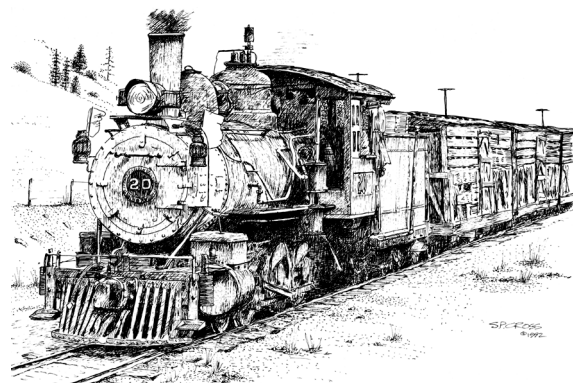


ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 1999

No. 480

ROCKY MOUNTAIN RAILROAD CLUB

Video of 1998 RMRRRC Trips

Presented by Dave Gross

September 14 Meeting • 7:30 PM

Dave Gross will present a video of highlights from the club's 60th anniversary trips in 1998. Join Dave for a look back to last year.

We will meet in the southwest wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking is at the rear of the building, east of the meeting hall. Please use the building's south entrance.

Denver & Intermountain Railroad Company Car No. 25 Rollout and Open House

Denver Federal Center
Building Number 78

Saturday, September 11, 1999
10:00 AM to 4:00 PM

This will be a great photo opportunity to record this 1911 trolley restoration.

Enter the Federal Center at Gate No. 1 off Kipling Street south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. **No pets or firearms** are permitted and there are no rest room facilities. Please note that admission is to Building 78 only, all other areas are off limits. Building 78 phone number is 303-232-6386.

For information call 303-779-5186.

Upcoming Events

Celebrate the Century Express

The United States Postal Service *Celebrate the Century Express* train will stop in Denver on September 9, 10 and 11. This travelling postal museum on rail will be at Denver's downtown Union Station at 17th and Wynkoop. The *Express* will be open to the public from 11:00 AM to 5:00 PM on September 9 and 10 and from 9:00 AM to 1:00 PM on September 11. Admission is free. This specially designed Amtrak train has a locomotive, a display car, an original Railway Post Office car and a vintage Pullman business car.

Manitou & Pikes Peak Railway

Contact the Manitou & Pikes Peak Railway at 719-685-5401 for information on events during their First Annual Railfan Weekend on October 8 - 10, 1999. This is the first time in several years that some of their historic equipment will be used on a public excursion. Current plans are to

1999 Events Schedule

September 11 Event:	D&IM Car No. 25 Rollout
September 11, 12 Event:	Alpine Tunnel Service Days
September 18 Event:	LC&S Excursion
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Tribute to Howard Fogg

2000 Events Schedule

January 11 Meeting:	George Beam Photos
February 8 Meeting:	To be Announced
March 14 Meeting:	To be Announced
April 11 Meeting:	Colorado Springs Trolley Status
May 9 Meeting:	Slide Potpourri

operate Wood Coach Number 104 and Streamliner Coach Number 12. Other equipment will be on display.

Pikes Peak Historical Street Railway

Contact the Pikes Peak Historical Street Railway Foundation at 719-475-9508 for information on their Fall Excursion on Saturday, October 2, 1999.

From the President

By Jimmy Blouch

A reminder that next month, October, the Rocky Mountain Railroad Club will have its Annual Membership Banquet. The date for the banquet is October 16th and will be at the Arvada Center for the Arts and Humanities (6901 Wadsworth Boulevard, Arvada, CO). This year the program will be presented by distinguished member Erwin Chaim. Festivities will start with cocktails at 6:00 PM followed with dinner at 7:00 PM. Plans are to have several door

prizes to give away also. Be sure to send in your ticket orders and entree selections.

The nominating committee has started preparing for the election of officers and board directors which will be held at the annual membership meeting, December 14, 1999. Members interested in serving in any of these capacities are encouraged to contact Steve Mason, chairman of the nominating committee.



Old McKeen Motor Car trailer ex-UP T-8 is being prepared for shipment to the Illinois Railway Museum at Union, IL, where it will be restored and matched with former UP M-35 – the only remaining UP motor car in the USA. Jim Ehernberger donated the car to the museum. The car was retired in Columbus, NE, by UP in 1934 after 26 years of service. It was then used for storage by a Nebraska farmer. Jim used the car as a storage shed near Cheyenne since 1988. - Photo by J. L. Ehernberger

Swap & Shop – Swap & Shop

For Sale

Railroad books, records, conductor's registers and hardware (mostly Colorado) for sale. For lists and prices, please send a self-addressed, stamped envelope to Jack Jordon, 1017 E. Maryland Ave., #239, Phoenix, AZ 85014.

