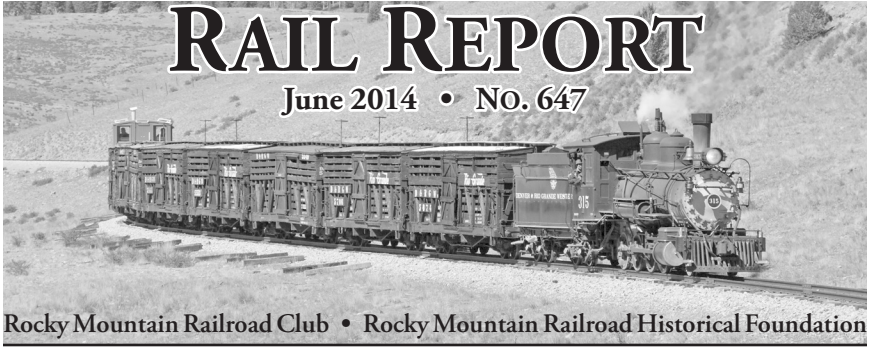


# RAIL REPORT

June 2014 • NO. 647



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Slide and Video Potpourri

Presented by Club Members

June 10th, 2014 • 7:30 PM

The June meeting will feature our famous “Slide Potpourri,” where Club members can share slides, digital images or video.

We would still like to compile digital images or digital video files in advance. We'll build a show for each presenter – just send the images by Monday, June 9th and list the order in which to show them. We'd ask that images be re-sized to no larger than 1920 x 1080, and then emailed to [rmrrc-photos@drwgw.net](mailto:rmrrc-photos@drwgw.net). Thanks!

Please 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 2014 Calendar

July	There is no meeting this month.
August 12th	Meeting and Program by Chuck Albi, “The Rail Photography of Otto Perry.”
August 16th	Strasburg Trip – Urich Locomotive Works, the Comanche Crossing Museum, 15-inch gauge steam at the Comanche Crossing & Eastern Railroad and a movie in the 1938 theater.
October 11th	Annual Banquet at the Oxford Hotel.

Due to circumstances beyond our control, programs and dates are subject to change without notice.  
Please contact Dave Schaaf with program ideas at [ds5280@comcast.net](mailto:ds5280@comcast.net) or 303 988-3456.

## C&TS Narrow Gauge Operations



D&RGW #315 and C&TS #463 double heading on the C&TS narrow gauge on May 14, 2014. This was a positioning move to bring cars from Chama to Antonito for the start of one of the three Chama Steam charters this year. The #315 will soon move back to the home base in Silverton. – Photo © 2014 Roger Hogan.



D&RGW #315 pulls pile driver OB through Sublette on the C&TS narrow gauge during a photo charter on May 17, 2014.  
– Photo © 2014 Yvonne Lashmett (DurangoExposures.com)



EMD SD70ACe test set with 1211 and 1212 at Gallinas, Colorado, on May 7, 2104.  
– Photo © 2014 Nathan Zachman.

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## Notes From The President

By Nathan Holmes

I have some exciting news about this year's annual banquet. After last year's wonderful 75th anniversary dinner at the Chophouse, we thought it might be fun to explore other historic venues rather than returning to the Arvada Center. As we've now signed the contract and it's a sure thing, I can let the cat out of the bag. This year's annual banquet will be held on October 11 in the Oxford Theater room of the historic Oxford Hotel. The hotel, opened in 1891, is just up the street from Union Station and is considered Denver's oldest. Catering for the luncheon will be by McCormick's, and guests will be able to purchase drinks from the bar. We're still working on the keynote speaker for the event, but rest assured that we will find a presenter that will live up to the high standards our members have come to expect. We'll also have the usual round of door prizes that everyone has come to expect, and plenty

of time to socialize with your fellow club members.

