

ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2003

No. 521

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Royal Canadian Pacific

Presented by Joe McMillan

February 11, 2003 • 7:30 PM

Several years ago, the Canadian Pacific purchased three former Canadian EMD F units from the Nebkota Railway in Nebraska and repainted them into the old Canadian Pacific gray and maroon livery. The units were purchased for the CP owned and operated luxury excursion train, the Royal Canadian Pacific, originating at Calgary, Alberta. The train consist is made up largely of Canadian Pacific wine-red business cars and there are usually about eight of them trailing the A-B-A set of F units. While the excursion train can be chartered and has been used on many routes, it most often runs on a 3-1/2 day circular route west from Calgary to Banff, Lake Louise, through the Spiral Tunnels, Field, Golden and then south to Fort Steel, Sparwood, Crowsnest Pass, Lethbridge and back north to Calgary. This show is a combination of two September 2002 Royal Canadian Pacific trips Joe McMillan and Mike Danneman followed.

Joe McMillan was raised in South Texas, went to high school in Minnesota, and graduated from Texas Tech University in Lubbock, Texas, with a degree in civil engineering. After graduation, he went to work for the Santa Fe Railway as a draftsman in the office of the Eastern Lines Chief Engineer in Topeka, Kansas. He served in various operating management positions in Iowa, California and Arizona and retired from the Santa Fe as the assistant director of safety and rules in Chicago in 1995. He moved to Arvada in 1982. Since 1977 he has been the president of McMillan Publications, publishers of books and calendars.

Join us with a guest to learn about this railroad operation. We will meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking at the rear of the building and the entrance to the meeting in Barnes Hall is on the south side of the church building. **All programs are intended to provide an educational experience. The general public are welcome to attend and there is no charge for this meeting.**

Control Tower Tour

By Barry Smith

How long has it been since you have been in a control tower? It has been a long time for me! BNSF will accommodate us on March 15th. Bring \$10.00 to the February meeting to get more details and to sign up.

Trip Report

By Steve Mason

First, I hope all of you looked over the January insert on the Trains Unlimited, Tours. The special RMRRRC web site: www.trainsunlimitedtours.com/rmrrc/ is excellent. If you don't have access to a

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2003 RMRRRC Events Schedule

March 11 Meeting:	Vanishing Depots
March 15 Event:	BNSF Control Tower Tour
April 12 Event:	Royal Gorge Trip
April 8 Meeting:	Hatch Wroton's Films
May 3 Event:	Cheyenne Shops Tour
May 13 Meeting:	Slide Potpourri
June 10 Meeting:	Why Dieselize? Electrify!
June 14 Event:	Annual Picnic at Tiny Town
July 8 Meeting:	Polish Railways
July 20 Event:	3985 Excursion
August 12 Meeting:	RTD FasTracks
August 23 & 24 Event:	RMRRRC Annual Work Weekend
September 9 Meeting:	SP/UP Royal Gorge and Brown's Canyon
October Event:	Annual Banquet
November 11 Meeting:	Video Potpourri

The deadline for items to be included in the March *Rail Report* is 2/17/03.

Trip Report

Continued From Page 1, Column 2

computer at home, I suggest using a friend's or go to a public library to see our very own web page on the TUT web site. Click on the photos, they are great.

One of the reasons your Board decided to offer this opportunity was to give members outside Colorado several trips they could take as a benefit of RMRRC membership. In the U.S., there are trips on the east and west coasts. Overseas trips are also offered. We are very excited about this and hope you are as well. Please try a trip and tell others of these deals. One trip's cost savings typically exceeds the cost of a RMRRC membership. Tickets for the October narrow gauge trips in our offering will be through Trains Unlimited, Tours so you can order through them now.

Second, this month's insert is on the Royal Gorge Train Trip. We will be offering two exclusive items not available to the general public. First, a photo run-by in the Royal Gorge, and second, a drawing for cab rides. Cab rides are normally \$95.00. If forty members buy tickets at \$50.00, there is a one in ten chance for a cab ride. Those odds are better than any lottery ticket you ever bought. Due to the fact that the train will be running at noon we have included box lunches in the price of the ticket. We were very impressed with the selection of box lunches.

