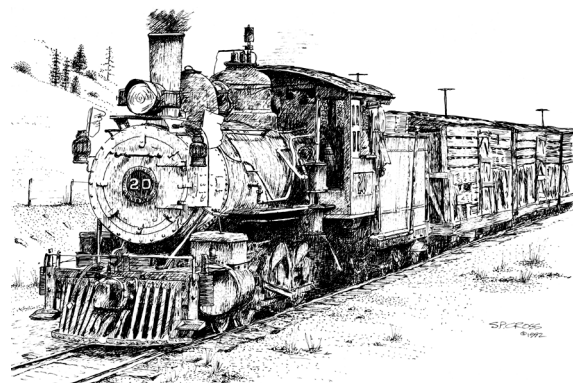


ROCKY MOUNTAIN RAIL REPORT



APRIL 2002

No. 511

ROCKY MOUNTAIN RAILROAD CLUB

Great Trains In The Winter

By Bob Andrews

April 9, 2002 • 7:30 PM

Bob will present an unusual program that shows railroading in the colder months. This is the bad weather that produces billows of steam and strange effects with signals and headlights. Scenes will be shown in rain, fog, drizzle and snow. Black and white photography shows this type of weather to advantage. Bob will also have scenes from the 1930s.

Bob Andrews, a Denver native, started taking photos of trains in 1937. He served in the US Army, Signal Corps, and was stationed in Hawaii during World War II. There he bought his first good camera. Mustering out in 1946, Bob resumed taking train photos. He married in 1951. He has four grown children and four grandchildren. Bob has given us programs on the Union Pacific, Burlington, and Rio Grande in the recent past. We are looking forward to a fine evening of cold weather photography.

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

Update On Club Trips

By Joe Minnich, Trip Chairman

The Union Pacific Cheyenne Shops Tour slated for May 4th is a go. This tour also includes a charter trip on the Ft. Collins Trolley. See the flyer in this *Rail Report* for information and to order your tickets. The deadline to order tickets is April 30th.

We have a date, June 15th, for the Second Annual Rocky Club BBQ at the Colorado Railroad Museum. Ride behind the operating equipment and the Geese on the Museum's "Narrow Gauge Circle." Lunch will again be catered by Bennett's

Continued on page 3, column 1

Get Your Slides Ready for Slide Potpourri Night

By Erwin Chaim

The April 9 club meeting will be the last day to give Erwin Chaim slides for the Annual Slide Potpourri Night on May 14.

Slides may also be submitted to Erwin at Caboose Hobbies before April 9. Call Caboose first to make sure he will be working when you want to deliver your slides. Erwin cannot accept slides after April 9 or on the May 14 meeting night.

Please include a name slide if you have one and about 15 slides on a subject of your choosing.

2002 Events Schedule

May 4 Tour:	UP Cheyenne Shops Tour
May 14 Meeting:	Slide Potpourri
June 11 Meeting:	4-8-4s
June 15 Event:	BBQ at the Colorado Railroad Museum
July 9 Meeting:	C & S and Engine #9
July 21 Trip:	UP 3985 Steam to Cheyenne
August 3 Event:	Rollins Pass Walk
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	The Super Chief
September 28 Event:	D&IM Car #25 Roll Out and Operation
September Trip:	C&TS Trip
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the *May Rail Report* is 4/22/02.

From The President

By Mike Gailus

Memories. Some years ago (mid 1970's), my family and I lived in Denver in the south Washington Park area. Our house was just two blocks from the Colorado and Southern railroad branch line. Not much traffic traveled those old rails then, only one or two local freights per week. It was mostly lumber cars, some grain hoppers, and it was still the practice back then to include the "crummy" on the end.

I could hear the local blowing for the uptown crossing. My daughter and I would run down and watch it head south to drop the cars and come back after picking up the empties. At the time, these locals were common and a part of life in south Denver. A couple of years later the trains stopped running and at many locations the rails across the street crossings were removed.