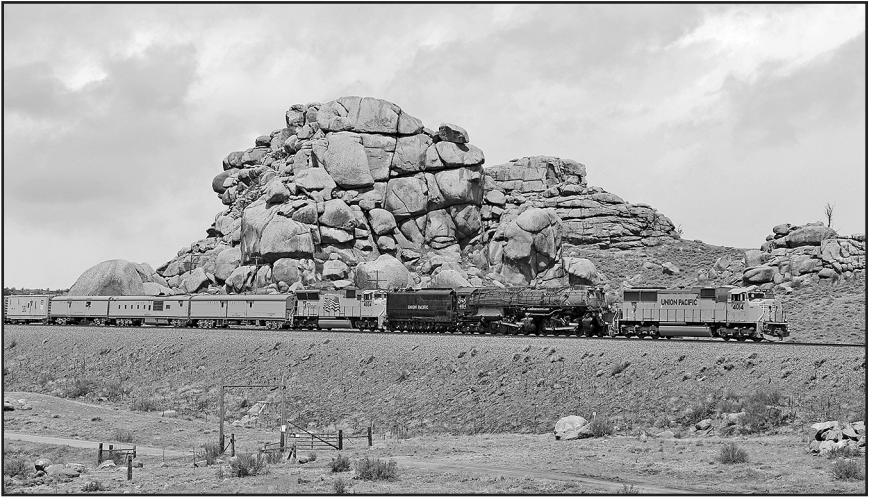
Despite the improvements in venue and catering, we're working very diligently to hold the line on cost to keep the event affordable for everyone. Cost was actually the board's primary concern after figuring out if the venue could even accommodate us. The exact price isn't set yet, but rest assured that our initial budget shows that we can offer tickets within a few dollars of previous years.

So, save October 11th on your calendars and join us for what will certainly be another banquet to remember. Reservation forms will be included starting in the August newsletter.

Most of you who live in the Denver area likely will get this newsletter before the June monthly meeting, and it's not



## Notes From The President



The UP Big Boy eastbound at Dale Junction on May 8, 2014, as it moved from Pomona, California, to Cheyenne, Wyoming, for rebuilding. (*Note: Photography was with the land owners permission*). – Photo © 2014 Nathan Zachman.

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too late to join us for Slide Potpourri Night. There's plenty of slots left for presenters, so bring 10-15 of your favorite railroad slides, 5-8 minutes of video, or digital images (preferably emailed to me at least the night before at [rmrc-slideshow@drgw.net](mailto:rmrc-slideshow@drgw.net)). Even if you don't want to show anything yourself, be sure to join us and see what shows up!

It's time to start signing up for our first outing of the year – the Strasburg trip on August 16. A reservation form is included with this month's newsletter. We'll meet up out there at 9:00 AM, and tour the Urich Locomotive Works, the Comanche Crossing Museum, and have lunch and see some live steam model railroading at the Comanche Crossing & Eastern. The cost is \$20 per person, and will include lunch. There's plenty of space for whomever wants to go, but because we need to provide them a head

count for lunch planning, there is a hard deadline of August 1 for registration and payment.

I also want to remind everyone that there won't be a regular monthly meeting in July. Because the meeting would be so close to the July 4th weekend and the church tends to be rather warm in the peak of summer, we've decided to continue the long-standing tradition of taking the month off. Enjoy the break, and we'll resume in August with Chuck Albi presenting a selection of Otto Perry's photography.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at [me@endholmes.com](mailto:me@endholmes.com), or by phone at 719-235-1286. Please don't hesitate to reach out to me.





The arrival of Big Boy No. 4014 made quite a sensation among rail fans, families and school children at the Laramie depot. Here the locomotive is being positioned on the closest track to the depot. The normally locked gates were opened to the public allowing for a close inspection of No. 4014.

– Photo © 2014 Kenneth Jessen.

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## Information For The Rail Enthusiast

By Dave Schaaf

State legislators have been working with passenger rail advocates to continue Amtrak service in southeastern Colorado, and possibly move to include Pueblo as a stop for the Southwest Chief. Local governments and organizations have shown a willingness to put up matching funds to help move forward. Arrangements are still in the works with BNSF and the states of Kansas and New Mexico.

Wildfires disrupted rail service in May in areas as far apart as California and Oklahoma. Then in mid-May rock slides near Kremmling, Colorado, caused a detour of Amtrak service. The California Zephyr in both directions was routed across Wyoming between Denver and

Salt Lake City for several days. There was at least one instance of two passenger trains parked at the new Denver terminal at the same time.

Union Pacific has announced a 2 for 1 stock split, to take effect in early June. Capital expenditures this year should be over \$4 billion, which includes more track capacity and about 30 locomotives. The U.P. will celebrate the historical connection between the railroad, University of Nebraska, and local communities with a special train tour featuring coaches and other representatives from the university's 24 varsity sports. This June 28th trip will begin in Omaha with whistle stops along the route to North Platte.

