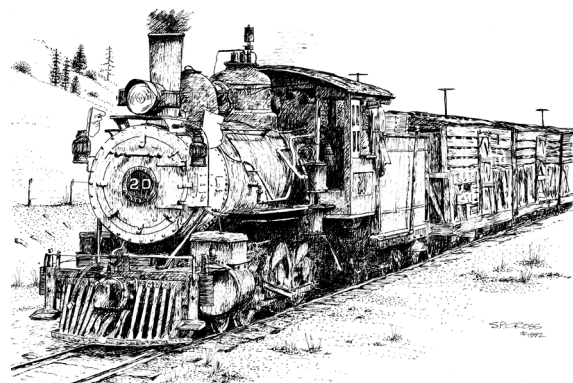


ROCKY MOUNTAIN RAIL REPORT



AUGUST 2000

No. 491

ROCKY MOUNTAIN RAILROAD CLUB

Denver Nights

By Chip Sherman

August 8, 2000 • 7:30 PM

Join Chip Sherman at the August meeting as he gives us his perspective of railfanning after dark. You have seen Chip's photography in the *Rail Report*, now enjoy seeing Chip's slides projected on the "big screen." Due to the fact that Chip could be called for train service the night of the program, we do have a back up program available. Chip has emphasized that he will make every effort to come, but remember the nature of a railroader's work hours.

Chip has been a railfan almost since his birth. John "Chip" Sherman was born in Little Falls, New York, right along the New York Central. Chip's parents also took him for a ride on the NYC "water level route." He went to high school at Spencerport, New York, which was right along the then Penn Central Falls Route to the Niagara Falls area. Chip served twenty years in the Air Force and never stopped railfanning. After his Air Force service, Chip came back to Colorado. He had joined the Club in 1982 after going on a Jim Trowbridge narrow gauge excursion. Chip is currently a trainman.

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.

Make Plans Now for the Annual Banquet

Saturday, October 14, 2000

The banquet program will be "Colorful 1950s - 1960s Passenger Trains," a multimedia presentation by David Salter.

The banquet cost will be \$28.00 per person. Entree choices are New York Steak, Swordfish Parmesan or Roast Pork Loin.

Watch for a flyer in the September *Rail Report* and be sure to sign up.

Interurban Car 25 Open House

Sunday, September 10, 2000
11:00 AM to 4:00 PM

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. Bring your cameras and watch No. 25 move! Call 303-779-5186 with any questions.

2000 Events Schedule

August 12 Event:	Kenosha Pass Service Project
September 9 Event:	Colorado Live Steamers Visit
September 10 Event:	Interurban Car #25 Open House
September 12 Meeting:	Route of the Rockets - Rock Island
September 22-24 Event:	Deseret & Western Railway
October 14 Event:	Annual Banquet, Colorful 1950s-1960s Passenger Trains
November 14 Meeting:	Video Potpourri
December 12 Meeting:	Winter on Rails

2001 Events Schedule

January 9 Meeting:	Route of the Warbonnets
February 13 Meeting:	Rio Grande Passenger Trains
March 13 Meeting:	New York Central Steam

The deadline for items to be included in the September *Rail Report* is August 21.

Help Preserve Rail History on Kenosha Pass on August 12

By Robert E. Wilson

The Denver South Park and Pacific was a railroad many in the Club love. The South Park left the valley of the South Platte at Kenosha Pass before going into South Park, Como, Boreas Pass, Trout Creek Pass, and points west and south. Some of the best preserved original South Park roadbed remains at Kenosha Pass. The Club will be holding our annual Service Project in cooperation with the U.S. Forest Service on Saturday, August 12, 2000, on the summit of Kenosha Pass. Plans to hold our Service Project on Boreas Pass did not materialize.

Please join us for a non-host breakfast and conversation in Bailey at 7:30 AM. The breakfast will be at the Crow's Foot Restaurant on US 285 in Bailey. After breakfast, we will proceed to Kenosha Pass at about 9:00 AM to install a switch stand. If you skip the breakfast, meet us on Kenosha Pass at 9:00 AM.

