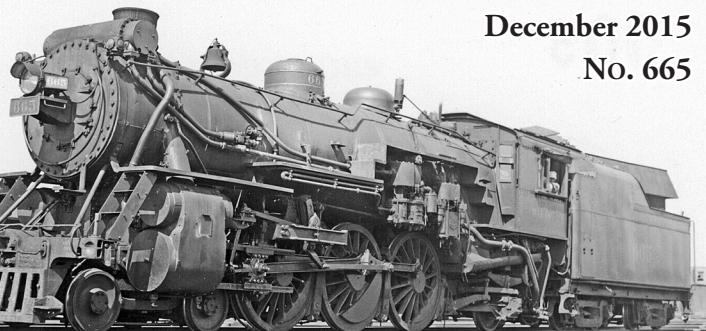


RAIL REPORT

December 2015

No. 665



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Narrow Gauge Photo Charters, Railroad Specials And Regular Trains, 2010-2015

Presented by Nathan Holmes and Nathan Zachman

December 8th, 2015 • 7:30 PM

After the annual business meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation, the program covers passenger and freight trains on the Cumbres and Toltec Scenic Railroad and the Durango and Silverton Narrow Gauge Railroad. Many private charters have special painted and lettered locomotives, freight and passenger cars. Some called 2010 the “Season of Green” as the Durango and Silverton painted several passenger cars Pullman Green and the Cumbres and Toltec painted the boiler jacket of K36 #489 green.

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.**

RMRRRC 2016 Calendar

January 12th Monthly Meeting and Program, “UP Diesels” by Tom Klinger.

February 9th Monthly Meeting and Program.

Due to circumstances beyond our control, programs and dates are subject to change without notice.

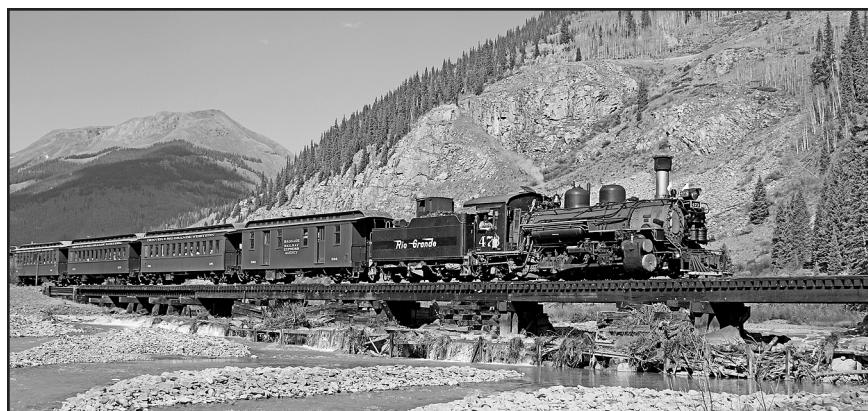
Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

Narrow Gauge Photo Charters, Railroad Specials And Regular Trains



Rio Grande K36 489 paused at Rock Tunnel in New Mexico. The boiler jacket of the 489 was painted green for this photo charter on May 25, 2010.

– Photo © 2010 Nathan Zachman.



Rio Grande K28 478 with Pullman Green painted passenger coaches crossing the Animas River just south of Silverton, Colorado, during a photo charter on October 2, 2010. – Photo © 2010 Nathan Zachman.

For Rail Report 665, the masthead photo features a Wabash 4-6-2, Engine 665 in Decatur, Illinois, in May, 1949.

– Photo from the James L. Ehernberger Collection.



The Friends Of The C&TS organized a maintenance of way photo charter out of Antonito, Colorado, on October 3, 2015. The charter featured 463 with derrick OP and pile driver OB, both restored to operating condition by the Friends. To move the equipment into position from Chama, 463 led a dead-head move ahead of the regular train on October 1, 2015. – Photo © 2015 Nathan Holmes.