To hold costs down we have **NOT** included a bus ride from Denver to Cañon City. Trip participants are responsible for their transportation to the Santa Fe Depot in Cañon City. We have members in both Colorado Springs and Pueblo and this makes it easier for them to participate.

We have also selected the date based on the fact we will be beyond the equinox so there should be fairly good light in the Royal Gorge for photography, yet the train will not be crowded with the summer people so we can do the photo run by. At the end of the trip we will tour the shops, which are not normally available to the public. The trip committee hopes you will choose this trip and will sign up early.

2003 Rail Camp

By Tom Moss

The National Railway Historical Society, in cooperation with the National Park Service, Steamtown National Historic Site, Scranton, PA, announces RailCamp 2003. The camp is designed to provide a rail history background, railroad operations and career opportunities to high school students in 9th through 12th grade. This week long camp will provide the forum for young adults of similar interests to learn about the fascinating rail history movement, while at the same time sharing ideas with their peers from other parts of the United States.

Basic RailCamp 2003 currently has one session scheduled from July 20 to 26. If this session fills up, provisions have been made to schedule a second session, but that will not happen until the original session is full. Materials on RailCamp should be available on February 1.

Steamtown is the former shops of the Delaware, Lackawanna & Western. Attendees will be housed in dormitories of the University of Scranton. The cost is \$550 per student including all lodging and meals.

I am the regional vice-president of the Mountain-Plains Region of the NRHS and a member of the RMRRC. The RMRRC has participated in this program of outreach to youth for the last several years. Along with RMRRC's contribution and a number of other Mountain-Plains Chapters, we have been able to raise the money to send a young person to RailCamp. I also ask that RMRRC as a Club or individuals contribute to help out with this worthwhile project.

I will donate the transportation to RailCamp. To answer questions, I am usually at regular meetings in the back or you can call me at 303-753-2316. You can also contact your officers or board members to make donations.

One last item is the need to select a youth to participate in this educational experience. You may contact me with suggestions. Thank you.

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Club Information

Rocky Mountain Railroad Club
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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 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. 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.

Club Officers

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

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Out At The Museum

By Bob Tully

During 2002 there were 12 Club members who assisted in maintaining and improving RMRR Club equipment located at the Colorado Railroad Museum. Approximately 710 hours were spent on Club equipment at the Museum by volunteers. This is a minimum amount of time spent and does not include travel time, obtaining bids and buying materials as well as the various phone visits we have concerning the projects.

Fifty percent of the time was made up by 2 volunteers and 87 percent occurred because of the time and efforts of the six "regulars." Special appreciation is extended to Ken Gow, Denny Haefele, Roger Sherman and Russ and Sue Stuska for each spending 10 or more days at the museum. These five joined me spending a total of 112 days working on equipment. Others who worked with us from time to time included Duane Fields, Bill Haefele, David Russ, Mark Tomon, Matt Tomon and Mona Tully. I sincerely appreciate the efforts of each of these club members and thank each for being involved and willing to work with each other. Actually all of us have a very good time and fun doing



Russ Stuska "reaches for the sky" while test fitting a new end fascia on the Rico.
– Photo © Bob Tully.

whatever work is being carried out. Thanks and appreciation is hereby expressed to the board for their support and appropriate funding. Also I wish to thank all members who buy raffle tickets at the monthly meetings and in other ways provide the money needed to purchase lumber and supplies.

On December 13th we purchased 126 feet of 5-1/2 inch wide by one inch thick redwood at a cost of \$342.00 for use on the north side of Rico's clerestory. On the 14th, Denny Haefele and I milled nine, 14

foot lengths to 7/8th inch thick. We then used the table saw to take a small amount off the edge of each board so they could be glued together to create the widths needed for the clerestory facing. Six boards were glued edge to edge to make three pieces each about 10-1/4 inches in width. Additional width will be added during January to make the first layer on the clerestory. We removed the broken and decayed fascia from the east end of Rico, then rough cut a new curved piece.

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In Remembrance

Robert "Bob" Lovell White

December 20, 1919 – December 15, 2002

Robert "Bob" White, 82, of Denver was the son of a prominent Boston family and a Mayflower descendant. Bob received his bachelor's and master's degree in Far Eastern Studies at Harvard University in 1940.

