

RAIL REPORT

August 2011 • NO. 614



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

David Halliday Moffat

Portrayed by Dave Naples

August 9th, 2011 • 7:30 PM

David Moffat was a leading business man – railroad builder-banker-mine developer. He was responsible for the development of the Middle Park area by bringing the Moffat Line over the mountains and was part of a team of men that saved Denver from being a ghost town in 1866.

Dave Naples has been portraying David Halliday Moffat for 7-years and brings him to life! Naples interest in trains has prepared him well to portray the early railroad tycoon. Dave Naples is the president of the Moffat Road Railroad Museum and the Grand County Model Railroad Club.

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.**

RMRRC Calendar

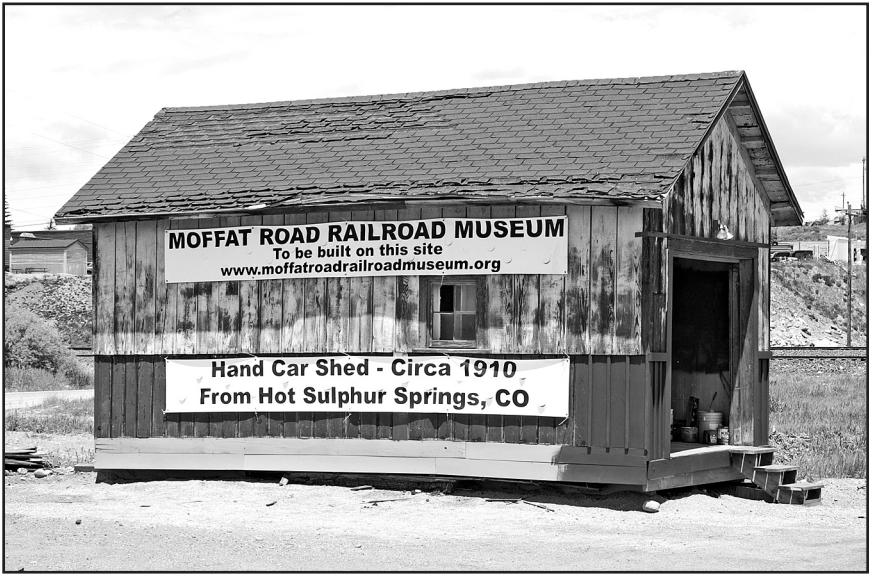
August 13th Annual open house with interurban car #25 at the Denver Federal Center.

September 13th Meeting and Program.

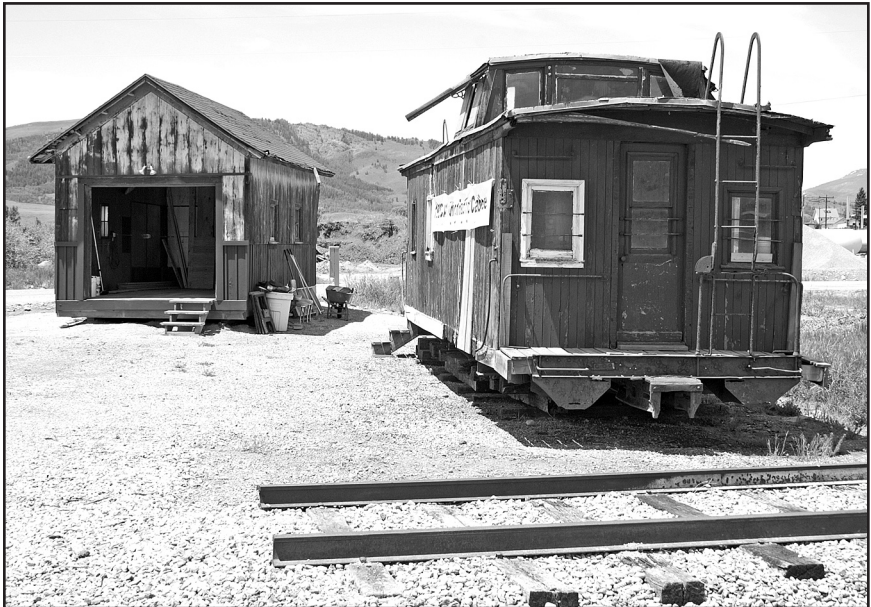
October 22nd Annual banquet at the Arvada Center.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at pkmauro@yahoo.com or phone 303-838-7740 with program ideas.

