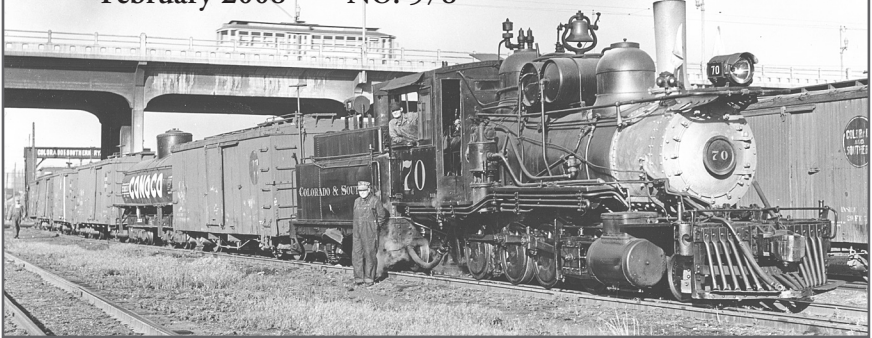


RAIL REPORT

February 2008 • NO. 578



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Union Pacific's Wyoming Division

By Bob Andrews

February 12, 2008 • 7:30 PM

February's program will feature lots of steam and early diesel power on Union Pacific's Wyoming Division with slides made from the late 1930s through the early 1950s.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

RMRRRC Calendar

March 11th Meeting	Narrow Gauge Steam of Cuba
April 8th Meeting	To Be Announced
May 13th Meeting	The UP Train Robbery Era In Wyoming
June Event	To Be Announced

The Club's future program listing is limited to three or four months. This will provide members adequate advance information for planning. Proposed 2008 meeting dates are shown. Due to circumstances beyond our control programing and dates are subject to change without notice. Please contact Joe McMillan at jmcmillan20@comcast.net or phone 303-456-4564 with program ideas.

From the President

By Jim Ehernberger

We were treated to a great presentation prepared by Dave Gross at our January meeting. Dave was called out of town and Jean actually handled the program. The subject was winter train operations which included the Nevada Northern, Heber Valley Railroad and the Durango & Silverton Narrow Gauge Railroad. As usual, Dave's photography was spectacular.

Bob Andrews has been working on a Union Pacific program covering train operations in Wyoming between the 1940s and recent days. We are looking forward to Bob's presentation. Because of his descriptive narration it will be quite informative and entertaining.

The basement of the Union Pacific freight station was where meetings were held when the Club was started in 1938. It was only natural for the early members to pay a visit to the Denver UP shop and roundhouse on March 26, 1939.

Shortly after WWII, a group of members rode a UP passenger train to Cheyenne and toured that shop and roundhouse. The first excursion over the UP took place on May 17, 1953, behind Challenger 3967, between Denver and Laramie, WY. The 11-car special took the siding at Buford to give the passengers an opportunity to photograph the westbound morning passenger fleet as well as several double-headed freight trains. This was the last weekend for helper operation over Sherman Hill, since the newly-built alternate main line (via Harriman) was opening, and helpers would no longer be required.

At Laramie our train remained for a couple of hours, affording passengers a chance to go to the roundhouse and witness servicing of locomotives (including the 3967) and Big Boys turning on the turntable. It was "open range" for us, and no one seemed to worry about a large number of people visiting this busy area of activity. At no time did anyone ever claim an injury. Our members loved the railroad and had pride, so if they did get a scratch, they would have been too embarrassed to complain anyhow.

In October of 1954 a coach was added to the regular passenger train out of Denver to Cheyenne, and during the four hour lay-over it allowed Club members to visit the shop and roundhouse area. Again it was "freedom" at its best!

Without a doubt the rarest motive power the Club had on a special train was in 1956 when the last 4-12-2 (Union Pacific Type) 3-cylindered locomotive was used. This locomotive had the longest rigid wheel base of any other steam engines built, and only the UP operated 88 of them. The weather was extremely frigid, but the trip was a total success with people coming in from all over the country to witness the last trip of this type locomotive in this area. Only a postcard advertised the trip! Afterwards the locomotive was taken to Los Angeles and it is currently displayed at Pomona, California.