Wanted, Buy, Sell or Trade

D&RGW narrow gauge train orders wanted. Call Peter Gilbert at 303-777-5363 to buy, sell or trade. Peter pays cash for collections.

Video Potpourri Night

By Sherm Conners

Make plans now to share your videos with fellow members on November 9, video potpourri night. Videos should be no more than 6 to 10 minutes in length and on a VHS format tape. Tapes should be set at the starting point for your video. They should be limited to a single subject.

Out of town members can send their video to: Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2489. They will be returned promptly after the November 9 meeting.

Publishers Statement Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed above. Members joining after April may send a payment of \$1.75 for each month remaining in the year. An associate membership for spouses and children is also available for \$10.00 per year.

Club Officers

President	Jim Blouch
Vice President	Don Zielesch
Secretary	Carolyn Blouch
Treasurer	David Goss

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

The deadline for items to be included in the October issue is September 20th.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

WYOCOLO Scrapping Operations – Reported by Jim Ehernberger



Never again will trains pass over the scenic WYOCOLO Railroad at Fox Park, Wyoming. The highest railroad point (9058 feet elevation) in Wyoming has been scrapped. The Rocky Mountain Railroad Club operated several excursions over this route – including two behind Union Pacific steam power in 1956 and 1957. After the lumber and coal business dropped off, no trains operated over the line for three years. This August 19, 1999, view is at the west end of the Fox Park wye track switch at the main line.

- Photo by J. L. Ehernberger

Loading rail on a flat bed truck near MP 60 on the WYOCOLO Railroad on August 19, 1999. This railroad was originally built as the Laramie, Hahns Peak & Pacific which operated from 1903 to 1911. The railroad was in receivership from 1912 to 1924 and named the Colorado, Wyoming and Eastern. It was reorganized as the Laramie, North Park & Western in 1924 and became the Union Pacific Coalmont branch in 1951. UP operated over the line until it was sold to the WYOCOLO in 1987. Dismantling of the Colorado segment took place in 1997. 67-miles of Wyoming trackage will be removed by November of this year.

- Photo by J. L. Ehernberger



A mountain of rail and materials are accumulating at Laramie, Wyoming. As of July 27, 1999, nearly 20 miles of material had been hauled in with 47 more miles to go. Passenger car EMMETT KELLY from the former excursion operation is on the right.

- Photo by J. L. Ehernberger

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

Ski Train to Jazz Festival

The Ski Train operated a short notice special train to the Jazz Festival held at Winter Park, CO, on 7/17/99. Amtrak F-40PH units 403, 332 and P32-8BWH (AKA a Cutter) #516 were leased by the Anso Ski Train. These units came into Denver 7/16/99.

Anso has taken the car names off all the Ski Train coaches and parlor cars. The only equipment still with names were business cars (KANSAS, UTAH and dome/sleeper CALIFORNIA) and power generator car JOSEPH G. HARRIS. In the car name location on all cars is “The Ski Train.”

– *UPRF1 and The Colorado Zephyr*

The Ski Train was late leaving Denver on 7/17/99. The train started rolling at around 8:25 AM and ground to a halt about 10 car lengths down when the automatic horn on one of the units malfunctioned. The horn started sounding the grade crossing warning (2 longs, short, and a long) for about 10 minutes straight. I’m not sure what was finally done to correct the problem. I would have hated to have been one of the residents living in the lofts above the Chop House that morning. Amtrak #5 was 40 minutes late leaving Denver and two hours late arriving Grand Junction, CO. Still a nice trip overall.

– *Trey, passenger aboard Amtrak’s #5*

Rock and Rail #401

Rock and Rail received another unit, SD-40 #401 painted yellow with red ends. Unit was noted at BNSF’s Denver Diesel Shop on 7/20/99. It was placed on the Denver to Albuquerque, NM, train that day for the trip south on the Joint Line.