Bob considered himself a perpetual student with a life long passion for railroads. At Club meetings, he would announce the times for TV stations broadcasting railroad programs. After moving to Denver in 1958, he became active in the Rocky Mountain Railroad Club. He joined in 1968 and was member number 187. He also joined the Intermountain Chapter of the NRHS in 1970.

In Remembrance

Noel Hover

October 30, 1925 – January 3, 2003

Noel Hover, 77, of Denver, was born in Ann Arbor, Michigan. He graduated from Plymouth, Michigan High School. He was on the aircraft carrier "Antietam" in the US Navy in World War II. He was a photographer, shooting movies for the Navy. Movie making later became an avocation. After the War, he attended Colorado College for two years. While at Colorado College, he rode the last train on the Midland Terminal to Cripple Creek. He transferred to Northwestern University in Illinois and got his bachelors degree in audiological engineering. He moved back to Denver in 1951 and married Chelsia, "Chet", in 1952. Chet and Noel have three children, three grandchildren and one great-grandson. He and Chet have taken in infants for foster care for the last 18 years.

He joined the Club in 1953 and was member number 34. He was also a long time Intermountain Chapter member. He accumulated a large collection of 16mm movies of the narrow gauge and was on the last narrow gauge train over Marshall Pass. For the Foundation, he cleaned, polished and cataloged hundreds of old brass screws that had been removed during Car #25 renovations. He also cleaned and repaired other brass hardware including the door handles for the Car #25 project. He came to regular meetings and could be counted on for his cheerfulness.

The Deseret Power Railway formerly The Deseret-Western Railway

By Chip Sherman

Where can you find an electric railroad operation in Colorado? Look towards the high-desert country near Rangely, Colorado, and over into northeastern Utah. Deseret Power links their mine to their Utah based power plant by a 35 mile railroad. In 2003, the railroad will mark their 20th anniversary. The Deseret Power operation, formerly Deseret Generation & Transmission Cooperative, has undergone corporate change in the years since its inception in the early 1980s.

The railroad operation links the coal producing Deserado Mine with the power plant in Utah. Railfans know it as the Deseret-Western Railway. The 50 kV electric railroad runs a distance of 35 miles, loop-to-loop, in northwestern Colorado. The Deserado Mine is located northeast of Rangely, CO, along county road 65. All of its coal is shipped to the Deseret Power Generation and Transmission Generating Station northwest of Bonanza, UT.

The Deserado Mine produces coal from the Williams Fork Formation from coal beds seven to sixteen feet in depth. The mine began operation in 1982 using the longwall underground mining method. Parent company is Deseret Power out of Jordan, UT. The mine operator is Blue Mountain Energy, Inc., out of Rangely, Rio Blanco County, Colorado. Starting in 2000, the mine hit a yearly production rate of over two million tons per year.

Plans once called for the power plant to be built near the mine. However, Colorado Governor Richard D. Lamm (Governor of Colorado from 1975 to 1987) didn't want a coal-fired power plant located in Colorado. Thus, the plans were changed and the power plant was built in Utah.

Deseret Power may also be expanding its Bonanza Power Plant to generate an additional 80 megawatts. When the Bonanza plant was built, the coal fired 460 megawatt plant was designed so a second unit could be added essentially



Deseret Power Railway, ex-Deseret-Western Railway, uses three E60C's to handle their 48-car coal trains between the Deserado Mine load out and the Bonanza Power Plant in Utah. WFU1, WFU2 and ex-N de M EA031 were ready to depart the loading loop on 1/6/03. WFU stands for Western Fuels-Utah, which is no longer a partner in this operation. January 2003 found two trains a day operating.
– Photo © Chip.

doubling its output. Although the plant has been recently upgraded and the turbine “ruggedized” to produce an added 36 megawatts, the second unit has never been built.

In a less aggressive venture, Kimball R. Rasmussen, Deseret Power president, said the cooperative's board of directors was considering a \$120 million small plant to be located between the coal pile and the main stack at Bonanza. The location would not interfere with a future second unit and because the 80 megawatt unit has low emissions, it does not interfere with unit two's emission allowance.