Moffat Road Railroad Museum



The site of the future Moffat Road Railroad Museum in Granby, Colorado on July 4, 2011. – Photo © 2011 Dave Schaaf.



A hand car shed from 1910 and a CA-1 Union Pacific Caboose from 1923 are currently on the site of the future Moffat Road Railroad Museum in Granby, Colorado on July 4, 2011. – Photo © 2011 Dave Schaaf.



Streamlined passenger car, ex-Rio Grande Ski Train / Rio Grande Zephyr / Prospector baggage-coach combine 1231 at Burnham Yard in Denver on April 21, 2011, in transit to the Colorado Railroad Museum. – Photo © 2011 Dave Schaaf.

Notes From The President

By Dave Schaaf

The Colorado Railroad Museum has acquired two streamlined passenger cars: ex-Rio Grande Ski Train / Rio Grande Zephyr / Prospector baggage-coach combine 1231 and ex-Union Pacific diner 1116, which was a “backup” diner for the Rio Grande Zephyr. The diner will be restored and used for fundraising events. The cars were trucked from Burnham Yard in Denver in late June. Also at the CRRM, the “Rico” has received a coat of varnish, and engine #318 is nearing a cosmetic completion.

The Lobato Trestle on the Cumbres & Toltec Scenic Railroad has been rebuilt and was returned to service on June 20th. Located about four miles east of Chama, New Mexico, the bridge was severely damaged during a late-night fire on June 23, 2010. Historic Machinery in Alabama has finished the final hydrostatic test on Cumbres and Toltec (D&RGW) engine #463.

La Veta Pass Route Photo Spectacular

The “La Veta Pass Route Photo Spectacular” will take place on August 22 & 23, 2011 and will operate out of Alamosa, Colorado. This photographer’s special will offer a two-day excursion to maximize light and weather opportunities with up to 24 different run-bys. Three different trains will operate with train crews in period dress with classic vehicles staged at strategic locations and crossings. There will be steam train and diesel train combinations as well as freight and passenger train combinations. In addition, some extra amenities will be included as part of the ticket price. Those include private label beer, live music at La Veta, onboard meals included, locomotive cab tours in La Veta and night photo opportunities in La Veta during locomotive servicing.

Day 1 is primarily for run-by, close-up shooting as the train will work from

Notes From The President



Streamlined passenger car, ex-Union Pacific diner 1116, which was a “backup” diner for the Rio Grande Zephyr was in Burnham Yard in Denver on April 21, 2011, in transit to the Colorado Railroad Museum. – Photo © 2011 Dave Schaaf.

Alamosa eastbound to the summit of La Veta Pass at Fir. There will be two trains to shoot, one steam powered passenger train and one diesel powered passenger train. There will also be a night photo opportunity in La Veta with the regular interchange freight train.

Day 2 deals primarily with canyon, long-lens shots. There will be a couple of close ups as well. The trains will work from La Veta westbound to Fort Garland. There will be two trains to shoot; one steam powered freight train and one diesel powered passenger train. As a guest on the 2011 Photo Spectacular, you have “Carte Blanche” privileges on all RGSR passenger trains through Sunday August 28th. This includes the steam train to Antonito and back on Wednesday, August 24; as well as the steam train to Monte Vista on Thursday.

Each passenger is responsible for making their own lodging arrangements. A lodging list is on Rio Grande Scenic’s website, www.riograndescenicrailroad.com under “Events” and “Photo Spectacular.” It is recommended that you select lodging in both towns that is within walking distance of the depot as you are responsible for getting yourself to and from the train. If you have any questions about the itinerary, please contact the Rio Grande Scenic Railroad at 719-587-0509 or visit them on the web at www.coloradotrain.com. Tickets for this two-day event are \$299 per person with part of the fare going to the “Locomotive 463 Project.” For more information and/or purchase of tickets you can also call the Friends of the Cumbres & Toltec Scenic Railroad, Inc. office in Albuquerque at 505-880-1311.

