, when thinking of the really deluxe and finest in railroads, to turn their thoughts to the big lines in the East, and overlook the fact that one of the very finest of all is right out here in the West. In physical condition of its tracks, motive power, and rolling stock, the Union Pacific is second to none of them, and in courteous treatment of patrons and luxurious accommodations offered, the Union Pacific is still pioneering and leading the way. It’s a far cry from the quaint little old engines of 1869 to the massive steam giants and the sleek streamliners of today, but through each decade the Union

Pacific has remained always abreast of the times and generally ahead...”

“..For the present, it seems inconceivable to the non-technical fan that anything could possibly be built along those lines to surpass such marvels of design and performance as the “City of Denver” or the “City of Los Angeles.” What a thrilling sight it is to see the long, trim streamliner leaving Denver on its overnight dash to Chicago, winding its way out of the maze of tracks, switches, signals and viaduct pillars; its air horn bellowing like some Gargantuan monster in the depths of a prehistoric jungle. It’s all in a day’s work for the Union Pacific and for most of the blasé public who travel in such comfort and luxury, but to those who know the romance of the rail, it’s a never ending source of fascination.”

Carl would be quite disappointed to know that these streamliner beauties of his era are but memories in ours. However, he’d be pleased to know that the Union Pacific is still counted as one of the nation’s leading railroads and still serves the Denver area in ways he never would imagine might take place.

Railroad News And Notes

roads (AAR) announced that the nation’s major freight railroads are projected to invest a record \$13 billion in capital expenditures in 2012 to expand, upgrade, and enhance the nation’s freight rail network. The freight railroads also expect to hire more than 15,000 employees this year, replacing retiring workers and adding new positions nationwide. One

in five of recent new railroad hires are veterans.

Trains magazine correspondent Curt Richards died on February 1st in Wisconsin. He spent his career teaching geography and created the Map of the Month feature articles that have run since late 2001.

Classic Santa Fe Photo Album



ATSF #71 is on the last run of train #7, possibly in eastern Kansas. Always label your photos completely! – Photo from the Tom Klinger Collection.



ATSF #1987 is on a classic mixed train, switching at San Jacinto, California, on August 20, 1942. – A. R. Arlter Photo, Tom Klinger collection.



Nebraska Northwestern RR crew had Canadian Pacific 6078, Iowa, Chicago & Eastern 6441 and 6402 (all SD40-2 units) with 31-cars from BNSF interchange at Crawford, Nebraska, February 1, 2012. Train was eastbound on CP/Dakota, Minnesota & Eastern rails formerly owned by Chicago & North Western RR.
– Photo © 2012 by Chip.

Nebraska Northwestern Railroad

By Chip

The Nebraska Northwestern (NNW) Railroad began service in the northwestern part of Nebraska on April 1, 2010. The NNW purchased approximately five miles of former Chicago & North Western “Cowboy Line” trackage from Chadron to Dakota Junction, NE. Included in the deal was the 12 stall roundhouse, turntable, and all yard trackage in the former Chadron terminal from the Canadian Pacific (CP)/DM&E. NNW provides local service to Chadron, as well as for Rapid City, SD originated and destined CP/DM&E trains between Dakota Junction and the BNSF interchange at Crawford, Nebraska. They also handled any loadings of the Nebkota Railway

east of Chadron, now reduced to a 4 mile spur route.

Two units are owned/operated by the NNW; 303 is a former DM&IR locomotive now painted a scheme reminiscent of the former Minneapolis and St. Louis Railroad. NNW 1506, GP-7, wears a red scheme.

Nebkota Railway began operations in 1994 with 73.5 miles (118.3 km) of former Chicago and North Western Railway Cowboy Line track between Merriman and Chadron, Nebraska. Due to a loss of grain shipments from Gordon, Nebraska in 2006 the railroad abandoned the east-

Railroad News And Notes



BNSF 972559 rotary snowplow assigned to BNSF's Alliance Yard was built by Alco-Cooke in 1915. The Copper River & North Western Railway was the first owner. The X-4 was sold to Northern Pacific in 1941 as their 46, later NP 47, converted to electric in 1966. The power unit is BNSF 972572, ex-Burlington Northern 972572, ex-BN 9803, ex-BN F9B 769, ex-Northern Pacific 6701B, built August 1956. The rotary snowplow set was painted and refurbished in 2011 by Relco at Albia, Iowa, shown at Alliance, Nebraska, on February 1, 2012.

– Photo © 2012 by Chip.

Nebraska Northwestern Railroad

ern 43 miles (69 km) of its line between Merriman and Rushville, Nebraska. In September 2007 the railroad abandoned the line between Rushville and 4 miles (6.4 km) east of Chadron due to the loss of grain traffic to larger main-line loading facilities.

Nebraska Northwestern Railroad connects with the Dakota, Minnesota and Eastern (DM&E) Railroad (reporting mark DME) a Class II railroad subsidiary of the Canadian Pacific Railway operating across South Dakota and southern Minnesota in the northern plains of the United States. Portions of the railroad also extend into Wyoming,

Nebraska and Iowa.