All these memories came back this week as I watched the very last of the C&S track removed (by a backhoe, no less). It was a sad day for me. I work at The Gates Rubber Company and the tracks ran down the east side of the property. The C&S had two sidings for the Gates warehouse. The removal of the old tracks is to make way for new tracks. The RTD (Regional Transportation District) will be laying down new light rails next year on the old C&S right of way, as part of the new T-REX transportation project in Denver.

See page 3 for Darrell Arndt's night photo of the C&S Bridge being removed. The demolition company had a tough time removing the railroad bridge. It was built

very solidly and resisted coming down.

I share my memories with you in hope that you have those kinds of memories as well. I can only find one or two pictures I took of those locals. I wish I had been better at taking more slides of something as mundane as a local freight. So, now on some of my lunch hours, I walk over to the joint line, which runs right through the Gate's property and just watch (and photograph) the UP and BNSF traffic. Who knows, some day these trains may also be gone.

If you have some pictures of special railroad memories, I would encourage you to get together 10 to 15 of your favorite slides and bring them to the April meeting. (You can mail them if you're out of town or drop them off at Caboose Hobbies). Loan your slides to Erwin Chaim and he will prepare them for the May meeting, which is our annual slide potpourri night. This is your chance to share with your fellow club members, so please support our potpourri night.

If you have some memories of a railroad story, I would encourage you to write it down and send it to our newsletter editor Bruce Nall. You may send it to the *Rail Report* post office box (listed in the box to the right) or e-mail it to Bruce or myself. We would be happy to share your story in a future issue of the *Rail Report*. One of the main goals of Rocky Mountain Rail Road Club is to preserve memories for the future. Don't let your favorite memories be forgotten.

Help Wanted

The position of Treasurer for the Rocky Mountain Railroad Club is open. This volunteer appointment requires NO computer experience. Folks, we have a critical need to have this officer position filled soon. Please give this some serious consideration and call Mike Gailus (303-788-0403) or Steve Mason (303-772-6418) for details. Your club needs your help.

GOOD NEWS!

Jack Heiberger is Still a Club Member

We are happy to report that the obituary in the March Rail Report for Jack Heiberger was premature.

Jack is a healthy 64-year old skiing nut and Club member since 1972. We apologize for the mix-up in names and any embarrassment it caused.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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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	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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PO Box 620579
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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.

Update On Club Trips

Continued from page 1, column 2

BBQ. See the flyer in this *Rail Report* for information and to order your tickets. The deadline to order tickets is June 3rd.

We have verbal confirmation of the Union Pacific 3985 trip from Denver to Cheyenne on July 21st. You may reserve a coach seat for \$25.00 or a Dome seat for \$35.00. There will be a flyer in the next three issues of the Rail Report.

A Rollins Pass right of way walk is a new event announced for Saturday, August 3rd. We will be meeting on the west side of town with car pooling up to the west side of Rollins Pass. Bring a brown bag lunch. The \$15.00 reservation includes a guide, Barry Smith, and a handout. For information, call Barry Smith at 303-757-6050. A flyer will be included in the next Rail Report with full details.

We await the approval and costs from the Cumbres & Toltec for the planned September trip.

The D&IM Car #25 Open House and operating session is all set for September 28th.