Notes From The President

By Nathan Holmes

By the time you read this, there will only be a few weeks left in 2015. That means two things: it's time for the Club and Foundation's annual business meeting, and it's time for renewals. The business meeting is a rather dull, but essential part of running the organization. It's a chance to bring up things you think the organizations need to address, nominate and elect the volunteers who set the direction, look back on our accomplishments for the year, and generally stay engaged with the day to day operation. It's also an end-of-the-year social get-together, with a couple of short shows and refreshments. I encourage everyone who can make it to attend.

Please don't wait until the last minute on your renewals. We mailed renewal letters to everyone in mid-November to help remind folks. The cutoff for keeping your seniority number will be the end of January as it has been the last few years, and it makes it a lot easier on our treasurer and membership secretary if there's not a crush of panicked phone calls from folks who forgot.

One of the more exciting developments in the last few weeks is the impending donation of a large railroad book collection to the Foundation by one of our long time members. It should hopefully be a done deal by the time you

Notes From The President



The Friends of the Cumbres and Toltec are finishing up the first of two frameless Gramps tank cars in their Antonito Car Restoration Facility. When this was taken in late September, club member Randy Worwag and other volunteers were working on rebuilding the brake rigging. – Photo © 2015 Nathan Holmes.

read this, and it will go a very long way towards funding the Foundation's grant efforts in 2016 and possibly beyond. While our goal will be to sell them all at a fair market price, I still want to give club members the first opportunity to purchase them. After all, I can't think of a better home for these than our own members. We're still trying to figure out how to give all of our members a fair shot – even those that can't make it to meetings – so stay tuned, details will be announced early next year.

For those interested in receiving Club updates in a more timely manner, we've taken yet another step forward into the digital age this year. Thanks to the efforts of Mike Tinetti, we can now send out reminders, updates, and last minute changes to everyone who has given us

a current email address. For those that have, we sent out our first reminder of upcoming events on Labor Day Weekend, and then we also used it as a banquet reminder. In the future, we'll be sending more of these timely notifications. If you didn't receive these emails and are interested, be sure to include your email address in your renewal or let Mike know that you would like to be added. We'll also continue to post public announcements, such as meeting reminders, on our Facebook page.

If you'd like to take a more active roll in the Club, there are always opportunities. Bruce Nall, our tireless newsletter editor, is always looking for content for the *Rail Report*. Putting together an interesting newsletter each month is a challenge, and we're always glad to have

Notes From The President



As part of a San Juan County Historical Society project to eventually reconstruct the Silverton Northern, the first grading and trackwork was done north of Silverton this fall. In early October, the construction on a 300 foot stretch of demonstration track was well underway, and rails were added in early November. Additional details are available from the project's website at: <http://silvertonnorthern.com>

– Photo © 2015 Nathan Holmes.

new contributors. It can be as simple as a historically interesting photo or news item, a photo of something new and newsworthy, or an article on some historic subject that's of interest to you. Wally Weart, who maintains the Club's news webpage, is also always looking for newsworthy photos. If you'd like to help out, send them an email directly, or follow up with me and I'll put you in touch.

If you're up for something a bit bigger, we're always looking for good monthly programs, and I know there's a vast amount of knowledge, historic photos, and video out there. If you've never put together a show and need a little advice,

we can connect you with some of our members that have been doing this for years. 2016 should also be a year with a number of trips, and we're usually looking for help coordinating those as well.

Merry Christmas and Happy New Year, everyone. I'll talk to you all in 2016.

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@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.



Narrow gauge D&RGW engine #491 shows off a new paint job along with a new dog house on the tender at the Colorado Railroad Museum on November 9, 2015. The boiler jacket is now O.D. green and there are blue and red heralds on the tender sides. – Photo © 2015 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

U.S. railroads that carry passengers or certain toxic chemicals had been told to implement positive train control (PTC) by the end of this year. Specifically, as mandated by law, PTC is being developed to prevent – Train-to-train collisions; Derailments caused by excessive speed; Unauthorized incursions by trains onto sections of track where maintenance activities are taking place; and Movement of a train through a track switch left in the wrong position. Due to technical challenges, regulatory hurdles, and equipment shortages, the industry was not ready to meet this deadline. Most railroads had told the federal government that in order to not break the law, they would have had a nationwide shutdown on January 1, 2016. Congress has now passed, and the president has signed, legislation that gives the industry

three more years to meet these rules by the end of 2018.