Vice President Steve Mason will supply track tools and an electric drill. We will also move gravel from between the narrow-gauge rails to a walking path beside the rails. Bring a shovel if you have one. The Forest Service will supply

some shovels and a portable generator for the drill.

Free camping is available on the east (railroad) side of US 285. Camping in the campground on the west side costs \$11.00 a night. We have reserved a cabin that has three bedrooms and six double beds at the historic Glen-Isle on the Platte resort.

Glen Isle was a stop on the famous C&S "Fish Train." On Friday night (and maybe again on Saturday night) the resort owners may show us a private video of the last train to run on this branch. Contact Bob Wilson if you need accommodations on a first-come-first-served basis, or for guidelines on the few other area motels.

Please bring your own lunch for Saturday. The Club will supply soft drinks. A picnic spot with a grill will be reserved for Saturday dinner. Please bring some meat to grill Saturday night and the Club will supply salads and soft drinks.

For planning purposes, please contact Steve Mason (stevemason@uswest.net) or Bob (Robert E.) Wilson (bwilson@rmi.net) at the August Club meeting, or call or e-mail either one.

Colorado Live Steamers Open House on September 9

By Dave Goss

On September 9th, the Colorado Live Steamers in Byers, Colorado, has invited members of the Rocky Mountain Railroad Club to join them for their annual Open House and steam up. The 160-acre site is located eight miles north of Byers (about 40 miles east of downtown Denver). The outdoor layout includes three different gauges of track upon which operate a fascinating variety of internal combustion and electric powered equipment.

The cost of the outing is \$5.00, which covers refreshments and a modest donation. The Colorado Live Steamers is a 501 c. (3) organization which means all donations are tax deductible. The Open House may also include a rail-related item raffle, so you may want to bring a little money to take your chances on winning.

The Open House begins at 10:00 AM and refreshments will be available to members from 11:00 AM to 1:00 PM. The site can become pretty hot, so dress accordingly. Hats, sunscreen and cool clothing are definitely appropriate.

Otto Perry Santa Fe Video

Reviews of the Club's Santa Fe tape have been enthusiastic. A limited number of tapes are still available at a special price offered to the Club members of \$18.00 plus \$2.00 shipping and handling.

When this supply is gone, the price will be \$24.95. **Order now, don't hesitate!** Send your order into the Club's post office box today.

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Club Information

Rocky Mountain Railroad Club
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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 annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

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

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.

Rocky Mountain Railroad Club Historical Foundation Updates

We are now mid-year into our fund raising drive for the year 2000. While we have not matched the amount raised last year, we are doing very well as we have reached \$8,000!

Thanks to all of you who have donated to this date especially the most recent contributors:

Richard J. Moore
Don Robertson
Rudy Titsworth

As we are suffering through the summer heat, think how nice it will be to sit in the No. 25 with the shade pulled down as we run along! The problem is we haven't received full participation in the window shade restoration project to enable us to restore all the shades! A donation of \$250 will restore an entire shade and show your name in the car. Ed R. Haley has just donated in memory of his parents, Ed & Wan Haley. Thank you for your support.

Our present Club president put his long hours of service to good use, not only by leading us well, but also filing those hours with his employer who matched his donation monetarily to the Foundation. Thanks to Dave Goss for his many contributions to the Foundation and the Club.

Matching fund donations are such an easy way to double your financial participation in the Rocky Mountain Historical Foundation. No matter how you contribute, whether it is matching or an outright donation, any amount will be helpful and bring us closer to finishing the last details of this present project and future projects of the Foundation. There is still a financial need for this restoration to be completed. Think about it!

The Foundation has planned a roll out of #25 on September 10th from 11:00 AM to 4:00 PM so that everyone can view the tremendous progress that has been made. The Interurban Trolley was projected to move on its own in 2000 and it does. Plan to attend to see this great event!



Car No. 25 followed by the Diesel generator during the 6/26/00 test run at the Denver Federal Center. – Photo © Steve Mason

Another Milestone in the Restoration of D&IM Car No. 25

By Darrell Arndt

Saturday, June 24, was an historic day in the life of D&IM No. 25. It was the first day since March 15, 1953, that she moved freely down the track with her traction motors turning from 600 volts DC! About half a dozen trips over two blocks of remaining Denver Federal Center trackage were made and all went as planned. On the following Monday evening, the same scenario was repeated for the Foundation's Board meeting. The air compressor sounded mighty fine rumbling under the floor! Power was provided from our generator car that was coupled to the back end of No. 25.