– *The Colorado Zephyr*



The Gardener family visited Glenwood Springs, Colorado, for their summer vacation using three private passenger cars, dome/rear platform NORTHERN VIEW, sleeper NORTHERN NITES and NORTHERN PLAINS. The cars came west on Amtrak’s California Zephyr, train #5. They moved through Denver on Saturday, 7/31/99. The cars had matching Wisconsin & Southern lettering with a gray, white and red paint scheme.

– Photo © Mike McGowen

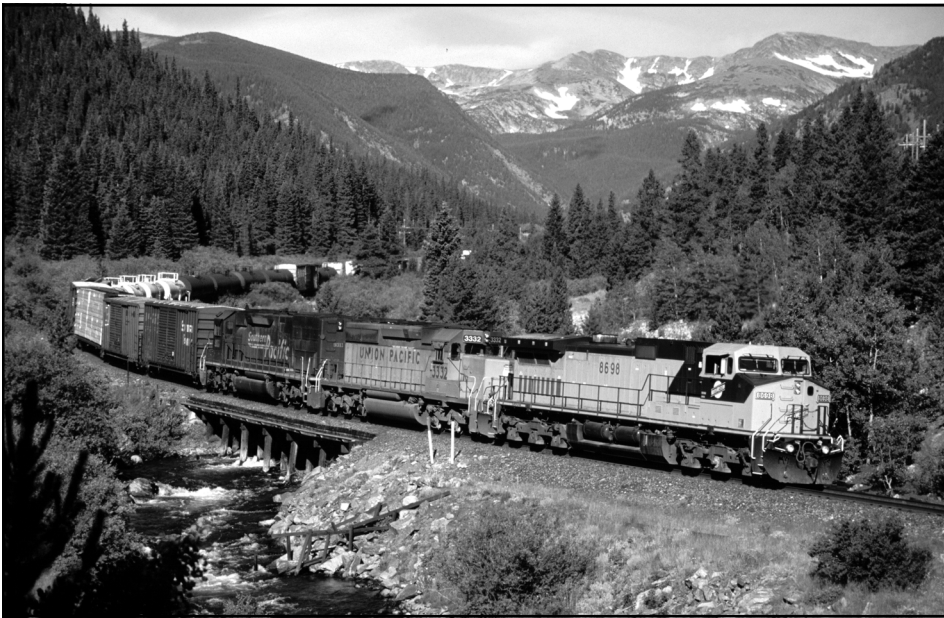
Cheyenne Frontier Days Train

The Denver Post Cheyenne Frontier Days Train made its annual trek Denver to Cheyenne, WY, and return on Saturday, 7/24/99. Union Pacific (UP) steam was lacking due to the boiler tube repairs on 844 and 3985. Steve Lee and his crew did an outstanding job even though adverse operating problems delayed the return.

UP DDA-40X #6936 along with leased Amtrak F40-PH #403 (used for head end power electricity) handled the 19-car train of UP and Anso Ski Train cars. The train had been sold out prior to the announcement that UP 3985 would not be used. The special departed Denver Union Station at 7:05 PM. The ride was slow until leaving yard limits. We sailed by the 72nd Avenue crossing in Commerce City at close to 70 MPH. We were following UP AC6000CW #7514 and CNW 8662 on a Z-DVLA-24 (Denver to Los Angeles, CA, intermodal). Signals were green until Ault, CO. The next 15 miles saw us following a string of yellow signals as the

underpowered UP 7514 North struggled upgrade with its long piggyback train. Finally at Nunn, CO, we passed the Z-DVLA-24 and ran steadily into Cheyenne arriving late at 10:10 AM.

The return trip departed on time from Cheyenne at 5:30 PM. Mr. Lee accelerated the train through the former Tower A crossovers from track one to track four. Clearing the interlocker, we were at a steady 70 MPH towards Speer, WY. The first signal on the Denver Pacific line was a flashing yellow which slowed our train to 45 MPH. Next signal was a solid yellow, and we slowed to 25 MPH. The next signal was a bright red and we ground to a halt. The crew called the Cheyenne Dispatcher (in Omaha, NE) and the train was given permission to pass the red signal. An empty southbound coal train was in emergency at MP 91.5. Our train stopped at 6:05 PM at milepost 93.5 and remained there until 11:55 PM. The coal empty had hit a vacant pickup truck high centered on the rail at a dirt crossing. No one was injured.