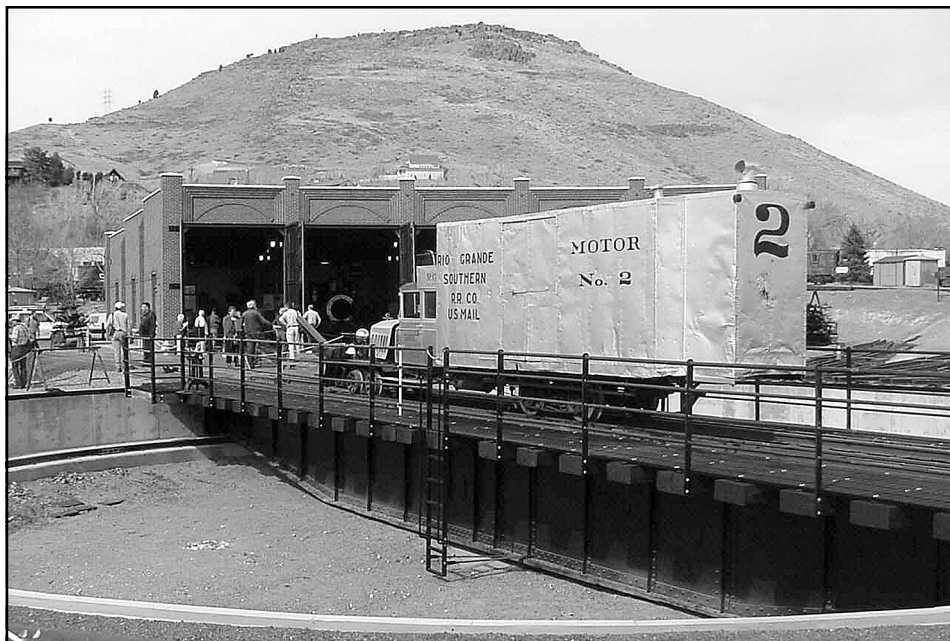
Is Your Newsletter Label In Color? If It Is, This Is Your Last Issue

Fran Minnich
Membership Chairperson

If your newsletter has a color mailing label, our records indicate you have not yet renewed your membership. This is the last newsletter you will receive in 2002 until your renewal has been received or reconfirmed. Please contact Fran Minnich at 303-693-0664 with any questions.

New Shirts For Sale

Denim shirts with an embroidered Rocky Mountain Railroad Club emblem are available for \$20.00. All sizes are for sale at Club meetings and will be available at the Club table at shows. Credit cards are accepted.



Rio Grande Southern Goose Number 2 tests the new 72-foot turntable in front of the Cornelius W. Hauck Roundhouse at the Colorado Railroad Museum. The turntable and associated trackage was dedicated on February 23, 2002. Annandale Associates, the firm that built the roundhouse, constructed the turntable pit and wall. When the turntable bridge was craned into place on the massive center bearing, it balanced perfectly. The 80,000 pound turntable is so well balanced that it can be turned by one person using the "armstrong" levers.

– Photo © Sherm Connors



A bit of Denver rail history disappeared February 5, 2002, with the removal of the old Colorado & Southern Railway bridge over I-25 on the south side of Denver. The bridge was removed and cut up as part of the massive "T-REX" I-25 rebuilding and widening project. The project also includes construction of a 19-mile light rail line. The highway had to be closed so the bridge removal operation took place at night. Long out of service, the line the bridge served was a final remnant of the old Colorado & Southern / Denver & New Orleans route to Colorado Springs.

– Photo © Darrell Arndt

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.

UP Units with American Flags Visit Denver

Union Pacific’s Green River, WY, to Denver, CO, train of March 2, 2002, had American Flags leading into Denver on March 3rd. New GE C44ACCTE 5777 and EMD SD70M 4738 (built January 2002) were on the point. The other unit was SD60M 2242. Train arrived snow covered 36th Street Yard, Denver, on Sunday morning amid blue skies.

Flag & Flare UP 4870

A new UP SD70M 4870 with American flag and flares arrived 3/15/02 at UP’s 36th Street Yard, Denver, with the North Platte, NE, to Denver train, A NPDV 14. The other unit was UP SD70M 4385. –C.W.

BNSF “Patriotic” Locomotive

BNSF is rushing to get a DASH 9-44CW completed in a “patriotic themed” paint job before the upcoming Southern Pacific 4449 steam trip. The 4449 is being repainted in its red, white and blue Freedom Train scheme. This special patriotic themed loco will join the 4449 for its trips this spring, then go on tour across the BNSF system. The tour will culminate in a display near the Fort Worth, Texas, headquarters (at the Saginaw train and grain museum) on July 4th.