This milestone followed many hours of work by Desmond Sainsbury and Carlos Seegmiller creating a wiring plan and doing the installation both on the car and on the generator. Bruce Thain made sure the generator car operated properly. Bob Dunmire, Frank Navarro and Bill Penny have worked on a variety of wiring

projects along with Bill Van Matre and Tom Fisher. A big thank you to Tom Gill who brought out a portable welder and left it on site for circuit testing before applying full voltage. The welder provided enough power to actually "walk" the car down the line.

Wiring work will continue during the coming months. On the interior, the ceiling panels are now in place. Work on the molding and brass hardware is now underway by Tom Peyton, Dick Kremers, Darrell Arndt, Rich Berens and Frank Navarro.



Ronald Bill arranged to have our July meeting in air-conditioned comfort in the auditorium at Broncos headquarters. Thanks Ron for arranging our meeting room and the "behind the scenes" tour of Broncos headquarters.
– Photo © Sherm Connors

Swap and Shop Wanted

A copy of Locomotive Quarterly, Summer 1986 edition is wanted by Peter Gilbert, 303-777-5363, out of town call collect, 7 to 11 PM Mountain Time.

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.

Colorado, Kansas and Pacific Railway



The newly formed Colorado, Kansas and Pacific Railway located on the “Towner Line” in southeast Colorado was moving equipment on 5/15/00. The photo with the GP-9 and train was taken at Towner, CO, while doing some switching moves. In tow behind GP-9 4331 is ex-MoPac caboose MP 13554 and MOW cars.

The train brought a string of covered hoppers to Towner so that they would be ready for opening day. They were moving at restricted speed and not more than 15 m.p.h. – *Andy*



The Colorado, Kansas & Pacific is leasing SD-9 4390, spotted on the stub track at Olney Springs, CO, on 5/18/00. – Two photos by Andy Wirth

New EMD GP15D/20D

EMD’s new switchers, model GP15D #1501 and GP20D #2001 moved from Boise, ID, to the Transportation Technology Center near Pueblo, CO, starting 6/16/00. Motive Power builds the high visibility cab switchers for EMD. The blue and white units carried numbers CEFX 1501 and CEFX 2001 with the initials CIT on the long hood.



The Winter Park to Denver portion of the AnSCO Saturday only train returned around the horseshoe curve at Coal Creek Canyon west of Rocky Flats, CO, on 6/24/00. DRGW GP-60 3154 & 3155 were crossing over Colorado Highway 72. – Photo © Chip Sherman who had to hike for this vista.

Moving from Boise with the new switchers was EMD’s 169 (an old F45 used to simulate a train). A second GP20D, #2002 joined them in Colorado on 7/9/00. All three units will be used by Rock & Rail for a 45-day trial. The exact date of the test is unknown. Watch for them in the Royal Gorge and around Pueblo, CO.

– *Joe, C. W. & The Colorado Zephyr*

Helm Leasing GP-40 4200

Union Pacific’s North Platte, NE, to Roseville, CA, manifest train, the M NPRVB 24, had a Helm Leasing GP-40 among its power moving west across Wyoming on 6/26/00. Power was UP 3161, UP 9497 and HLCX 4200. HLCX 4200 is a GP40. (It is ex-Amtrak, ex-Soo, nee-Milwaukee Road). – *The Internet*

OSS GP-9 #101

Omnitrax Switching Services (OSS) GP-9 #101 was at Henderson, CO, south of Brighton, CO, on 6/27/00. UP Rolla local picked it up and moved it closer to Denver, placing it south of Andesite Gravel Company on the Dupont Siding.