## Information For The Rail Enthusiast



Amtrak 156, Phase I Heritage, and 116 on train 6 were detoured via Wyoming due to UP Moffat Tunnel Subdivision milepost 103.9 rock slide mitigation west of Kremmling, Colorado, shown here on May 20, 2014, at Speer, Wyoming. Detours were expected to continue until May 30, 2014. – Photo © 2014 by Chip.

Amtrak has now received the first of 55 new baggage cars, starting with #61000, that feature double doors and bike racks.

Chinese railway builders have contracted with the government of Nigeria to build over 850 miles of track in Africa, but no location details were yet available for this \$13 billion project. The government of China is considering a rail link to the USA. This would be an 8000 mile track from northeast China, crossing Siberia, the Bering Strait by tunnel and also Alaska and Canada. Reportedly, they would pay for it if it actually happens.

A group of Chinese-American descendants of workers that built the Central

Pacific 145 years ago recently gathered at Promontory, Utah. Their purpose was to represent the 12,000 workers from southern China that were left out of the historic photo at the golden spike event. The modern day photo had replica steam engines included.

The railroad tunnels beneath the English Channel opened in May 20 years ago.

If you have internet access, look for updates on the Club website and Facebook page.

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

## Information For The Rail Enthusiast



It is still possible to see ex-Southern Pacific SD45T-2's on the ex-Rock Island line in Colorado and Kansas. An eastbound Kyle (now G&W) Limon, Colorado, to Phillipsburg, Kansas, train at Bethune, Colorado, on May 10, 2014, as it was climbing out of a valley. – Photo © 2014 Nathan Zachman.



A brand new Montana Rail Link EMD SD70ACE passed through the BNSF Denver facility on May 16, 2014. The regional line now has 25 of these units, the latest of which are assembled in Mexico. – Photo © 2014 Dave Schaafl.

### The City of Lakewood's Interurban Car 25 Open House

Save The Date

August 9th – 10 AM to 2 PM







UP 4014 arriving in Cheyenne on May 8, 2014.

– Photo © 2014 James Ehernberger.

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## **4014 Comes Home Over Sherman Hill**

By James L. Ehernberger

Thursday, May 8, 2014, started out as a day one might re-consider driving over the 8500-foot-plus-elevation on I-80 over Sherman Hill, but Mary Nystrom rode along with me and the trip went quite well, reaching Laramie in plenty of time.

The 4014 special train was located opposite the depot on a set-out track known as the “steam track” which was a location where often-times business cars were parked at Laramie. This was also used for local cars to be set off of through trains.

After some switching maneuvers, and relocating the special train to the No. 1 track next to the station, the 4014 diesel was in the lead ahead of 4014 steam with unit numbered 4884 behind, plus support cars and flats for braking. A large crowd of people had gathered to witness this historic movement.