The Senate has confirmed Sarah Feinberg as the next administrator of the Federal Railroad Administration (FRA). She succeeds Joseph Szabo, who resigned early this year.

The Forest Service has determined that wildfire risk has created a need to thin some trees along the Silverton line in southwest Colorado. On Fridays and Saturdays in December, train passengers can cut their own Christmas trees in the Cascade Wye area and haul them back to Durango. With an \$8 permit you can cut one tree per family, under 20 feet tall, and handsaws will be provided. If successful, the program may become an annual event.

Information For The Railroad Enthusiast



BNSF has moved four trains worth of 40-ft doublestack TTX well cars out onto the former Missouri Pacific Tower Line for storage. The stored cars stretch from Crowley on the east end to west of Olney Springs, Colorado. Meanwhile, V&S Railway, who owns the line, has removed their rail carrier cars but is still pursuing abandonment. – Photo © 2015 Nathan Holmes.

G.E. Transportation will be laying off at least 1,500 workers at the plant near Erie, Pennsylvania. A lack of locomotive orders and a weaker economy are factors, but there had also been increased orders for new Tier 4 compliant units. Much of that demand seems to have now been filled. Most of the G.E. units for North American railroads are now built in Texas. The EMD division of Caterpillar is also laying off hundreds of employees.

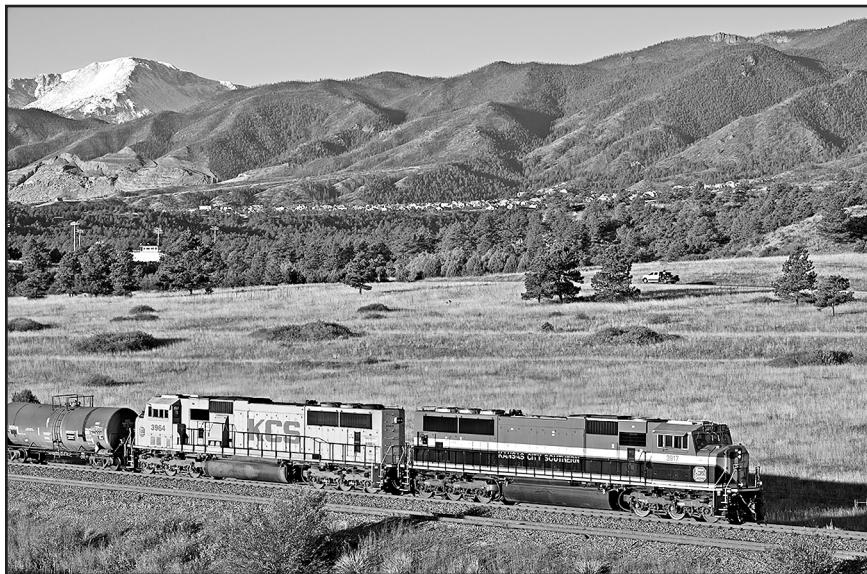
Grain trains along the BNSF northern mainlines have shorter transit times than a year ago. Added track capacity and a slowdown of oil production in the Bakken fields have improved the traffic flow. Grain shipments are at a five year high, and fuel costs are down.

BNSF Railway is selling about ten acres of railyard to the city of Sioux Falls, South Dakota. That city will begin to re-develop the land in a couple of years, after BNSF removes much of their downtown trackage.

Union Pacific will build a new bridge to replace part of a causeway that carries track across the Great Salt Lake. That 20 mile causeway was constructed by the Southern Pacific, and is now suspected of disrupting the natural circulation of the lake over the last 56 years. This work should be finished in 2016.