The Club operated two trips over the branch line from Laramie to North Gate, Colorado (in North Park). The first one operated on August 4, 1956, and the

From the President



Union Pacific 3967 on a Rocky Mountain Railroad Club special at the station in Denver on May 17, 1953. – Photo by Joseph Schick.

second trip was made during nice fall colors on September 15, 1957. However, it was difficult making ends meet on these trips since passengers had to travel quite a distance to Laramie.

In 1959, the final year for regular (used only a very brief time period) UP steam operations, the Club was negotiating for a final trip behind steam, but the management in Omaha was not interested. Our Trip Chairman, Ed Haley (who handled trips for about 20 years!) was unable to get Omaha to consent operating one last steam trip. Eventually Ed's patience ran out, and he drafted a long letter to the UP's Chairman of the Board of Directors, E. Roland Harriman. While a response took some time, eventually the Chairman consented, and the last serviceable locomotive on the UP property (engine 844) was moved from Omaha to Cheyenne. The Club used diesel power on November 20, 1960, between Denver and Cheyenne

and the 844 handled our special to Rawlins, Wyoming and return, then a diesel to Denver at a late hour. Several people have stated the Rocky Mountain Railroad Club was responsible for the return of UP steam on excursions.

As a result, during the years following, the Club operated 19 trips with engine 844 (8444) covering Wyoming destinations such as Rawlins and Laramie as well as several trips to Sterling, Colorado. Starting in 1983 through 2003 there were 11 excursions using Challenger 3985. In addition, several field trips to Cheyenne to tour the shop and roundhouse were made by bus. The Union Pacific was a major operator of Club excursions.

During the early years passenger equipment was maintained at Denver, but after Amtrak the equipment was kept in Omaha, making the deadhead movement of the equipment extremely

From the President



Union Pacific extra 3967 on a Rocky Mountain Railroad Club excursion train at Buford, Wyoming on May 17, 1953. – Photo by George A. Trout.

expensive. Insurance costs also kept rising. Our last three UP steam trips were made out of Denver (in order to utilize equipment when in the area) on the flatlands toward Cheyenne. The number of riders dwindled rapidly. Support from our membership lagged, and it required expensive national advertising that caused the ticket costs to increase greatly. The physical property of the railroad continually changes. Today turning a train at Laramie is a problem. Due to increasing freight traffic, the operations over scenic Sherman Hill are no longer feasible or profitable.

However, there are other options for us to look into for the future. This is why

I am an advocate for our membership to support all of the tourist railroads and museums. At least we can enjoy these places and reminisce the GOOD 'OL DAYS!

Members may contact me at:
RMRRCPresident@sisna.com
Phone: 307-637-4011
Rocky Mountain RR Club – President
PO Box 2391
Denver, CO 80201-2391

If calling on the telephone, please identify your call as Rocky Mountain Railroad Club business – so I will know your call is not telemarketing. Thank you very much. 7 to 9 PM is preferred.

Happy Birthday to RMRRC Membership Card Holders 1 and 2

Irv August, membership card number 2, celebrated his 94th birthday on January 24th. On February 13th, Richard Kindig, membership card number 1, will turn 92. Visitors to see Richard

(his mind is sharp) are welcome. His new address is:

Wheatridge Manor
2920 Fenton Street - 20A
Wheat Ridge, CO. 80214

From the President



Union Pacific #103 the “City of Los Angeles” passing The RMRR special at Buford, Wyoming on a dark & rainy May 17, 1953. We spent nearly two hours on our special in the siding to let the fleet of passenger and freight trains pass.
– Photo by Joseph Schick.

Richard H. Kindig Day at the Colorado Railroad Museum

Please join us at the Colorado Railroad Museum to honor Richard H. Kindig, the legendary Colorado photographer and writer on Saturday, March 1st between 1:00 PM and 3:00 PM. There will be light hors d’oeuvres and beverages served.

In his honor, we are planning to run locomotive 346 for him and to give him a ride in the recently restored 19th century passenger car 284. There will also be a display of some of his favorite photographs. Please join us in honoring this Colorado legend and the last surviving

charter member of the Rocky Mountain Railroad Club.