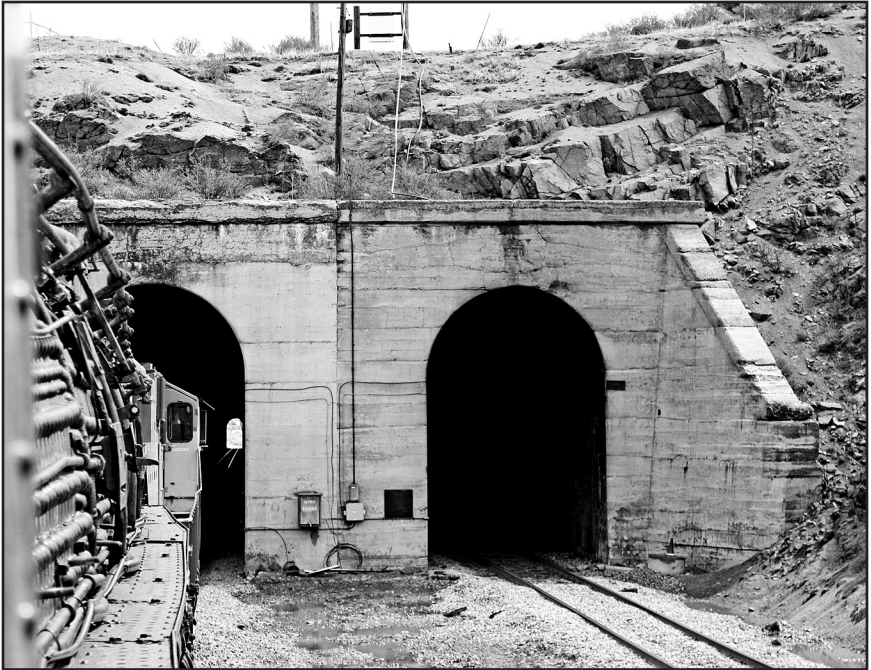
Departing Laramie shortly after the

scheduled 10 AM time, the movement took track No. 1 all the way to Cheyenne. Fortunately, I was invited (along with Mary) to board the cab of the 4014 for “the ride of a lifetime experience.” During steam days I had only been in the cabs of Big Boys, and had never ridden any.

Old-time locomotive crewmen had always stated that these locomotives (those constructed during the Otto Jabelmann era), were among the best for workmanship and riding qualities. This trip brought back memories of those statements made by crews. Of course, the UP’s track maintenance is a factor too. Today the welded rail, and the well-maintained roadbed, certainly accounts for superior riding quality as well.

The weather was a combination of rain, snow, sleet and sunshine. This did not deter the photographers and train watchers from following the movement along the route. By the time we reached

## 4014 Comes Home Over Sherman Hill

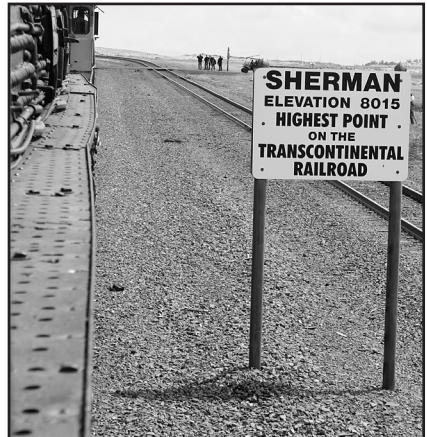


The view from the cab of 4014 on May 8, 2014, entering 1,800-Foot long Hermosa Tunnel. – Photo © 2014 James Ehernberger.

Buford, where I-80 and the railroad follow closely, the traffic had slowed greatly. Those who chose to follow along Otto Road (old US-30) via Borie, and into Cheyenne had a difficult time making any headway as the lead car usually paced the movement at about 25 mph.

Hundreds of people attended the arrival ceremony at the Cheyenne depot. The Mayor of Cheyenne spoke and presented a proclamation to the 4014 and the Union Pacific.

The locomotive was then moved and placed inside the shop where it will be restored to operating condition over the next three to five years.



The eastbound 4014 train crests Sherman Hill on May 8, 2014.

– Photo © 2014 James Ehernberger.

## The May 1949 trip over the Rio Grande Southern



65 years ago, the Club chartered a trip over the RGS. The May 28th run was from Ridgway to Telluride and May 29 was Telluride to Ridgway. The train stopped with Lizard Head in the background. – Photo from the Nathan Holmes Collection.



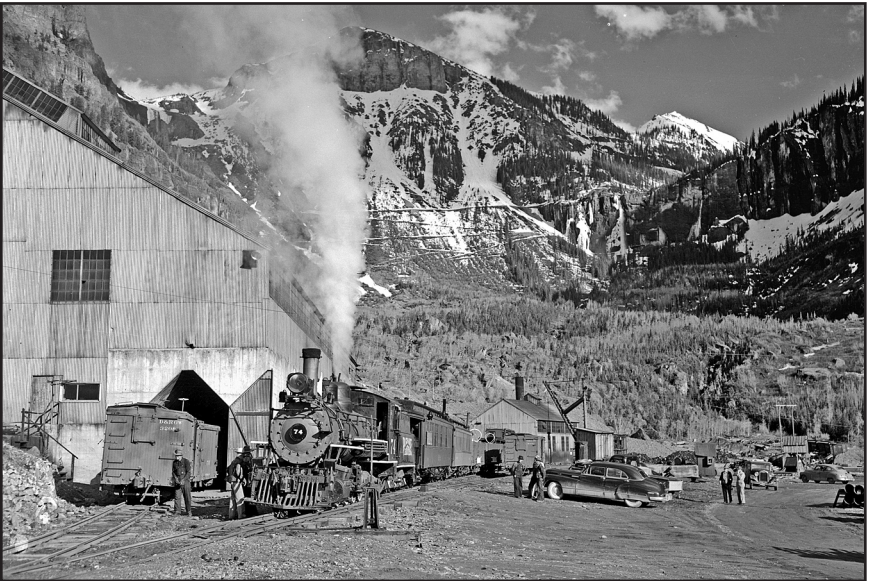
Reaching the summit of Lizard Head Pass, RGS 74 pauses outside the snow shed to let passengers stretch their legs and get a few photos. – Photo from the Nathan Holmes Collection.