Central Oregon & Pacific RR (COPR) has reopened 95 miles of track between Ashland, Oregon, and Weed, California.

Information For The Railroad Enthusiast



Burlington Northern Santa Fe freight action on the Pikes Peak Subdivision; Lead unit is Kansas City Southern (KCS) 3917, a SD70MAC, in the Belle paint scheme, moved unit BNSF empty sulphur train northbound at the USAF Academy (north of Colorado Springs, Colorado) via the Joint Line on October 27, 2015. KCS 3917 & 3964 moved BNSF train X GATBNV (Galveston, Texas to Bonneville, Wyoming), past snow covered Pikes Peak. – Photo © 2015 by Chip.

Tunnel problems and more had kept this line closed for seven years. Improvements include the tunnel #14 repairs, several miles of welded rail, 28 bridges upgraded, 60 resurfaced miles, and 21,000 tons of ballast. CORP has about 300 miles of track, and has been owned by Genesee & Wyoming since 2012.

Edward G. Budd has been inducted into the National Railroad Hall of Fame in Galesburg, Illinois. The Budd Company was known for building stainless steel passenger trains, including the Burlington Route streamlined Zephyrs.

In late September, a 35-year employee of the San Luis Central collapsed and

died while doing trackwork. This southern Colorado short line has two diesel locomotives, and one now bears the name of Danny Naranjo as a tribute.

The renovated Union Station in Kansas City was the site of the recent World Series celebration. The hometown Royals baseball team attracted about 800,000 fans to the 1914 depot after winning the title.

There is still an effort to have a ski train running from Denver to Winter Park this season, but no details yet.

Cincinnati, Ohio, recently got its first of five streetcars for a new 3.6 mile loop

Information For The Railroad Enthusiast



BNA-23 – STAMPEDE PASS – was on a BNSF Inspection Train at Kremmling, Colorado, on October 2, 2015. The car was built by Pullman in 1950 for the NP's "North Coast Limited" as it's number 364, where it continued in service through the 1970 merger, and until the 1971 creation of Amtrak. Amtrak did not purchase the car and BN declared it surplus, storing it at Como Shops. When BN decided they needed a sleeper for Business Car use, they pulled the car from storage and overhauled it in 1974. Needing to eliminate "heater cars", this car was modified again in 1982 by installing 3 diesel engine generator sets to provide "hotel power" for all Business Cars. The car was painted in the black and cream 'Executive' scheme in 1994, but is now painted silver. *Thanks to the Friends Of The Burlington Northern Railroad for the car history.* – Photo © 2015 Jim Yust.

that should open late in 2016. In Tennessee, Memphis is getting three new trolley cars soon.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encour-

age you to share your photos on these web services. Please give it a try!

Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

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 8, 2015, 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.



Frontier Short Line Railroad

From the *Wyoming State Tribune*, July 6, 1952

Research by Jim Ehernberger

The latest move in a labor dispute at the Frontier Refinery in Cheyenne was the importation by the company from Colorado of the small locomotive, shown above. It replaces a caterpillar tractor used by supervisory employees of Frontier to move loaded tank cars past the picket line on East 5th Street so the cars would be picked up by railroad train crews. The crews refuse to cross the picket line to pick up loaded cars. The oil workers union at Frontier says it is locked out – the company says the union is on strike. The term “short line” on the engine placard is no misnomer – it runs a few hundred yards on a rail spur into the refinery. [Note: The strike started on April 30th and lasted until July 23rd. This coal burning locomotive was leased from the Denver & Rio Grande Western Railroad. It was built in 1906 and scrapped in 1956.]

– Photo by Brammar – Wyoming State Museum Collection.

A Call For Nominations For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

The election will be held during the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 8, 2015, 7:30 PM, at Christ Episcopal Church, 2950 South University Boulevard in Denver.

Current officers Nathan Holmes (President), Dave Schaaf (Vice-President), Roger Sherman (Secretary) and Keith Jensen (Treasurer) and directors Denny Leonard and Pat Mauro have agreed to

serve another term. Debbie MacDonald is nominated to fill the vacancy due to the passing of director Don Hulse. Andy Dell, Mike Tinetti and Nathan Zachman will continue their term as directors.