“Richard H. Kindig was born in Denver on February 13, 1916. His astounding photographs of steam locomotives battling Rocky Mountain grades, however, have made his name known around the world.” – From the article *Giants and Dwarfs* by James Ehernberger in *Railroad History* Spring Summer 2007.

As circumstances may change, members should verify the event with the CRRM a day or two in advance.

Latest Donors to the No. 25 Restoration Project

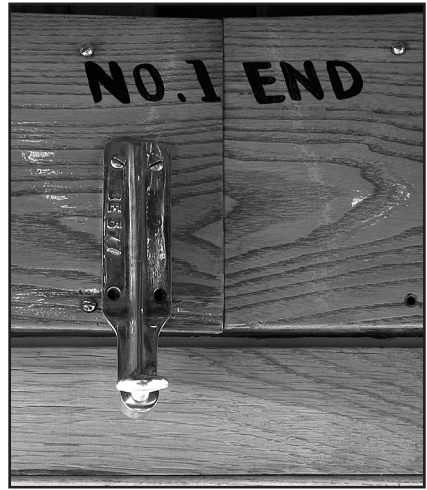
Jean Gross

The gift of giving and supporting the Rocky Mountain Railroad Historical Foundation throughout the holiday season is evidenced by the generous donations of the people listed below. The list includes the faithful membership and supporters from the Denver community who have annually given to the No. 25 restoration. It is also important to thank and acknowledge a member of the Club and retiree of IBM for requesting a matching grant from the IBM Matching Grants Program. Thank you Jack MacLennan for your support!

Donors are as follows:

Tom Abbott, Larry W. Anderson, Warren (Matt) M. Anderson, Gregory Bates, Kenneth Blonski, Marjorie Braisted, Robert Brewster, Arthur M. Butler, Jr., R.D. Cristal, John Cook, Richard Hague, Frank Head, Andrew Hornbrook, John Manley, Alvan Morrison, Select Image – Bruce Nall, Richard Severance, William Sweet III, Donald Tautz, Jim Titsworth, Ronald L. Welch, Philip Wise, Harrison (Hatch) Wroton.

Ronald Hill of Littleton, Sheila Isle and Tim Todd have recently, donated a collection of items for the purpose of raising money for the Foundation's restoration work. The board and trustees not only thank these individuals but all



Completing the fine details contributes to finishing the restoration.

–Photo © 2007 Bruce Nall.

of you who have donated throughout the 2007 campaign. We have reached \$9,700 that is almost to our goal of \$10,000!

Donations are always accepted and are fully tax deductible. Your donation can be mailed to the RMRR Foundation at the PO box of the Club.

Happy New Year and Happy 70th Anniversary to the Rocky Mountain Railroad Club: The completion year of Interurban Car No. 25!

Membership Renewals For 2008 Were Due December 31, 2007

Last Call To Reserve Your Card Number!

Membership cards are scheduled to be mailed early March 2008

Please consider upgrading your membership to provide additional financial support to the Club. The membership dues renewal form was in the November *Rail Report* or renew on the web at: <http://www.rockymtnrclub.org/membersp.htm>

Steam At The Colorado Railroad Museum



Locomotive 40 steams toward "No Agua" pulling a Santa Claus special train on December 2nd at the Colorado Railroad Museum. – Photo © 2007 Bruce Nall.

Remember, RMRR Club members in good standing are entitled to free admission to the Museum upon presentation of their current membership card.



Inside the Alpine Tunnel in August 1957. – Bill Abbott Photo.