The BNSF 4501 is either at or en route to GE Erie in March for repainting (part of the warranty repaint program). The locomotive is supposed to get a red, white, and blue version of the popular Santa Fe Warbonnet scheme, with a red bonnet, white sides, and blue under frame. I guess this gives new meaning to the words “War Bonnet.”



A pair of Union Pacific units with American flags rolled into Colorado on the snowy Sunday morning of 3/2/02. GE model C44ACCTE 5777 lead EMD model SD70M 4738 with SD60M 2242 at Hazeltine (south of Brighton, CO) with the Green River, WY, to Denver train, M GRDV 02. – Photo © C.W. Edinger.



Two faces of Union Pacific in early 2002. SD70 2002 passes parked “winged” 4171 west of Cheyenne, WY. – Photo © Chip.

The locomotive is being nicknamed the “Freedom Warrior” and will feature a fierce-looking Bald Eagle swooping in with talons clinching a fluttering ribbon (with some sort of patriotic slogan on it). This will be against a background of a waving US flag (kind of like the UP flag, from what I understand). Behind all this, in a very faint shade of gray will be portions of the lyrics to Lee Greenwood’s “God Bless the USA”.

On the rear corner of the locomotive sides will be a small commemoration featuring the names of BNSF employees deployed

in the military. I don’t know if the locomotive will retain its current number or get the number 2002.

– dickpalmer

KP Upgrade Report

Major track work on the KP has been deferred for 2002. All the money and resources for track work has been shifted this year to California. The only things slated for the KP this year is powering up the signals and switches at Terra Cotta/Hackberry/Monument/and Buick which will include laying down 40 some miles of



Kimball, NE, along Union Pacific's main has an EMD geep. High Plains Co-op GP-10 7516 began life as Pennsylvania RR's GP-9 7011. Conrail modified it from a GP-9 to a GP-10 and gave it number 7516. – Photo © Chip.



The Union Pacific's 26-car passenger train was on display in Salt Lake City, UT, during February 2002 for the Winter Olympics. The train left Utah on 2/27/02 for a deadhead move back to the UP passenger car shop at Council Bluffs, IA. Descending Sherman Hill just east of Granite, WY, on 2/28/02 were SD70M Olympic painted units 2002 & 2001, moving the train eastward. – Photo © Chip.

welded rail. It looks like now they are going to power up those sidings using the existing jointed rail and coming back later this year to lay down the welded rail.

They were at Terra Cotta testing the signals. All they have left that we know of to do to the KP is get all the welded rail down from Salina, KS, to Denver and undercut the final section of track from Manhattan to Salina.

–KP Watcher

Kansas Pacific Observations

Traffic on the KP has increased just a bit for the last couple of months. On average we are now getting 3 to 4 loaded eastbound coal trains a day and 2 to 3 westbound empty coal trains a day. Also we are occasionally getting the eastbound empty auto rack trains.

We are also seeing more UP 6000-horsepower 7500-series General Electric

units coming through here. Most of the time they are the 2nd or 3rd unit in the consist but once in a great while they are on the point. Also the speed limit as far as I can tell from Salina to Topeka, KS, now is 60 M.P.H. in most spots. That's a far cry from the 40 M.P.H. we had for so many years through here and all the slow orders we once had before they upgraded the line.

–KP Watcher

New BNSF Engines

Burlington Northern Santa Fe is taking delivery of 100 new C44-9Ws between April and September of this year. Road numbers are BNSF 5269-5223 and BNSF 4199-4147. –Craig Douglas

BNSF Coal Sets Record

Burlington Northern Santa Fe (BNSF) handled a record 243.4 million tons of coal in 2001 using 575 (3 percent) fewer coal train starts than in the previous year. The new tonnage record is up 2.8 percent from the previous record of 236.8 million tons set in 1999. Tons per car were up 2.3 percent and cars per train were up 3.6 percent in 2001 compared with 1999.

“The productivity gains were achieved as a result of executing against a detailed joint operating and marketing plan,” says Tom Kraemer, Group Vice President, Coal. “We worked with customers to get them to allow longer trains, and we are continuing to encourage customers whose car fleets were made up of steel cars to replace them with aluminum cars, which can handle more coal than steel cars.”