## The May 1949 trip over the Rio Grande Southern



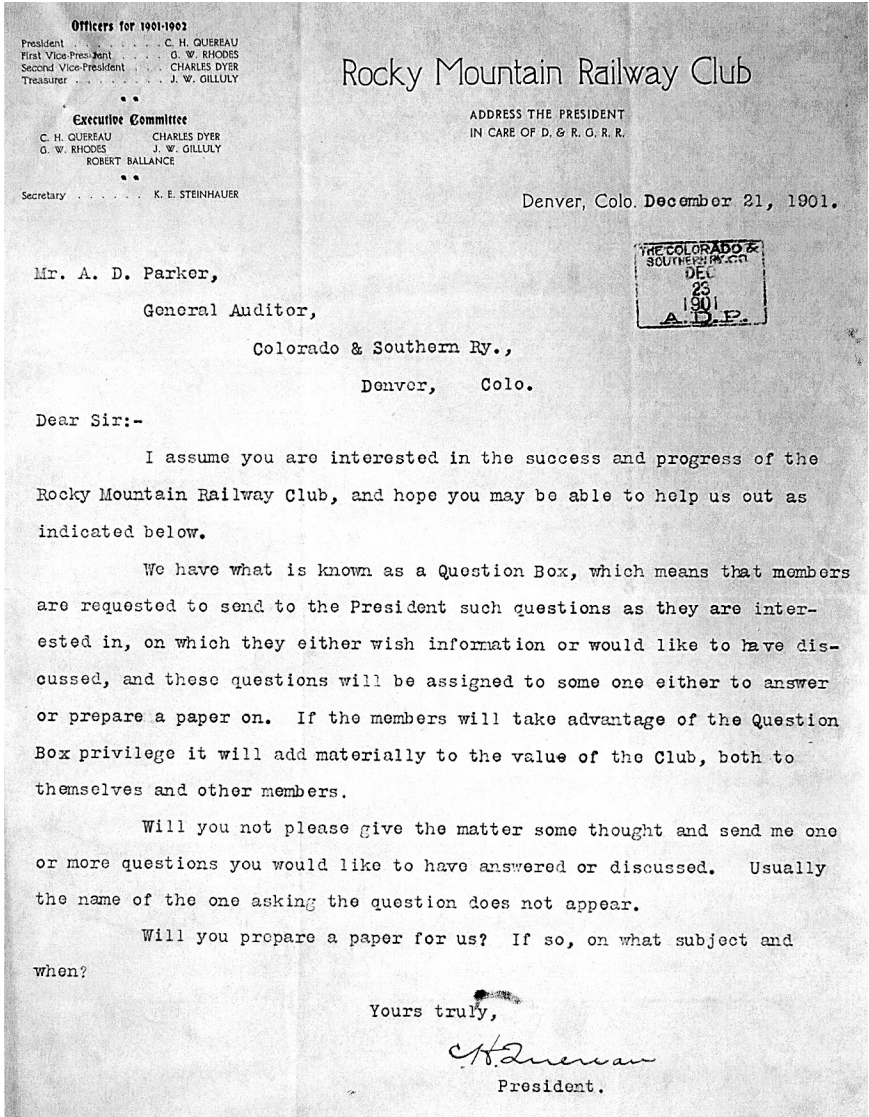
The Club special meets RGS motor #5 – still with its original freight box – at Leopard Creek on its way to Telluride on May 28, 1949.  
– Photo from the Nathan Holmes Collection.



On Saturday, the Club run went as far as Pandora, at the far end of the Telluride Branch. RGS 74 sits in front of the Smuggler-Union Mill with the rocky rampart of Pandora Peak behind. – Photo from the Nathan Holmes Collection.