An August 1957 Trip To The Alpine Tunnel

By Bill Abbott

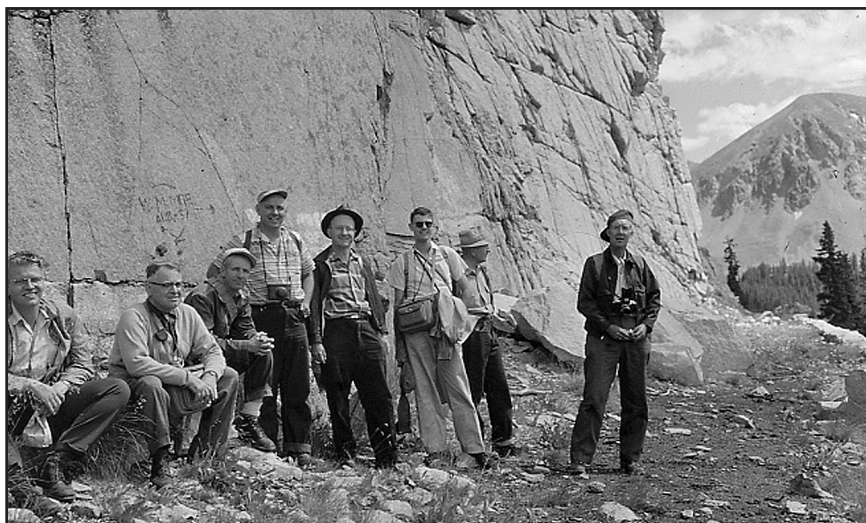
Seeing Dick Kindig's picture in the December *Rail Report* reminded me of some old slides of a trip with Dick. In August 1957, a bunch of us stayed overnight at or near Poncha Junction, then early the next day we started out in Bob Richardson's early version of a 4WD, known as the "Gut-Buster," for the west side of Alpine Pass. The road was seriously washed out about a mile below Woodstock, but we managed to build enough of a road to get through and eventually visited the Alpine Tunnel.

The Alpine Tunnel Historic District

Photos of events and announcements concerning the Alpine Tunnel Historic District can be seen at: <http://www.narrowgauge.org/alpine-tunnel/html/events.html>



Our hardworking MOW crew on the DSP&P grade. Progress seems to be slow.



Our group resting at the Palisades. As I recall from left, Bill Gordon, Morris Abbott, Mac Poor, Ed Haley, Dick Kindig, Bill Abbott, Bob Richardson, and Dan Peterson. Mr. Moore's defacement of the Palisades above Mr. Abbott has since been forcibly removed. – Two photos by Bill Abbott.

Current Railroad Happenings — A Photo Gallery



BNSF coal traffic has grown in early 2008 as BNSF acquired more Wyoming Powder River Basin coal contracts to Texas utilities. The morning of 1/14/08 found coal load C CRMIOG0 04 (Cabollo Rojo Mine to Iola, Texas) with ES44AC 6062 pulling out of Tonville Siding at Lochbuie, Colorado after meeting coal empty BNSF 8821 East (train E HOHBTM0 04A). The coal empty came from Holcomb, Kansas and was headed to the Black Thunder Mine in Wyoming. The distributed power on train at right: BNSF ES44AC 6046 and 6231. Power on both trains were set up 2 x 2. – Photo © 2008 by Chip.

Rio Grande Scenic Gains Two More Steamers

Information from William Diehl

The San Luis & Rio Grande management continues to find steam power for its scenic runs on its two excursion trains, The San Luis Express from Alamosa to La Veta and the Toltec Gorge Limited from Alamosa to Antonito to connect with the Cumbres & Toltec Scenic. They recently acquired two 2-8-0 steam locomotives from the Mt. Hood Railroad in Oregon. The engines are the former Lake Superior & Ishpeming, ex-Grand Canyon Railway Numbers 18 and 20.

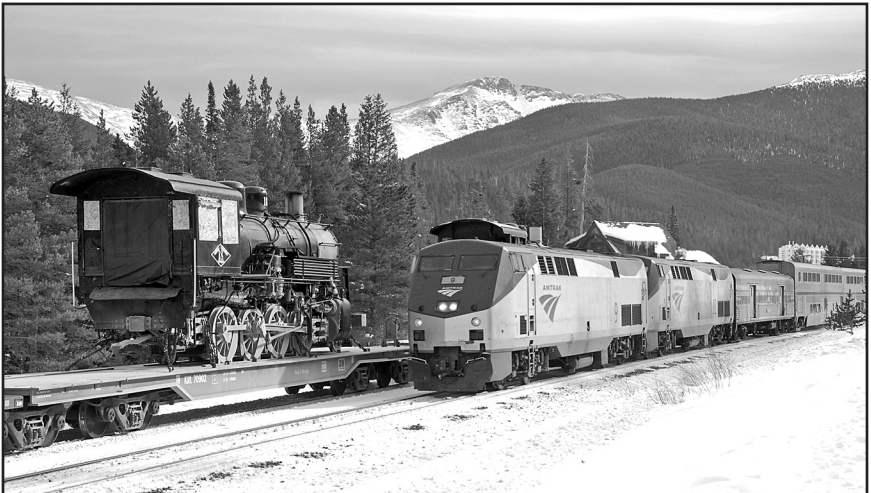
Locomotives 18 and 20 are rated for 42,000 Lbs. of Tractive effort. Even SL&RG (Ex-Espee) 1744 only has 33,320 Lbs. of Effort. No. 18 was good for six cars unassisted on the Grand Canyon Railway's 3% Grades while 1744 is good for only four cars on La Veta's 3% Grades.