Speaking at the Vernal (Utah) Area Chamber of Commerce meeting, Rasmussen said Deseret Power was contemplating placing the 80 megawatt plant at either Bonanza or at the Deserado Coal Mine near Rangely, Colorado.

The smaller unit is attractive to the company because it can use 9,000 BTU coal, much of which is discarded (about 25 percent) in a landfill because the Bonanza plant requires 9,800 BTU coal. The 80 megawatts will fill the remaining space available on Deseret's transmission

lines. “With these advantages the 80 megawatt unit seems to make a lot of sense,” Rasmussen said.

If the unit is built at Bonanza, 25-30 new employees would be hired at the plant. To operate the plant, if it is located at Rangely, would require 50 employees.

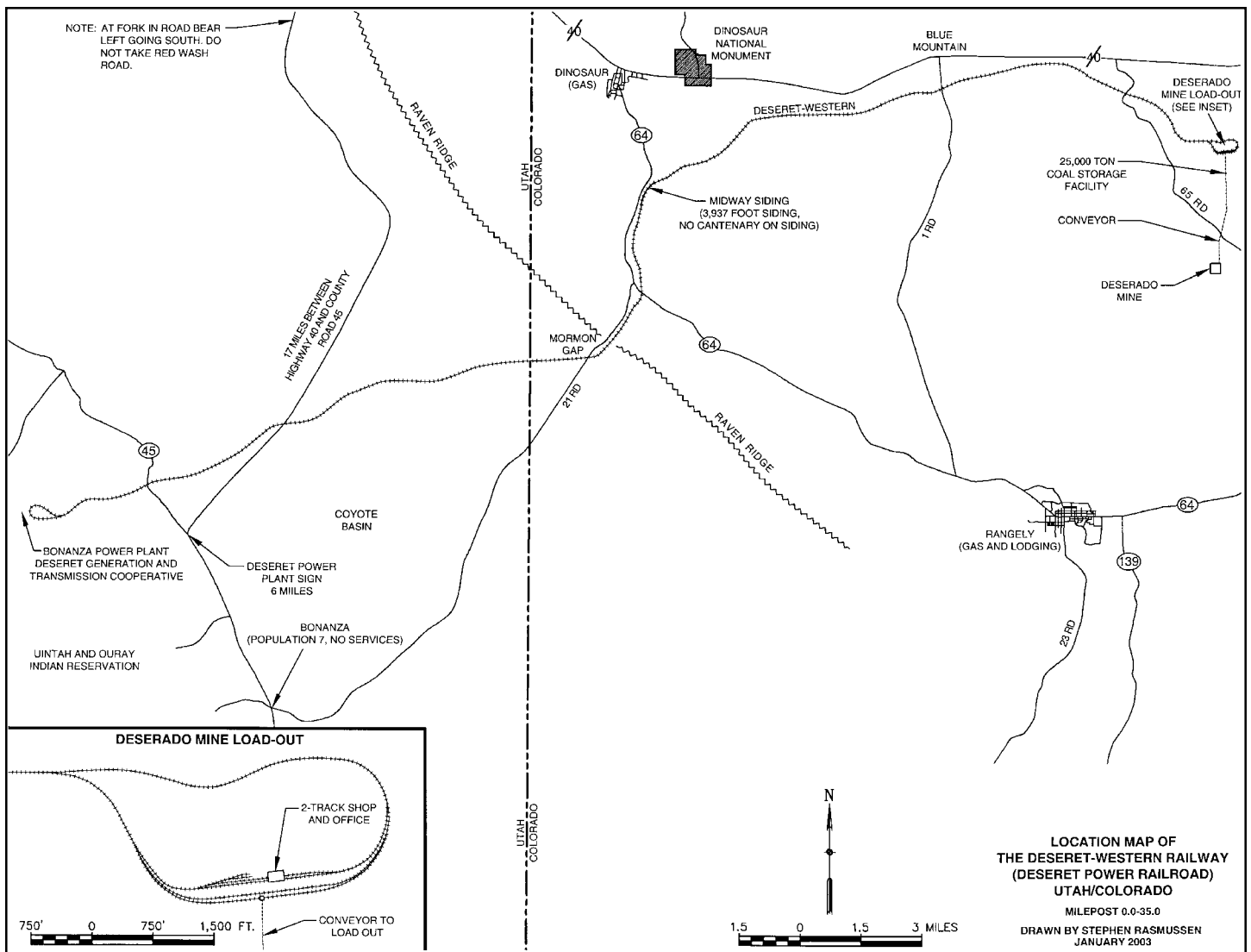
“We believe that the Bonanza location is more likely because it already has an established work force,” Rasmussen said.