Notes From The President

In Manitou Springs, Colorado, you can join railfans and history buffs for the History Express on Sunday, August 21st. Passengers will be transported to 1911 when the sites along the Cog Route were very different than they are now. Conductor on the History Express will be well-known train historian and Club member Mel McFarland, and the special guest speaker will be Pikes Peak Library District Special Collections Manager, Tim Blevins. Proceeds from the History Express excursion will support the Manitou Springs Heritage Center, which has been operating for only two years. Tickets are \$60 per person, and \$100 per couple. In addition to the Cog ride, tickets include a booklet full of historic photos and information highlighting the features of the trip, a gourmet snack box filled with delectable treats, a commemorative poster, and a unique, reusable gift bag. For tickets or information, log on to the website at www.manitouspringsheritage-center.org. The Heritage Center can also be contacted at manitouheritage@gmail.com and 719-685-1454.

The narrow gauge White Pass & Yukon in Alaska has three of its diesel locos for sale, for about \$2 million apiece. The railroad has been updating its GE units, and these 40 year-old Alcos are not needed.

A federal jury recently awarded \$1.1 million in damages to Iowa Pacific Holdings, that said Amtrak had stopped its efforts to revive a ski train between Denver and Winter Park. Jurors found Amtrak breached an oral contract it had with Iowa Pacific, which hoped to offer trips during the 2009-2010 ski season. Iowa

Pacific was trying to revive a service offered by the Anschutz Corp., which had an agreement with track owner Union Pacific to run the train. After Union Pacific declined to get directly involved in the new ski train, Iowa Pacific negotiated with Amtrak, which has rights to operate on the track. We don't know if Iowa Pacific will try to launch the train again.

On June 3rd, the first BNSF train moved across the new double track in Abo Canyon in New Mexico. This replaced one of the last single-track segments on the busy Southern Transcon line. Since the fall of 2008, the project laid five miles of new track and built nine bridges. This part of the railroad had been carrying about 80 trains a day, and can now handle about 130.

Union Pacific, BNSF, and Amtrak have all had major disruptions in service due to flooding during the last couple of months. In just one example, the BNSF twin main lines through Minot, North Dakota, were flooded for ten days in June and July. Extra trains for ballast and dirt have been scrambling to raise line elevations and build levees in many areas. Many lines were closed anyway, and more trains than usual have been routed through Denver.

Iowa Interstate RR used its pair of Chinese built 2-10-2 steam engines to haul a freight train across the old Rock Island line between Council Bluffs, Iowa, and Chicago last month. This was a special move to get them to Rock Island, Illinois for the Train Festival 2011, which featured seven operating steamers and other historic railroad equipment.

Notes From The President

Just three years after it opened next to Union Pacific's Bailey Yard, the Golden Spike Tower and Visitor Center welcomed its 100,000th visitor in June. The eight-story tower overlooks the 2,850-acre facility in North Platte, Nebraska, which is the world's largest freight yard.

Near the Utah-Colorado border, Deseret Power Railway has begun repainting its fleet of E60 electric locomotives, formerly of the National RR of Mexico.

A new Rail Fair is scheduled for August 6 & 7, 2011, in Pueblo, Colorado. Several groups such as the Friends of the Cumbres & Toltec, San Luis & Rio Grande Railroad, Pueblo Railway Museum, and the Railway & Locomotive Historical Society have already signed up for this event. The rail fair will be held at the Convention Center in downtown Pueblo. Admission is \$5 for adults and kids 12 & under are free. For more information, call the Pueblo Convention Center at 719-542-1100

A total of 36,903 rail-car orders were

recorded in the first quarter of this year, compared with 29,992 in all of last year, according to the Railway Supply Institute.

John Kenefick, who was president of Union Pacific Railroad from 1971 to 1983 and later served as the chairman and CEO, died in July at 89. He had started with the railroad in the 1940s, and also worked for the D&RGW and New York Central, returning to the U.P. in 1968.

Author and photographer Bill Middleton passed on in early July at 83. Starting in the 1950s, he wrote many articles and books for Kalmbach Publishing, Golden West Books, and Railway Age. He also had a strong interest in electric traction operations.