In contrast, D&RGW #683, the single surviving standard gauge steam from the Denver & Rio Grande Western, preserved at the Colorado Railroad Museum, is only good for 27,780 Lbs. of effort – roughly the equivalent of the K-27 (Mudhen's) and K-28's on the D&RGW Narrow Gauge. 683 was retired from the San Luis Valley Southern in 1962. While some have suggested restoring it to daily operation, economics would seem to make that plan impractical. The restored and rebuilt 683 would probably only be good for 3 cars maximum on La Veta's 3% Grades.

Current Railroad Happenings — A Photo Gallery



Club member Dave Schaaf found San Luis & Rio Grande Railroad bound 2-8-0 18 sitting on Winter Park Siding 1/3/08. Great to find two steam engines on the Moffat Tunnel line! The three flatcars with Alco 2-8-0's 18, 20 and their tenders were set off an eastbound Union Pacific train account tunnel clearance concerns east of Moffat Tunnel. They were shipped back west via Salt Lake City, Utah, and Green River, Wyoming, for routing to Alamosa, Colorado. — Photo © 2008 by Chip.



Amtrak's California Zephyr, train 5, with P42DC 9, passed San Luis & Rio Grande RR (Rio Grande Scenic RR) 2-8-0 18 and 20 at Winter Park, Colorado, after being set out from an eastbound Union Pacific train bound for Denver. Concerns about Moffat Tunnel clearance prompted the KRL flatcars with steam engines and tenders, three flatcars, to be placed on the Winter Park Siding near milepost 57. The steam engines were loaded at Hood River, Oregon, in December 2007 for shipment to the San Luis Valley. — Photo © 2008 by Chip.

Current Railroad Happenings — A Photo Gallery



Colorado Springs and Interurban Railway 135 (ex- Ft. Collins Municipal Railway No. 22) in Colorado Springs. It is lettered and painted to reflect a Colorado Springs paint scheme from the old system. Restoration of much of the car body including trucks and brakes was recently finished. The Birney was placed on a flatbed truck and pulled in the Festival of Lights. A local choir group of children rode inside and sang Christmas carols. – Photo © 2007 by Darrell Arndt.



BNSF 9134 is one of the latest batch of EMD SD70ACe units. These have a more isolated cab than others that the BNSF has bought. Seen here on January 4, 2008 at the Denver engine house, it was bound for the test facility east of Pueblo, Colorado. – Photo © 2008 Dave Schaaf.

The Intermountain Chapter Peavine Flyer Excursion to Celebrate Spring in the Valley of the Cranes

Saturday, March 8, 2008

This year The Intermountain Chapter decided to do something completely different and hold our excursion aboard the fun and unusual San Luis Central Railroad “Peavine Flyer” to coincide with the 25th Annual Monte Vista Crane Festival, March 7-9, 2008.

Late in February, sandhill cranes begin their annual trek from south to north, stopping off near the Monte Vista National Wildlife Refuge. Crane watchers come from far and wide to join this celebration. While the festival offers outstanding opportunities to celebrate and understand cranes and other wildlife, it is the 20,000 or so greater sandhill cranes and a few thousand lesser sandhills that bring back visitors year after year. In addition to the cranes there are thousands of waterfowl, numerous wintering bald eagles, and other raptors that highlight wildlife viewing.