DM&E began operations on September 5, 1986, over tracks that were spun off from the Chicago and North Western Transportation Company in South Dakota and Minnesota.

DM&E purchased the assets of I&M Rail Link railroad in 2002, renaming it Iowa, Chicago and Eastern Railroad and combining its management and dispatching duties with those of DM&E under the holding company Cedar American Rail Holdings. (Info courtesy Dakota 400 and Wikipedia)



BNSF 5477 East spliced the Chapelle, New Mexico, semaphores on the Glorieta Subdivision on February 8, 2012, with a seven passenger car special from Albuquerque, New Mexico, headed to Topeka, Kansas (home for BNSF's passenger fleet). Cars on the train; 66 – Cajon Pass, 50 – Stampede Pass (head-end power car), 67 – Trinchera Pass, 65 – Raton Pass, 60 – Stevens Pass, 8 – John S. Reed business car and 32 – William Barstow Strong theatre inspection car.
– Photo © 2012 by Chip.

Railroad News And Notes



Still lettered as BN 972559, this rotary set was being towed northbound on the Joint Line at Larkspur, Colorado, on September 11, 2007.

– Photo © 2007 Dave Schaaf.



Union Pacific acquired Missouri Pacific business car 8 named Houston in 1985. The Houston was traded to Kasten Railcar in August 1990 in exchange for former Union Pacific E9 locomotive 949 – now kept at Cheyenne, Wyoming. Freshly painted business car Houston was at Fox Park, Council Bluffs, Iowa, on April 5, 1986. – Photo ©1986 - 2012 by Chip.

Colorado Railroad Museum 2012 Scheduled Special Operation Days

For information call 303-279-4591

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

Bunny Express Train	April 7
Dinosaur Train	May 19
Goose Fest	June 16, 17
Colorado Wine & Music Train (Fundraising Event)	July 21
Day Out With Thomas	September 8, 9, 15, 16, 22, 23
Trick or Treat Train	October 27, 28
Santa Claus Special	December 8, 15, 16, 22

Ride The Rails Saturday

March 17, April 21,
July 21, August 18,
October 20, November 17

Galloping Goose Rides

March 10, 24, 31,
April 14, 28,
May 5, 12, 26,
June 2, 9, 23, 30,
July 7, 14, 28,
August 4, 11, 25,
September 1, 29, October 6, 13,
November 3, 10, 24, December 1, 29

2012 SCFD Free Museum Admission Days

Saturday, May 5

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

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.

Intermountain Chapter, NRHS

2012 Event Schedule

For information call 303-298-0377

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

Dinner Meeting At Lone Star Steakhouse March 16, 2012

Our old friend and retired Sociology professor, Ron VanderKooi, will explore "Hobos and the Railroads: Both Necessary to the Development of the West."

Since retiring as a sociologist, teaching in universities and working with social agencies, especially in Chicago, Ron has maintained his interests both in railroading and homelessness, most notably with the hobo, who used the railroads for most travel.

Ron and his wife Betty have lived in the Denver area for over 17 years, which gives him more time to compare Denver, with its numerous migrators, to Chicago, which today features more the "homeguard." Should be an interesting talk, so come on out and listen to our resident professor.

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

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

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Club and Foundation Officers

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

Club and Foundation Directors

John Charles, Nathan Holmes, Andy Dell, Dan Edwards,
Mike Tinetti, Nathan Zachman, Dave Schaaf, Randy Worwag.

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

E-mail: selectimag@aol.com

Items for the April 2012 Rail Report should be sent by March 16th.



Chartered photo freight on the Cumbres & Toltec west of Antonito, Colorado.
– Photo © 2010 Dave Schaaf.

Fall Narrow Gauge Photo Charters

The Club is operating two photo charters in September during the fall colors. The first is on the Cumbres & Toltec on the 24th and 25th, and the second is the 27th and 28th on the Durango & Silverton. Each charter will be limited to 35 (thirty-five) ticket sales to provide optimum opportunity for photos and videos. The leader will be Ron Burkhard who has run many photo charters on these two railroads.

Current plans on the Cumbres & Toltec are for a two-day photo freight using the 463, double headed with the 484 to Cumbres Pass, and the 463 by itself for the duration of the round trip to Antonito. We will overnight in Antonito. Locomotives will be lettered flying Rio Grande. This operation, as much as is possible, will replicate a Cerro summit train of the late 1940s. Lunches will be provided each way.

Cost is \$865 per participant.

Durango & Silverton will feature a K-28, lettered as delivered in 1923, on a two-day round trip to Silverton. The train will feature a combine, still in green paint, and several maroon coaches. This train will replicate, as nearly as possible, a passenger train of 1923. We will overnight in Silverton. Lunches will be provided.

Cost is \$995 per participant.

Booking forms and details are available on the Club's web site or from the Club's Treasurer at 303-781-8616 or kjensen@earthnet.net. Participants must arrange their own lodging for the overnights in Antonito and Silverton. Each photo charter may be booked individually. Thirty ticket sales are needed to declare the charters a go, no later than sixty days prior to the charters.