Water is also an issue at the Rangely site, but Rasmussen said the Rangely area has been courting the project by offering incentives.

“If we move quickly, construction could begin by 2004,” he said. “If not, it will be a year or so later.”

In August 2001, Deseret employed 105 at the power plant, and under a subsidiary of Deseret, Blue Mountain Energy, Inc., employed 142 at the Deserado Coal Mine.

Rasmussen said there are 40 years of proven coal reserves at the mine, much more reserves are there but are not proven. Because Deseret Power was an integrated



power non-profit cooperative, it had been insulated from much of the power problem associated with black out and high costs in California. For the past ten years, Deseret's power costs to customer have remained about the same.

About 30 percent of its total power generation is used by its six member associations, and 70 percent is sold on the open market.

Deseret Power's Railroad began operation under Western Fuels-Utah (WFU), Inc. They called the railroad the Deseret-Western Railway. Bill Tuttle was the first railroad superintendent on this loop-to-loop operation.

Western Fuels-Utah originally planned to order four General Electric model E60C 50 kV locomotive's, WFU1 to WFU4.

Deseret Generation and Transmission Cooperative reconsidered their generation capacity and reduced the size of the power plant. This change resulted in the railroad getting only two E60C's, WFU1 and WFU2, serial numbers 43146 & 43147, built in August 1983. Thirty-five 100-ton coal cars were built and delivered, WFU 1-35. Additional aluminum coal cars were built in February 2002 and entered service. They are lettered DPR.

This unique, "captured railroad" operates across a sparsely populated high desert. The railroad uses frequency 451.975. If you visit, do bring an ice chest packed with liquids, food and film. Convenience stores are few and far between, just like the train operations. Rangely is your best choice for stores, filling your gas tank and finding a motel.

Between trains you can check out Dinosaur National Monument. Dinosaur National Monument preserves the largest quarry of Jurassic Period dinosaur bones ever discovered. A year-round visitor center, seven miles north of Jensen, Utah, has been built over the quarry to protect more than 1,600 fossilized bone specimens.

The Deseret Power Railway operation continues to contribute to the generation of electricity in the Western States. Difficult to find operating, the railway does serve its owner well. Visit it on your adventures to western Colorado, but be prepared for the ruggedness of the area.

— Thanks to Blue Mountain Energy, Inc., Harold Watkins, Stan, The City of Rangely and Steve Rasmussen with their help on this article.