You don't have to be an ornithologist or amateur bird watcher to take this excursion with us. We just wanted to offer another perspective to enjoy the beauty of the San Luis Valley as you ride through it on the Peavine Flyer.

An excursion in March will mean warmer clothes for all and being ready for any type of winter / early spring weather, but how enjoyable it will be to ride a train and observe these marvelous creatures that stop over in the San Luis Valley during their migration.

Cost for this adventure is \$35 per per-

son, including lunch in the lovely railroad yard in Center, plus two Port-a-Potties for your comfort (no toilet facilities on board train). As usual, we suggest you bring comfortable folding chairs for the lovely, open door, boxcars and blankets to wrap up in to keep you toasty, plus your camera, binoculars, and bird ID book. We'll mosey along 15 miles in two hours, ride all over a diesel engine safely, and have photo run-bys on demand.

Fare at same-day trackside is still \$35, but you'll have to bring your own lunch (we encourage you to make a reservation). All reservations must be received at the Intermountain Chapter office by Monday, March 3, 2008.

We recommend you arrange for your own overnight accommodations for Friday night as soon as possible, as this Crane Festival is a big event, and the train pulls out from Sugar Junction in Monte Vista at 10:00 AM. We return by 4:00 PM. Local overnight accommodations are starting to fill fast.

Additional information about the Crane Festival and activities are at: www.cranefest.com/index.html.

Checks and Money Orders are acceptable. Sorry, no credit cards. Please make check payable to “Intermountain Chapter NRHS” and mail to Chapter Office:

Joyce Mathisen
Intermountain Chapter, NRHS
4303 Brighton Blvd., Bldg. 3
Denver, CO, 80216.

Trains Unlimited, Tours 2008 Tentative Trip Schedules

Discounts on tours are available to Club members.

Just provide your Rocky Mountain Railroad Club membership number.

For TUT information call 1-800-359-4870

or visit our Club web page at: www.trainsunlimitedtours.com/rmrrc/

February 16-18	Snowflake Express	May 24 - June 3	Steam In Poland
March 15	Yosemite Express	June 4-16	German Rails
April 12	Domes Down The Valley	June 5-10	White Pass Railfan Spectacular
April 27-29	Arizona Rails	June 14	Pacific Coast Domes South
May 3-4	La Veta Pass Explorer	June 21	Domes to San Diego I
May 12-18	Western Maryland & West Virginia Railfan	June 25 - July 3	Great Britain Steam Adventure
May 24-26	Domes Over Donner Pass		

Colorado Railroad Museum 2008 Scheduled

Special Operation Days

For information call 303-279-4591

http://www.crrm.org/train_trips.htm

Bunny Express	March 22
Post Income Tax Days	April 19 - 20
School's Out Steam Up	May 31 - June 1
Father's Day Steam Up	June 14 - 15
4th Annual Wine & Cheese Event	July 19
Back to School Train	August 9 - 10
Political Whistle Stop Train	August 22 - 23
Day Out With Thomas	September
Halloween Train	October 25 - 26

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

Please contact the volunteer coordinator at the CRRM, telephone 303-279-4591.

Intermountain Chapter, NRHS

2008 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>

Friday, February 16th: Dinner Meeting at Rossi's Catering. Richard Luckin will present a non-railroad program, *Ours to Give: The Long Legacy of an American Family*. This documentary tells the story of a self-made lumber baron and his remarkable family. Also at the meeting will be a sneak preview of Rich's newest railroad related program.

Cost is \$14 per person. Reservations only, no drop-ins, call the Chapter office at 303-298-0377. No-shows are billed by the Chapter. All reservations and any cancellations must be made by Noon, Friday, the day of the program. If you must call Rossi's (303-296-1144), please make sure they take your name along with the number in your party. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, you should arrive by 7:45 PM.

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Club Information

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

Club Officers

	President	Jim Ehernberger
	VP - Foundation	Darrell Arndt
	VP - Club	Herb Edwards
	Secretary	Roger Sherman
Web: http://www.rockymtnrrclub.org	Treasurer	Jimmy Blouch

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Items for the March Rail Report should be sent by February 15th.



BOX 2391
DENVER, COLORADO 80201



FIRST CLASS