–BNSF

UP 5800's Move West

Union Pacific's North Platte, NE, to Hinkle, OR, train rolled through Cheyenne, WY, the evening of 3/12/02 with American flag units 5802 & 5814 as its only power. These are part of UP's new 5770 - 5863 series being delivered in the first half of 2002. All of the new GE's are controlled tractive effort (CTE) AC locomotives. Model designation is

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OS Colorado

Continued from page 5, column 3

C44ACCTE. Rather impressive looking units with flags.

Unit Trains in March

BNSF moved three unit military trains of Army support trucks across Colorado to Texas in March 2002. The first train was seen coming west on the Brush Subdivision on 3/16/02 led by BNSF SD40-2 6731 and 8-40BW 577. They were moving from Fort Lewis near Tacoma, WA, to Alliance, TX, via the Joint Line and La Junta, CO.

On 3/18/02 at Rennix Yard, Denver, were BNSF 9-44CW 4434 & 5334 on a second train. All equipment was painted Army camouflage.

The third military train got held at Sedalia for the Union Pacific's huge concrete tie, switch and welded rail replacement maintenance window on 3/19/02. Green BNSF SD60M 9294 and warbonnet 9-44CW 783 were the power. One auto rack car with Humvees behind the power, mostly Army support trucks on flatcars and containers on flatcars filled out the unit train.

LMX Units Moved Off BNSF

Not always a favorite of crews, especially on the air conditioned ex-ATSF, the ranks of the old LMX B39-8's the 8500 series, which had been closed tight, deadlined and stored at various places, were heading for Chicago and an undetermined future.

The Kansas City, KS, to Belt Railway of Chicago (M KCKBRC1 14) moved with the BNSF 6832-2617-DWP 5902-LMX 8547-8543-8528-8517-8551-8588, which arrived at the Belt Railway of Chicago's Clearing Yard just before the morning commuter rush on 2/14/02.

M KCKBRC1 15 had BNSF 2247-2436-2237-2166-LMX 8514-8527-8512-8581-8510-8586-8590-8570, that arrived at BRC, clearing the yard early 2/15/02.

– Pat Flynn

Continued on page 8, column 1

Salt Lake City Olympics Light Rail Trains



Utah Transit Authority (UTA) borrowed 29 Kinki-Sharyo light rail vehicles from DART in Dallas to supplement their own fleet during the Olympics. Here we see a three car train depart downtown to head south on the 15-mile long Sandy Line. 1.7 million passengers rode the light rail system plus many thousands on the hundreds of buses that were brought to the area for the events during the two week Olympic period.

– Photo © Darrell Arndt.



A four car train of Utah Transit Authority Seimens SD100 cars heads east from downtown Salt Lake City to the Rice-Eccles Olympic Stadium on the TRAX University Line on February 9, 2002. The route is 2.3-miles long and features an interesting reverse curve and a section of steep grade.

– Photo © Darrell Arndt.