My Narrow Gauge Adventure Part 1

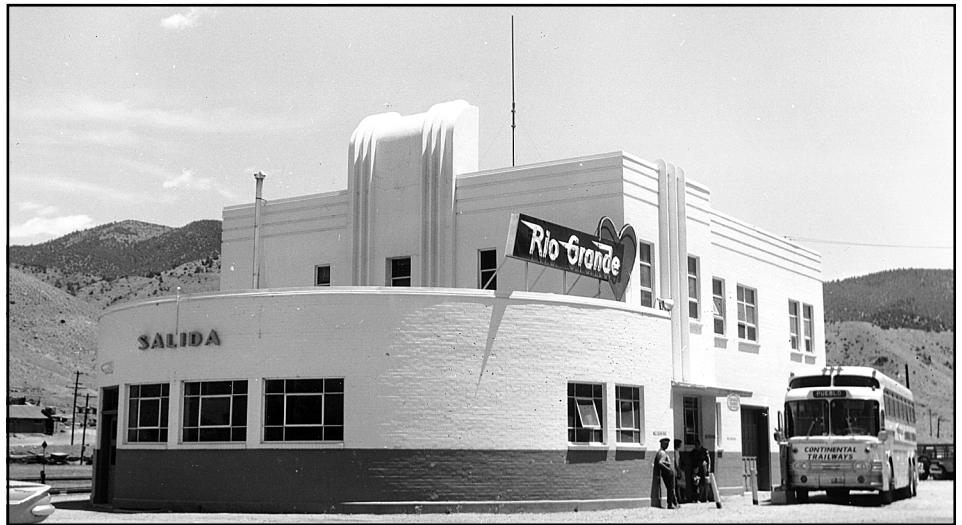
By Jim Ehernberger

Fifty years ago, at age fifteen, my enthusiasm for the Colorado narrow gauge railroads ran pretty wild. The following is a brief account of my experience visiting the narrow gauge in 1952. I had to rely on the bus to get from place to place. My camera equipment was also pretty inferior, so for the purpose of this essay, other photographer's views representative of the subject are included.

The motion picture *Denver & Rio Grande* had just been released in 1952. The scenic views in this film stirred my interest for making a trip to ride The Silverton train. In those days most newspaper articles provided only negative reports when it came to the narrow gauge. The sale of the Rio Grande Southern to Hyman-Michaels of Chicago for scrap, and the announcement by CF&I closing their Crested Butte coal mine, were the big headlines that summer. The Silverton branch had experienced a washout and was out of service during the early part of the summer.

That summer I worked as a "flunkie" on a water well drilling outfit. Most of the work consisted of being a visiting companion, but at least it provided enough money to pay for a trip to the narrow gauge before any more were scrapped. On August 20th, with my parents permission, I was heading out of Cheyenne on the afternoon UP local passenger train for Denver. Then a hike up 17th Street to Broadway took me to the Trailways bus station. The first segment of my trip was on an evening bus to Pueblo. There a transfer was made with a connecting bus for Gunnison. After a few hours, touring the Gunnison railroad yard, I caught a mid-day bus for Montrose where I checked into the Mesa hotel for the night. The price was reasonable, not more than two dollars.

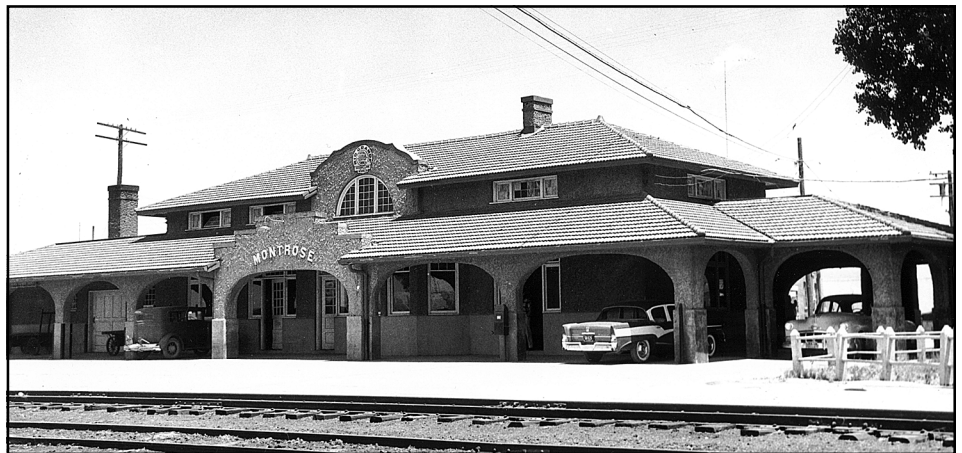
The next day, after I had a full night of sleep in Montrose, I would make my first journey on The Silverton train, the real purpose of this adventure. That part of my trip will be in the next *Rail Report*.



My first stop along the narrow gauge was at the art-deco Rio Grande railroad station in Salida for a fifteen-minute rest (there were no restrooms on the bus). Even though my stop was after midnight, I stepped off to observe what could be seen on the other side of the station. The station, shown in this 1968 photo, has since been demolished.



There was a lot of narrow gauge equipment in the Salida yard. The three-rail (serving both narrow and standard gauge operations) yard tracks were fascinating. This view of the yard was made by David Martindell in October 1952, about two months after my visit.



The bus used the Denver & Rio Grande Western station at Montrose shown in this 1956 Frank Kelley photograph. Railroad passenger service had been discontinued less than two months prior to my visit. Today the station houses a community museum.