Union Pacific's Roper Yard, Salt Lake City, UT, to Denver train (M-RODV-20) had Chicago & North Western C44-9W #8698, UP SD40-2 3332 and SP SD45T-2 9311 for power just east of Tolland, CO. The CNW unit was purchased for the Powder River Basin coal fields. Newer UP power has now taken its place.
 – 7/22/99 photo by Chip Sherman

The local sheriff's office conducted its investigation, and finally released the coal train. The train air on the coal empty had not come back so the conductor started walking to its rear. He found the train had separated. He re-coupled the train, got its air back, and walked to the head end. When the train pulled, it went into emergency. When the conductor walked back this time he found a four-pack coal hopper with the front set of trucks on the ground and the train again pulled in two. Now the scene was set for the special's 5 hour, 50 minute delay.

Our 6936 power was cut from the train to assist the coal empty in rerailing its car. The wrecker was called out of Cheyenne, track people called in. Track damage was three nicked ties and scrapes on the rail. The car was rerailed, OK'd to move and the coal empty moved to the first siding available. We departed MP 93.5 at 11:55 PM, and hustled to a dog catch crew stop near Eaton, CO. With a new crew aboard, we arrived at Denver at 3:05 AM. Amtrak #6 was also late and had just arrived before our train. The station was unusually busy for that time of the morning.

There were no injuries to anyone. Just a lot of tired and sleepy people including the Denver Post volunteers and catering staff. Thanks UP for another safe trip.
 – *Passenger Robby Robertson*

UP 6936's crew was back on the job by 11:00 AM at Denver Union Station on 7/25/99. They backed the train out of the station by 36th Street Yard and wye'd the train at Pullman Junction Wye. They then switched the train out in preparation for the Denver departure at 3:00 PM that afternoon. – *The Colorado Zephyr*

Gardner Private Passenger Car Trip



The Gardeners and family friends are vacationing in Colorado this summer – aboard three private passenger cars! Their three cars (NORTHERN PLAINS, NORTHERN NITES and dome/rear

platform NORTHERN VIEW) came west on Amtrak's #5 out of Chicago 7/30/99, and moved through Denver on 7/31/99. The cars have matching Wisconsin & Southern lettering with a gray, white and red paint scheme.

The Gardeners have vacationed aboard their private passenger cars in previous years around Yellowstone National Park, Montana. They decided for a change this year and selected Colorado. Mr. Gardner brings along motorcycles aboard the combine car NORTHERN PLAINS. He was looking forward to riding the Rockies on his bike.

Mr. William Gardner owns Wisconsin & Southern headquartered in Milwaukee, WI, and Northern Railcar known for its passenger car upgrades/rebuilds. The private cars are all ex-Union Pacific cars built by American Car & Foundry.

NORTHERN PLAINS was built in Dec. 1960 as UP's postal storage car 5820. Northern Railcar rebuilt the car's electrical and mechanical equipment into a crew dormitory and display car in 1990. The car sleeps eight with a utility room at one end.

NORTHERN NITES was built in 1954 as a 14-section sleeper ALPINE PEAK, UP car 5551. UP rebuilt the car in 1965 to a 44-seat coach. It was sold to Amtrak and renumbered 4591. WSOR purchased the car in 1990 and had it rebuilt at Northern Railcar. It features six double bedrooms and a master suite with private bath.

NORTHERN VIEW was built in March 1955 as UP car 9007. Auto-Train purchased the car in 1973 renumbering it 542. WSOR purchased the car in 1987. Northern Railcar added the open platform to the lounge end of the car. The dome seating is spacious, seating about 12 people. A dining room is located under the dome. – *The Colorado Zephyr*

Canadian National Units Purchased

The first of 40 ex-Canadian National/Grand Trunk Western SD-40's entered BNSF service in late 7/99. The CN units

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

carried a variety of numbers in the 5000, 5100, 5200 and 5900-series. Alstom of Montreal, Canada, released the first of them in July. BNSF 7302 ex-CN 5918, BNSF 7303 ex-CN 5915 and BNSF 7304, ex-CN 5926, arrived Cicero, IL, on 7/25/99. Three of the units are ex-Grand Trunk Western with smaller fuel tanks, ex-GTW 5918, 5915 & 5926. They were delivered in Heritage paint. – *John Read*

BNSF 4703 West on H-DENSTO1-26

BNSF's Denver to Stockton, CA, train, H-DENSTO1-12, crew had been on duty at Denver since 7:30 PM on 8/12/99. They only got to Crescent Siding, CO, some 31 miles west of Denver, CO, before they went on the law (had been on duty for 12 hours). A relief crew from Grand Junction was aboard BNSF Dash 9-44CW #4703, 794 and BNSF Heritage II painted 4811 as it neared East Portal, CO, and Moffat Tunnel on 8/13/99 at 10:40 AM.