Denver Northwestern and Pacific Live Steam Locomotive No. 210

By Bob Tully

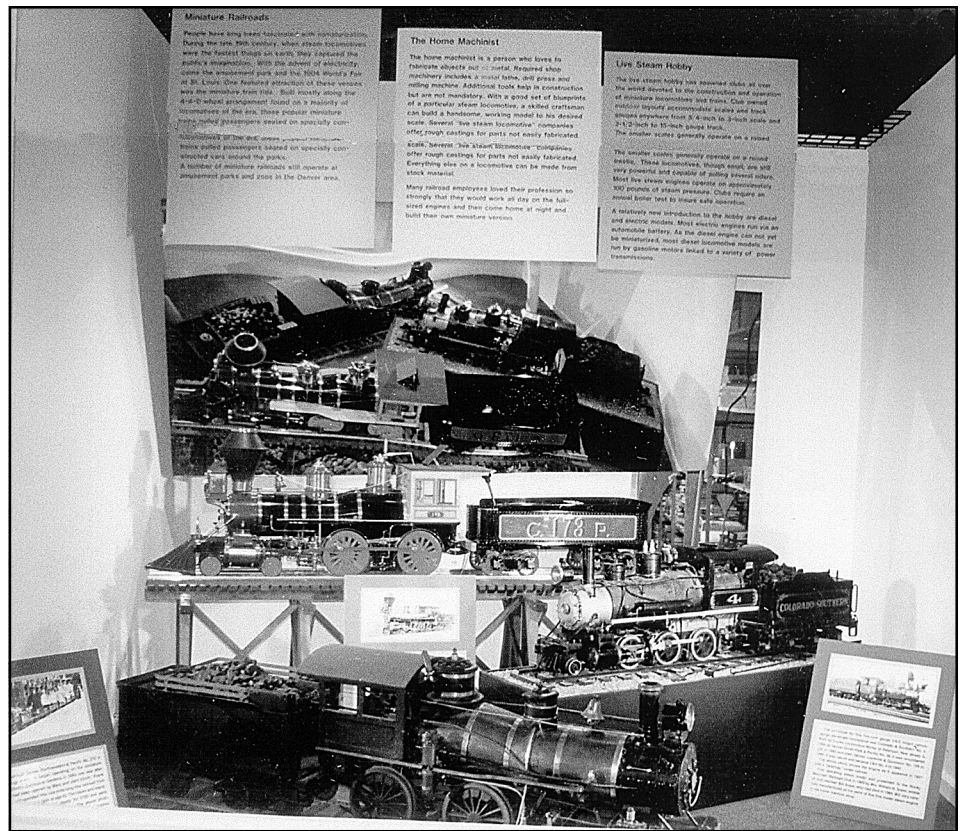
Mrs. Joan Humphrey, owner of this rather famous machine and daughter of a charter member of the Club, A. W. Ainsworth, placed the locomotive with our organization for maintenance and display on April 17, 1965. This 4-4-0 locomotive carrying the number 210 on the front plate, is a nine-inch gauge, coal burning, live steamer which was built for service at Elitch's Zoological Gardens in north Denver.

Frank H. Root of Denver installed the miniature railroad, which had about a mile of 8-pound rail, at Elitch's in 1893, one year after the Gardens had been opened by Mary and John Elitch. Mr. Root owned and operated this small railroad until his death in 1935. He constructed and worked on locomotives and rolling stock in a small shop on West 38th Avenue next to the Denver Tramway's West End Car House across the avenue from Elitch's.

In addition to our Denver Northwestern and Pacific No. 210, he built and operated another 4-4-0, No. 1201. A gasoline powered locomotive, No. 348, that looked like a steam engine was maintained for standby service. He also operated a 4-6-0, numbered 1600 and lettered Denver and Rio Grande Western.

It is believed No. 210 was built before 1895 and was operated until 1935. We have photos showing it running at Elitch's between 1902 and 1906 and during 1928 when it was photographed double heading with No. 1600. This 4-4-0, as well as other coal burners, pulled up to eight cars with no sign of being overloaded. The passenger cars were 42-inches long, 14-inches wide and designed to carry three or four children or two adults.

Following Frank Root's death, his nephew inherited the railroad which was sold to Virgil C. Hardy on April 21, 1936. The tracks at Elitch's were taken up shortly thereafter. Number 210 was stored for many years at the shops of Wm. Ainsworth and Sons Inc. It was cleaned and refurbished at our "Shop Car" at the



Special flood lighting enhances the engines and the six interpretive signs in the completed new display of live steam engines at the Colorado Railroad Museum. The engines are behind glass in a display prepared by Bob Jensen, Colorado Railroad Museum curator of exhibits. From front, Number 210, Number 4 and Number 173. – Photo © Bob Jensen

Colorado Railroad Museum before being put on display.