The freshly gray and dark blue with black

trucks unit once was painted red and white for Southern RR of New Jersey shortline. The unit was making its way to Houston, TX. – *Ed*

OSS SW-1400 1472 Leaves Colorado

Omnitrax Switching Services (OSS) located at Loveland, CO, shipped blue and gray painted SW-1400 1472 to Houston, TX. The unit was moved via Union Pacific from North Yard, Denver, CO, (departed 6/29/00) via North Platte, NE. – *Bruce*

BNSF Denver to Stockton, CA, Train



BNSF C44-9W 4679-4507 and ATSF 699 hustle the Denver, CO, to Stockton, CA, (H-DENSTO1-04) out of UP’s Crescent Siding after meeting UP 7297 East. The BNSF train had 64 cars as it used UP



The Anasco summer Ski Train between Denver and Winter Park, CO, is using Rio Grande power. It runs Saturdays only using UP owned Denver & Rio Grande Western RR GP-60's 3154 & 3155. They're exiting tunnel 29 near Pinecliffe, CO, on 6/24/00. – Photo © Chip Sherman.

trackage rights to cross the Colorado Rockies. – Photo © Chip Sherman.

UP Moves Bombardier/Alstom Acela



The latest Amtrak high speed train called Acela Express moved from the Transportation Technology Center near Pueblo, CO, back east via the Union Pacific starting 7/8/00. UP moved the 8-car Acela trainset up the Joint Line and then east on the Limon Subdivision, AKA the Kansas Pacific. The UP SD60 6065 and 8-40C 9088 handled the short train of flatcars and the Acela trainset. – Photo © Chip Sherman.

Some of the Montreal-based Bombardier Inc. and Alstom SA built cars on the train: Power unit BBRX 2002, cars BBRX 3400, 3505, 3500 and 3503.

The train will operate from overhead

catenary on the Northeast Corridor when it enters service.

Amtrak's high-speed Washington-to-Boston rail service will not carry passengers until at least mid-August 2000. Problems with the trains' wheel sets were found in late June 2000. The wheel sets were sent back to a facility in Barre, Vermont, for analysis.

In the latest setback for the sleek new Acela train, once due to have begun service late last year, engineers found cracked or missing bolts in the wheel sets during testing. "This has cost us a couple of weeks on the testing schedule and pushes it into August," Mr. Schulz, an Amtrak spokesman, said.

The introduction of the train began slipping in September 1999 when unacceptable wheel wear was detected.

Acela aims to slash New York-to-Boston travel times from five hours to three hours, and will shorten Washington-to-New York travel times by fifteen minutes to just under three hours. The train, which can travel at speeds up to 150 miles per hour, is a key component of Amtrak's plan to wean itself from federal dollars for

operations, if not capital costs.

The Acela train units are being built by a consortium of two companies, Montreal-based Bombardier Inc. and Alstom SA, headquartered in Paris.

–*The Colorado Zephyr*



The Acela Express departed Denver and is seen just east of Deer Trail at milepost 580 on 7/8/00. – Photo © Chip Sherman.

Kyle RR GP-28 1829

Kyle RR shipped GP-28 1829 west from Phillipsburg, KS, to California starting 7/6/00. The 1964 built unit is a former Illinois Central unit. It is painted Kyle's blue and gray scheme. The unit was headed for California, maybe the Bakersfield area. – *The Colorado Zephyr*

New Alaska RR Conference Car

Gregg Moss, Denver, CO, 9News television reporter, broadcast live about 6:45 AM, 7/17/00, from Colorado Railcar, LLC, at Fort Lupton, CO. He was aboard Alaska RR's new conference car, AURORA, car #2000. 9News showed great views of the AURORA's exterior and interior. Gregg was shown on the open rear platform from the ground and an elevated camera.

AURORA has a large open platform on the rear. Inside the glass topped car is a large room which will have a dining area separated by a glass partition from a lounge area. Presently, the car floor layout is empty.

A Colorado Railcar, LLC, spokesman was interviewed by Gregg. Views of other cars were shown during the early morning live news feature. Cars shown were Rocky Mountaineer Railtours and the Princess Tour bi-level, glass roof cars.