Long before the founding of the Rocky Mountain Railroad Club in 1938, there was another railroad club in Denver: The Rocky Mountain Railway Club, established in 1900.

This is the fifth of several articles about the club provided by Dan Edwards.



Charles.H. Quereau was Assistant Superintendent of Motive Power, D&RG.  
G.W. Rhodes was Assistant General Manager, Burlington & Missouri.  
Charles Dyer was General Superintendent, Colorado & Southern.  
Joseph W. Gilluly was Treasurer, D&RG.      K.E. Steinhauer was a Clerk, CF&I.  
Robert Ballance, Foreman, Burlington & Missouri.



## Current Railroad Happenings



New BNSF SD70ACE units on Wellington, Utah, coal load; BNSF 8533, 8531 and 8530 up front of 3x2 81-loads, 10,612-tons, 5,044-foot long train traversed Byers Canyon near Hot Sulphur Springs, Colorado, using Union Pacific trackage rights. The crew had plenty of horsepower for this May 5, 2014, coal load.

– Photo © 2014 by Chip.



Private varnish (PV) Cyrus K. Holliday (ex-Soo Line now based in San Diego, CA) was on Amtrak train 5, the California Zephyr, took Tabernash Siding as new BNSF 8533, 8531 and 8530, SD70ACE units, held the Union Pacific's Moffat Tunnel Subdivision main at Tabernash, Colorado, May 5, 2014. BNSF train loaded coal near Wellington, Utah. BNSF train symbol C GJCEFS0 03 shows it becomes a BNSF train at Grand Junction, Colorado. – Photo © 2014 by Chip.



## Colorado Railroad Museum 2014 Scheduled Special Operation Days

For information call 303-279-4591

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

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Wild West Day                      Saturday, June 21

Dinosaur Express Train          Saturday, July 19

Day Out With Thomas  
Saturdays & Sundays  
September 13, 14, 20, 21, 27 & 28

Trick or Treat Train  
Saturday & Sunday, October 25 & 26

Santa Claus Special  
December 14, 15 & 21

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### Colorado Rails and Cocktails - An Evening of Colorado History

Railroad Stories: Kate Shelley, June 20  
Denver's Street Car Suburbs, August 29  
Firing on the Grande, October 10  
The American Hobo, December 12

Advanced Tickets Required,  
21 and older only.

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### Ride The Rails Saturday

Train rides every Saturday. Catch a ride behind one of the Museum's steam or diesel locomotives in passenger cars from different eras in Colorado railroad history or on the uniquely Colorado Galloping Goose. Rides operate 10:00 AM to 4:00 PM.

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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

### 2014 Event Schedule

For information call 303-883-2435

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

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**Friday, June 20, 2014**

**Dinner Meeting and Program at IHOP**

Dinner 6:00 PM, Program 7:00 PM.

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### RTD FasTracks Eagle Project

Public Information Manager Kevin Flynn will be giving us an update on the RTD FasTracks Projects. Come hear what's happening as light rail progresses in the Denver Metro Area.

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### Dinner Meeting Notes:

We conduct our dinner meetings at the International House of Pancakes (IHOP) located at 5280 Wadsworth By-pass in Arvada, Colorado. Go to 53rd Ave. and turn east, you will be there. Lots of parking and well lit. We have the back room from 5:30 PM to 8:30 PM. The food is good and priced right. The menu is varied, offering breakfast, lunch, and dinner items available all day. No reservations are required, though IHOP management has been informed to expect 20-25 people, so plan to attend the program and support the Chapter.

No minimum dollar amount of food purchase is required to attend, but please order something. The gratuity will NOT be pre-added to your dinner check. You'll calculate your own. Dinner orders begin at 5:30 PM and the program begins approximately at 7:00 PM. Please arrive accordingly to be served in time to enjoy your meal, the fellowship, and the program.

## **Publishers Statement — Rocky Mountain Rail Report**

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### **Club Information**

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391  
Web: <http://www.rockymtnrrclub.org>

### **Club and Foundation Officers**

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

### **Club and Foundation Directors**

John Charles, Andy Dell, Don Hulse, Dennis Leonard,  
Pat Mauro, Charles Moffat, Mike Tinetti, Nathan Zachman.

### **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](mailto:selectimag@aol.com)

**Items for the July 2014 Rail Report should be sent by June 13th.**

ROCKY MOUNTAIN



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