Zephyr and I had a great morning up there. Four trains seen running, two UP, one each direction, and two BNSF's, one each direction.

– *The Colorado Zephyr*

UP C-EYMS-13 Derailment

Around 11:00 PM, 8/14/99, the C-EYMS-13 derailed 17 cars and two rear distributed power units west of Clay Siding on the Moffat Tunnel Subdivision. A broken rail at the Blue Mountain Drive grade crossing put the cars and units on the ground. Everything stayed upright, but chewed up the track. This is west of Arvada, CO. Units involved were UP 6653 & 6826 which stopped just east of the grade crossing. The line was blocked



A ribbon cutting ceremony dedicated the Alexis and Irene McKinney loop on Saturday, July 24, 1999, at the Colorado Railroad Museum. – Photo © Steve Mason

until 1:30 PM on 8/16/99. Lead unit on the eastbound coal load was UP 7114.

Amtrak detoured the westbound train #5 via the old San Francisco Zephyr route north via the Union Pacific's Denver Pacific and Wyoming main over Sherman Hill. UP 499 was the lead unit departing Denver. It passed Brighton, CO, at 1:50 PM, MDT, Sunday afternoon, 8/15/99. Amtrak's eastbound train #6 also detoured across Wyoming on 8/15 and 8/16/99.



Eastbound coal load C-EYMS-13 (Energy, CO, Twenty Mile Coal, to Mississippi Power, Gulfport, MS) derailed 17 DEGX loaded coal hoppers and two rear distributed power units (UP 6653 & 6826). Everything remained upright. Coal Creek Canyon at Blue Mountain Drive grade crossing. View looks railroad west.

Colorado RR Museum Completes Loop

Colorado Railroad Museum completed their loop track in July 1999. It was operated for the public the weekend of July 24 & 25, 1999, during a "Steam-Up." Rail for the loop is 75-pound material from the Rocky Mountain Arsenal. Trackwork was provided by in-house labor and a crew from the Georgetown Loop Railroad. – *Ric*



Alexis McKinney drives the gold spike completing the loop at the Colorado Railroad Museum on 7/24/99. – Photo © Steve Mason

100th Anniversary Engine #20 – Emma Sweeney, Our Very Own Movie Star

By Peter Gilbert

I have collected D&RGW narrow gauge train orders since 1957. For the most part all are very ordinary. Unusual train movements, or interesting combinations of motive power, are far less commonplace. After gaining more knowledge about “my” railroad, it became easier to recognize the occasional truly historic or significant event.

As with archeologists, and other searchers, you wade through a lot of material for the occasional gem. Such was the case with the train orders pictured. Lurking in a batch of Durango orders, I found a train order addressed to T&W #1. That’s the Tomahawk and Western Emma Sweeney, our very own star of the movie, Ticket to Tomahawk, whose real name is Rio Grande Southern #20. Significantly, this was a big enough deal for the D&RGW to cancel the Silverton trains for that day as shown on train order number 11. The train order listed on the clearance card as #494 was a generic track condition speed restriction.

D & R G W Form 3250
Sec. 8
D & S L Form 1196

ALAMOSA AUG 10 1949

TRAIN ORDER NO. 11

To C&E NO 461 AND WESTWARD EXTRA TRAINS

At DURANGO X Opr. M.

NO 461 DUE TO LEAVE DURANGO AUG 11 IS ANNULLED
DURANGO TO SILVERTON
NO 462 DUE TO LEAVE SILVERTON AUG 11 IS ANNULLED
SILVERTON TO DURANGO



Ticket to Tomahawk studio publicity still. – Jack Thode collection

When getting this fortunate, I try to collect complementary material such as maps or photos of the engine(s) involved. A call to that wizard of D&RGW historical material, Mr. Jack Thode, brought his help in letting me copy his original movie studio publicity still. That photo is again shown here, thanks Jack!

Lastly, the reconstructed newspaper article below notes the consternation when our #20 ran away to join the (movie) Circus.

Locomotive Missing On Job!