Tiny Town Outing

By Steve Mason

Saturday, June 24 was the Rocky Mountain Railroad Club's Annual Picnic and Family outing at Tiny Town. We had a good turnout and surprisingly many members bought tickets at the gate. It was gratifying to see many younger members such as Dave Henker with their families and friends. There was also many members with families and grandkids such as Ron and Chris Booth. Phil and Carol Scholl brought up some of the challenged kids they work with. Darrell Arndt even tore himself away from car #25. Ed Schneider brought his family as well as L. Wilson Ruid and Bill Haefele. There were others, but the point is this was a family event.

Jack Bradley, the manager of Tiny Town went all out for us. We had two steam trains and the streamliner at one time. Our tickets included unlimited rides. Duane Fields rode all the trains from the start at 1 PM until after 6 PM. We all had an

adventure when a caboose split a switch. We all had fun pitching in and lifting it back onto the track. Jack and his volunteers and staff treated us very well. They deserve our thanks. Engineers were Milt Denny, Lee Brown, and Alvin Kay. Ralph Vance, an engineer on the propane engine and a RMRR member, suggested this trip to the club.

Tiny Town looks great. A walk through the village was swell. Denver fire station #1 is very good. There is a replica of Bent's Fort and George Washington's



Club members enjoy rides on the Tiny Town equipment.
– Photo © Steve Mason

home at Mt. Vernon was track side. The signs and photos showing Tiny Town down through the years was excellent. The floods from Turkey Creek, the run down periods and early days were fascinating.

Out at the Museum

By Steve Mason

The equipment committee worked on the 2nd and 4th Sundays of June due to summer activities. Call Steve Mason at 303-772-6418 for July workday dates.

On Sunday, June 10, Duane Fields, Ken Gow and I drilled holes in the buffer beam for the stanchions, brake wheel bracket, ladder, grab irons and coupler lift lever. I installed the coupler shank keeper. Ken Gow also filled cracks in the beam. Matt Tomon and Phil Scholl took off the RGS #20 bell and polished it with polish from Darrell Arndt. Mike Spera had polished the whistle. Matt and Phil put the bell and whistle back on the #20. Bob Tully, his grandson Luke, Duane and I worked fitting the east end decking. We relieved the wood with Bob's plunge router to clear the bolt and rivet heads. Duane provided a portable tent to provide shade and shield from the light showers. Duane painted all the primed wood caboose red.

Saturday, June 17, was a CRRM steam up day. Bob Tully, his wife, Mona, and his

daughter and their family from Melbourne, Australia, came out. Bob and I fitted the west end decking to the caboose. I was able to do some other chores. We have been asking for donations, especially at steam ups and we were rewarded!

Sunday, June 25, was the last workday in June. Ken Gow, Roger Sherman and I worked all day on the caboose. Phil Scholl and Matt Tomon put a bell rope on the RGS #20. Phil Scholl gave the Club a sand blaster and with Matt, sandblasted paint off the brake wheel. Ken wire brushed paint off the other parts. The parts were primed and painted white by Roger. We installed a lot of hardware including the brake beam safety chains. We

blacksmithed a 5/8-inch U-bolt and used it to secure the brake pipe. The brake stand casting and the coupler lift lever pivot was bolted on. A second coat of caboose red was applied to the underbody of the caboose by the platforms. Earlier in the week, I primed and painted all the decking caboose red. Late in the day we installed the east end decking using tarpaper between the decking and framing to protect the framing from rot.



From left: Ken Gow, Steve Mason, Roger Sherman, Phil Scholl and Matt Tomon. – Photo © Steve Mason



RTD's southbound Light Rail Car 128 stops at the new downtown Littleton station during the special Club excursion on 7/2/00.
– Photo © And Nall



RTD's Light Rail Car 102 returns from the south end of the new Mineral Avenue extension. The car was one of many providing Club members a preview ride on the new line on 7/2/00.
– Photo © And Nall

Denver's Southwest Light Rail Line Arrives

By Darrell Arndt

At a dedication ceremony Friday, July 14, Denver's Regional Transportation District opened the new \$177 million, 8.7-mile extension to the existing 5.3-mile light rail system. The new line stretches south from I-25 and Broadway along South Santa Fe through Englewood to Mineral Avenue in Littleton. This portion includes two flyovers which carry the light rail over the tracks of the BNSF and UP's Joint Line to Pueblo, CO. Rolling stock for the system now comprises 31 articulated cars, each capable of carrying 64 seated passengers plus 160 standing. Built by Siemens in California, the cars have a maximum speed of 55 m.p.h. and can be operated by RTD in three car trains.