Any member wanting to volunteer or nominate a 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 at the Club PO Box.

The Blizzard of The Century



Union Pacific Train 105, City of Portland, was marooned at Egbert, Wyoming (34 miles east of Cheyenne), when the "Blizzard of The Century" struck on January 2nd, 1949, and due to inability to view signals, trains were station blocked. The first train of the fleet, with a steam locomotive, froze to the rails at Hillsdale (21 miles from Cheyenne), therefore everything following was held at three other stations east of that location. The result was three days of extremely strong winds, along with heavy snowfall, and sub-zero temperatures, everything (highways too) was marooned between Cheyenne and Sidney, Nebraska, for five days until rotary snowplows cleared the tracks. Passengers were escorted to the local school at Egbert. A refrigerator car containing meat was opened, and the dining car crew prepared hot meals during the storm, and finally the highway was opened, and passengers were bussed out.

The trains were frozen to the track requiring considerable effort pulling each car out, one by one. Freight trains (cars are slightly visible next to the streamliner) had so much hard packed snow under and between the cars, that they too were carefully pulled away to prevent derailing. The following month the UP was again snowbound for two weeks between Laramie and Rawlins, Wyoming. At that time trains were detoured over the D&RGW.

For those of us who lived through this great snow storm, we all had different experiences that will never be forgotten. This photo showing Christmas wreaths attached to the front of the diesel, is evidence that even those involved still had some Christmas spirit, even though their journey back home from a Christmas Holiday was delayed a few days at Egbert.

- Photo from the James L. Ehrenberger Collection.

Treasurer's Report

**Rocky Mountain Railroad Club
PROFIT & LOSS
thru September 2015**

INCOME

Dues	13,113.75
Other Income	<u>1,444.98</u>
Total Income	\$ 14,558.73

EXPENSE

Newsletter	10,991.89
Rent	1,912.00
Insurance	1,661.39
Misc	<u>2,738.58</u>
Total Expense	\$ 17,303.86

Net Income	\$ (2,783.09)
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**Club Balance Sheet
as of September 31, 2015**

ASSETS

Checking/Savings	126,347.32
Other Current Assets	2,440.83
Fixed Assets	<u>5,963.69</u>
Total Assets	\$ 134,751.84

LIABILITIES

Unearned Dues	4,406.25
Sales Tax	<u>26.00</u>
Total Liabilities	\$ 4,432.25
Total Equity	\$ 130,319.59
Total Liabilities & Equity	\$ 134,751.84

Note: The Club is a 501(c)(7) nonprofit for which donations are not tax deductible. As a comparison, the liabilities and equity at the end of 2010 for the Club were \$167,832.04.

**Rocky Mountain Railroad
Historical Foundation
PROFIT & LOSS
thru September 2015**

INCOME

Contributions	200.00
Interest	<u>5.15</u>
Total Income	\$ 205.15

EXPENSE

Grants	5,000.00
Other	<u>92.50</u>
Total Expense	\$ 5,092.50

Net Income	\$ (4,887.35)
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**Foundation Balance Sheet
as of September 30, 2015**

ASSETS

Checking/Savings	72,847.76
Total Assets	\$ 72,847.76

Total Liabilities	\$ 0.00
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Total Equity	\$ 72,847.76
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Total Liabilities & Equity	\$ 72,847.76
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Note: The Foundation is a 501(c)(3) nonprofit for which donations are tax deductible. As a comparison, the liabilities and equity at the end of 2010 for the Foundation were \$93,872.76.

Please refer questions to the Treasurer, Keith Jensen, preferably by email kjensen@earthnet.net or 303-781-8616.