August 10, 1949

Special to the Durango Journal. Rio Grande Southern Railroad officials announced yesterday that locomotive #20 was missing from the Durango yards. Coincidentally, a new railroad has started to share rail facilities with the D&RGW and RGS. The newcomer is the Tomahawk and Western. A small operation, the T&W has only one engine, the Emma Sweeney, reportedly named for the wife of the railroad president. Ancient in appearance, it bears a strange resemblance to the missing RGS #20. The search continues.

I hope you enjoy my movie train “gem”, I’m searching for more.

D & R G W Form 3250
Sec. 8
D & S L Form 1196

ALAMOSA AUG 11 1949

TRAIN ORDER NO. 12

To C&E ENG T&W NO. 1 AND WESTWARD EXTRA TRAINS

At DURANGO X Opr. M.

ENG T&W NO 1 WORKS EXTRA SIX NAUGHT ONE 6 01AM UNTIL
NINE FIFTY 9 50PM BETWEEN DURANGO AND SILVERTON NOT
PROTECTING AGAINST EXTRA TRAINS

FORM 3249
SECTION 8

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY
CLEARANCE CARD

Station Durango Date Aug 11 1949
Conductor and Enginemen Swank Extra & W NAD

Clearance Card No. _____ Authority to run extra from _____ to _____

I have 3 Orders for your train

ORDERS	No. <u>494</u>	No. <u>12</u>	No. <u>11</u>	No. _____	No. _____
	No. _____	No. _____	No. _____	No. _____	No. _____
	No. _____	No. _____	No. _____	No. _____	No. _____
	No. _____	No. _____	No. _____	No. _____	No. _____

have been delivered and there are no further orders for your train.

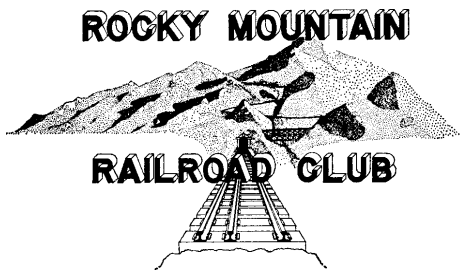
Block Restrictions
OK at 601A M Chief Dispatcher None Operator Ames

This Clearance Card does not affect any orders you may have received.
Chief Dispatcher's initials are not required when orders are to be delivered and executed in ABS territory except as required by Rule 210B.

Conductor _____ Engineman _____
To be signed by Conductor and Enginemen when required by Rules 217 and 219

CONDUCTOR, ENGINEMAN AND REAR TRAINMAN MUST EACH HAVE A COPY OF THIS ORDER.

Made Com Time 555A M Operator Ames Opr.



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Out at the Museum – Equipment Committee Report

By Steve Mason

Work on club equipment during the week of July 24 and 25 coincided with steam up at the Museum. Present were Russ and Sue Stuska, Phil Scholl, Roger Sherman, and Ken Gow. Besides helping show the equipment we also managed to get some work done too.

Russ and Sue Stuska finished putting the mahogany trim up in the clerestory of the Rico. They straightened out the car especially making it clean. The kitchen is completely painted with no bare wood showing. The hardware was taken off so the metal would not have paint on it. This is a first class job.

Phil Scholl and Ken Gow helped drill the pilot beam on engine #20 until the tip of the bit broke off. Although the oak has air dried for a year, it is still wet inside. This causes the bits to bind and run hot. Phil also reworked the old bolts by re-threading and straightening them.

Roger Sherman and Ken Gow finished installing the frost sheathing under the Rico. We elected to screw in the wood sheathing. It was a hard job but it worked out.

Sunday, July 25, Bob Tully and Duane Fields worked on the pilot beam of #20. To allow for bolt head clearance, we countersunk a space then drilled out the rest of the 1 and 1/8 inch holes. Bob even brought his own ship augur bit for us to use. This is much appreciated.

We had to wait for some bigger ship augurs to come from Mississippi. On August 14, Ralph Vance, Duane Fields and myself drilled out the 1 and 1/2 inch holes. None of our drills would handle the work but the museum had a monster drill that took three of us to operate.

Of special note is the dedication of the Alexis and Irene McKinney loop on



From left, Phil Scholl, Ken Gow and Steve Mason drilling the new pilot beam for RGS Engine #20. – Photo © Steve Mason

Saturday, July 24. Many Rocky Mountain Railroad Club members were present.