The locomotive is primarily of well riveted and welded cast iron and steel. It has a very nicely shaped sheet steel boiler jacket. The entire pilot is made of brass and copper. The bell and top cap of the straight smoke stack are bronze. There are four bands of polished silver steel around the boiler jacket as well as some strips of the same material around the fancy steam and sand domes. The four leading wheels are solid and 2-7/8 inch diameter, while the four drivers are spoked and measure 8-1/4 inch in diameter.

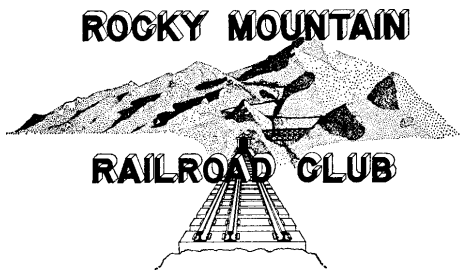
The cylinders are 3 inch diameter and 4 inches long. The smoke box is 8 inches in diameter while the boiler is 9-1/2 inches in diameter. The locomotive alone is 54 inches long. The combined engine and tender measures 7 foot 1 inch in length. The height to the top of the steam dome, which is slightly higher than the smoke

stack, is 23 inches from the top of the rails.

It is missing the builder's plates once located on each side of the smoke box. There are small holes where the plates, approximately 11-1/4 inch high and 3 inches long, were present as shown by marks in the paint.

The tender, which measures 31 inches over the wood frame, is made of shaped light steel. It sets on two four-wheel trucks which have 3-3/4 inch diameter wheels. The tender and engine are both fitted with a link and pin type coupler.

The engine and tender are painted black. The cab roof, window trim, rails around the coal bunker and covers of two tool boxes on the tender are painted red. The bell is polished bronze or brass. Both the bands on the domes and the boiler jacket bands are polished steel.



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If you have a color newsletter address label (above), this is your last issue. See page 3 for information.

OS Colorado

Continued from page 6, column 1

Utah / Nevada News

There are now something like 20-or-more Form A's (slow orders) in effect on the Lakeside Sub between Ogden, UT, and Alazon, including about 10-miles of 25 m.p.h. track on the causeway itself – this stretch had been 10 m.p.h. for about 8 miles, but due to the number of afflicted trains dying on their hours of service, it was raised up to 25 m.p.h. Reason for more slow orders was due to the detector car being out there in March and finding new bad spots on the tracks. The SP track out there seems to be wearing out at a much faster rate than in recent years. There has been some talk about restarting the causeway work trains which were last run in September of 2000.

The UP has run a couple of 100-car test grain trains on the Lakeside Subdivision to

evaluate their performance on the grade out of Montello (westbound). The performance was not too good! Both trains broke in two on the uphill grade west of Montello and required assistance (helpers) to make it up the hill. Word is that the UP may look at going with DPU on that route if they want to run them that big (maximum size these days is 90 cars), or else look at rerouting the grain trains back to the ex-WP route out of Salt Lake City (where they used to run) for the run to Elko, Nevada.

Up on the run to Green River, WY, near Evanston, there were broken rails aplenty which pretty much brought westbound traffic to a standstill. There apparently was also a frozen train which could not be moved for quite some time. This necessitated the running of all eastbound traffic out of Elko via the Shafter Sub (ex-Western Pacific) between Alazon, NV, and Smelter, UT, so that when the parade of

Elko-bound westbounds was released towards Ogden, there wouldn't be a giant traffic jam out on the Great Salt Lake! Westbound traffic out of Ogden has been very heavy with numerous grain trains, along with second sections of the I DUOA (Intermodal, Dupo Yard, E. St. Louis, IL, to West Oakland, CA)/I G2OA all running, and even including some A KSBEX auto trains, which had not run in a while.

Back around the first of the year auto traffic through Ogden had fallen off drastically. It has since rebounded quite dramatically and all signs point to continued growth. You've probably all heard the old saying about how signs of an improving economy usually show up first on the railroad, 6-months ahead of time. If the burgeoning traffic numbers on the Lakeside Subdivision these days are any indication, then the economy may just be turning the corner.

–The Boomer