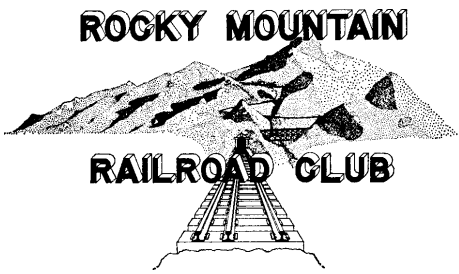
A special train in the morning carried VIP's south, stopping at each station for ribbon cuttings. In a large tent set up in the parking lot at Mineral Avenue, speeches were heard from speakers that included RTD board members and officers, mayors, various elected officials and Governor Bill Owens. The thrust of the comments was about the many challenges and "close calls" that faced the proponents of Light Rail during the long process. They were proud that the system came in on time and within budget and are

looking forward to the \$40 million Central Platte Valley line to be built starting late this year to the football stadium, Pepsi Center and Union Station and the Southeast Line that is included in the I-25 reconstruction.

Shortly after noon on Friday, the first public trains began running, providing free rides through Sunday night. Carnival like celebrations featuring entertainment, food vendors and art tours were sponsored by cities along the route. Each new station received funding for artwork that includes a solar clock tower at Mineral Avenue, a vintage platform canopy at Englewood, tile art by school children at Oxford, historical vignettes on colorful kiosks at Evans Avenue and a colorful and highly detailed 40-foot long American Folk style mural by local artist Michelle Lamb at the Littleton Downtown station. The mural depicts Littleton around the turn of the century. The Littleton Downtown station is certainly the "Crown Jewel" of all the stations. The City of Littleton moved the 1880s stone Rio Grande station to the site in a cooperative effort with RTD and it now houses a coffee shop and history room. Coupled with the landscaping and the mural, this stop is a "must see" for

anyone interested in urban transportation facilities and history.

On Friday, its first day in operation, 25,000 people rode light rail, and 35,000 took it Saturday, said RTD spokesman Scott Reed. On Sunday, a number of trains were noted with three cars instead of the typical two cars per train. Many trains had standing room only but were not uncomfortably packed. The weather was sunny and hot but the AC worked well in the LRV's. Passengers were very festive and upbeat about the system. The local news media gave the inauguration good coverage and generally favorable reports. One "glitch" took place Friday around supper time when a power distribution problem cut power to the downtown trackage for 12-minutes and then 5-minutes. The new extension shut down briefly during this time. Business at downtown restaurants and the 16 St. Mall was heavy. Rockies baseball fans took advantage of the line Friday afternoon. Full, two car trains were seen heading south after 11:00 PM. Due to the number of people boarding at downtown stations, RTD extended their operations past the normal 1:30 AM shutdown to about 3:00 AM Saturday morning!



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**The Cornelius W. Hauck Roundhouse is Dedicated on July 15, 2000,
at the Colorado Railroad Museum**



The new roundhouse. – Photo © And Nall



The cornerstone is set by the M.W. Grand Lodge AF&AM of Colorado.
– Photo © Sherm Connors



Cornelius W. Hauck addresses the crowd gathered for the dedication of the roundhouse and restoration building named for him. This building is the latest addition to the Colorado Railroad Museum.
– Photo © And Nall

Boreas Pass Railroad Days

Plan to enjoy a day of history and fun on September 9, 2000, starting at 10:00 AM. Start your tour at either the Como Roundhouse in Como or the Rotary Snowplow in Breckenridge. There will be special events at each end and at the section house on the summit. Travel over Boreas Pass and tour the newly acquired Colorado & Southern Boxcar on display at the summit.

There will be the following marked stops:

- The Como Roundhouse
- Como Depot
- Roberts Cabin
- Rocky Point
- Section House
- Bakers Tank
- Rotary Snowplow Park

Celebrate the 100th Anniversary of the Rotary Snowplow, view the beautiful gold Colorado aspens and see the special exhibit of railroad models.