The highway followed the narrow gauge branch to the Monarch limestone quarry. As required by law, the bus stopped for the grade crossing at Garfield where the famous switchback was visible. Three years later I photographed engine 480 with a train of empties for the quarry at this crossing.



The railroad operation at Gunnison was extremely dead. After the station agent came to work, I found nothing would be running that day. Maybe the agent felt sorry for me, as he took me to the roundhouse. The yard was full of empty coal and stock cars. Bert Prall took this view in the Fall of 1953.



Gunnison had been an important terminal at one time, but those days were long gone. The 10-stall roundhouse was locked up. When I returned three years later in 1955, and took this view, the line was being scrapped.



Inside the roundhouse sat two dead locomotives, the 268 and the 278, along with one rotary snowplow. Comparing it to Cheyenne (the Union Pacific activity), it was a dreary and dismal site. Neal Miller took this view of engine 268 inside the roundhouse in 1954, and engine 278 had already been donated to Montrose for display.

Want To Be A Steam Engineer?

Contact Jack Bradley, Park Manager, at 303-697-6829 at the Tiny Town & Railroad. Jack is looking for volunteers and can negotiate some gas money. Tiny Town operates on weekends May, September and October. They operate daily from Memorial Day to labor Day. The railroad is a well run, live steam and diesel amusement type railroad. Several of our members have operated there including Phil Schol, who attends regular meetings, and the late Ralph Vance.

The Cumbres & Toltec Scenic Railroad in 2003

The Cumbres & Toltec Scenic Railroad Commission announced on 1/11/03 that it will renew an operation agreement with Rio Grande Railway Preservation Corporation (RGRPC) for 2003. Disagreements between the two resulted in the RGRPC being fired by the commission during the autumn of 2002.

The 64-mile narrow gauge operation is estimated to generate \$45 million into the Chama, NM, and Antonito, CO, economies. The drought last year and heightened fire danger curtailed C&TS operations in 2002. Passenger counts declined as images of area forest fires were shown on the news.



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Out At The Museum

Continued From Page 3, Column 3

During a warm day near the end of December, Denny Haele finished painting the Colorado and Southern herald on the north side of our storage boxcar.

On a cold January 11th, Ken Gow, Denny and I power sanded the fascia to the final shape, planed it to the 3/4 inch thickness, routed the lower outside edge to the historic shape, and after three or four trial fits, nailed and screwed it into place. As with the west end, all holes in the frame were filled with plastic wood, the top edge of the new board was covered with water proof caulking and the roof tin fastened in place with 1-1/4 inch flat head wire nails. The new fascia was primed after it was installed.

With both upper ends now completed except for the roofing tar, the next work will be removal and replacement of wood on the north side of the clerestory. If you can help, call Bob Tully at 303-428-2322.

Intermountain Chapter, NRHS 2003 Event Schedule

- | | | | |
|--------------|---|---------------|--------------------------|
| February 21: | Chapter Meeting: 7:30 PM
SP&S 700 and Montana By
Steam presented by Sherm
Connors. For information
call 303-298-0377. | March 14: | Chapter Meeting: 7:30 PM |
| | | April 18: | Chapter Meeting: 7:30 PM |
| | | July 26 & 27: | Railfair |

Trains Unlimited, Tours 2003 Trip Schedule

- | | | | |
|----------------------------|-----------------------------------|------------------------------|---|
| February 22
to March 8: | Cuban Rail Historian | July 19 to 27: | Steam in the Andes |
| April 19: | Sacramento Rail/Riverboat | August 16 to
September 3: | Great Brazilian Railfan |
| May 3: | Sacramento Rail/Riverboat | October 5 to 11: | New England Colors |
| May 10 & 11: | McCloud Steam | October 7 & 8: | Rio Grande Photo Freight |
| May 17 to 25: | Canadian Rail Adventure | October 9: | Durango Photo Freight |
| June 4 to 14: | Alaskan Rail Adventure | October 7 to 9: | Rio Grande Photo Freight,
Durango Photo Freight
Combination |
| June 7: | Sacramento Rail/Riverboat | October 11 to 14: | Fall Colors Express |
| June 5 to 8: | White Pass Steam | | |
| July 12 to 27: | Rocky Mountain Train
Splendors | | |

For TUT information call 1-800-359-4870.