Events of Railroad History: A Very Narrow Gauge

From the *Denver Tribune*. September 2, 1881

Research By Dan Edwards

The idea of an eighteen-inch gauge railroad seems ridiculous, doesn't it? But it isn't. There was a meeting of railroad and real estate men yesterday at which just such a scheme as this was proposed. The project is to build a road from Denver to Golden. In the daytime passenger cars will be run between the two points, and during the night and while the passenger trains are not running, coal trains will be run from the mines in Golden to Denver. There are real estate men, large owners of suburban property along the line of the proposed road, who are interested in this scheme. They believe that after the road is built the property in its vicinity will become desirable, and that settlements will spring up between [Denver]

and Golden. If this scheme shall prove successful, there is no reason why handsome country residences should not be built all along the line by Denver businessmen.

The track is to be eighteen inches in width, and the cars are to be so arranged that the people will sit with their backs to each other as in the Irish jaunting cars, and the trains will be pulled by little eight-ton engines.

The intention is to form a company and begin the work of construction at once. The feasibility of very narrow gauge railroads has been proven in several European cities. They, of course, can be used for freight of certain kinds only.

Again, Did You Lose Your Renewal Invoice?

The renewal invoices were sent out last month. If you cannot find yours please contact us by sending an email to rails@rockymtnrrclub.org and request a replacement which will be sent to you. If you do not use digital media you can send us a request for a new invoice to the club post box at Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391.

Each renewal form has spaces provided to correct any errors with your contact information. Members, if you have an email account please make sure we have the correct information. We are using an email notification service.

The membership year is January 1st through December 31st of each year. There will be no increase in dues for 2016. To maintain membership in

RMRRC, your dues for the upcoming year should be paid by December 31st.

Multimember households should return each membership form, but a single payment for the household is desired.

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 week in February. If you wish to keep your seniority please make sure have renewed by then.

Membership cards will mailed out to each household with your March *Rail Report*. The *Rail Report* and membership card(s) will be enclosed in an envelope. Make sure to open it when it comes to get your membership card.

Christmas Trains

Santa Express Train

In Canon City, Colorado, the Royal Gorge Railroad's Santa Express Train operates through December 27th. The 1-1/2 hour trip features Christmas music and Santa's elves. Approximately 30 minutes into the ride, the Santa Express Train reaches the "North Pole" in the Royal Gorge where Santa boards the train to pass out a special holiday bell to each ticketed child as he makes his way through the train.

The Train to Christmas Town

Out of Alamosa, Colorado, The Rio Grande Scenic Railroad's Train to Christmas Town operates through December 20th. The trip features the heartwarming tale of Janice, a little girl who looks forward to riding the Train to Christmas Town every year with her brother and Grandmother. Upon arrival at Christmas Town, Santa climbs on board and walks through the cars greeting each child. See <https://www.traintochristmastown.com/>

Colorado Railroad Museum

2015 Scheduled Special Operation Days

For information call 303-279-4591 or <http://www.coloradorailroadmuseum.org/event-listings>

The Polar Express™ Train Ride – December 2-6, 9-13, 16-23.

Colorado Rails and Cocktails – An Evening of Colorado History

A series of adult lectures that will take you back to the time when railroads shaped the American West. Relax, enjoy a beverage, and learn!

2016 Series:

Tickets include 2 beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30 PM for early enjoyment of attractions.

Cocktail service begins at 6:00 PM. Presen-

tation begins at 6:30 PM and ends by 8:30 PM.

Admission for events: \$15 for Museum members and \$20 for non-members. Advance ticket purchase is required, 21 and older only.

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.

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 Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Wednesday, December 16, 2015 at 5:30 PM – Dinner Meeting at Red Lobster

Program: Hurricane Express – The Wrecker

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

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

Andy Dell, 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.

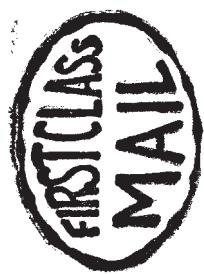
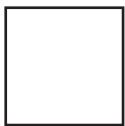
Newsletter Contributions

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

Items for the January Rail Report should be sent by December 11th.



BOX 2391
DENVER, COLORADO 80201