Please take an occasional look at the Club's website. Color photos of current events are updated every few days on the news page. If need be, members can contact me at ds5280@comcast.net or at 303 988-3456.

In Remembrance **Mona Lea Tully**

Mona Lea Tully died peacefully in her sleep on Monday, July 18, 2011, at the age of 75. Her husband, Robert Joseph Tully and her son Stephen Robert Tully preceded her in death.

Mona was a schoolteacher at Northeast Junior High School in Northglenn for more than 17 years. Her retirement was spent alongside her husband, Bob, volunteering on Club projects and open house days at the Colorado Railroad Museum and with the Friends of the Cumbres & Toltec Scenic Railroad for more than 15 years.



A photo run-by of 844 near the Colorado-Wyoming border with the Club Special on July 24, 2011.– Photo © 2011 Dave Schaaf.



Union Pacific 844 was parked south of UP's 36th Street Yard office on the back lead. The headlight from the inbound Z-train illuminated the train at dusk on July 22, 2011. UP 844 and water car UPP 809 were in Denver for The Denver Post Cheyenne Frontier Days Train that ran Saturday, July 23, 2011. Note that the Qwest sign had been removed from building above tender – The Century-Link takeover was underway. – Photo © 2011 by Chip.

Early Diesel Photo Gallery



D&RGW 5504 leads the westbound ski train through Leyden on March 12, 1960. Over the years, the west switch has been moved west and the fields above the train have sprouted homes. – Bob Andrews photo, Tom Klinger collection.



D&RGW 6011 is eastbound at east portal with its usual consist on the Craig to Denver run on September 14, 1956 . The aspen in the background will soon be gold. – Bob Andrews photo, Tom Klinger collection.

Photo Gallery



D&RGW 5484 was powering train #2 on November 19, 1954, when Bob Andrews photographed the Castle Rock station stop. – Photo, Tom Klinger collection.



The seldom-used Cargill switcher is near the nearly complete Pecos Street overpass at the west end of the Union Pacific (was Rio Grande) North Yard in Denver on July 2, 2011. This 65-ton diesel was built in 1943, and has been replaced here by a modern Shuttle Wagon railcar mover. – Photo © 2011 Dave Schaaf.

Current Railroad Events



BNSF 8205, SD75M, led 12-car Boeing train out of Utah Junction, north of Denver, CO, June 25, 2011. The train rushed Boeing parts and B737-800 fuselages north towards Interbay, Washington, via BNSF's Front Range Subdivision. In the distance the new Pecos Street overpass is under construction due to open autumn 2011. – Photo © 2011 by Chip.



Union Pacific's Centennial, 6936, teamed up with UP 1989 Rio Grande Heritage unit handling the 10-car engineering special between Salt Lake City, Utah, and Denver, train S SCDV 08. The train crossed the Moffat Tunnel Subdivision on July 8, 2011 at Tolland, Colorado, heading for stormy Denver. UP 6936 came off the special at Denver due to low oil pressure in one her engines. – Photo © 2011 by Chip.

Current Railroad Events



BNSF 800134 aircraft carrier had Boeing B737-900 fuselage headed for Interbay, Washington. The tornado at Bradshaw, Nebraska, on June 20, 2011, damaged tail of a B737 being transported on BNSF's Kansas City, Kansas, to Pasco, Washington, train. Boeing and BNSF routed this all Boeing 12-car train with BNSF 8205, SD75M, up the Front Range Subdivision via Boulder, Colorado, and Cheyenne, Wyoming. The train crossed Union Pacific RR on former Colorado & Southern Railway bridge at Cheyenne June 25, 2011, as storms built up.
– Photo © 2011 by Chip.



Boeing model B737-800 passed the BNSF's Cheyenne, Wyoming, station sign enroute to Interbay, Washington, on June 25, 2011. The 12-car train had three B737 fuselages on the rear. Boeing trains have rarely been seen in Colorado since BNSF routed them on the Kansas City, Kansas, to Pasco, Washington, trains in recent years.– Photo © 2011 by Chip.

Historic Trolley Celebrates 100 Years
Open House At The Denver Federal Center, Building No. 78
Saturday, August 13th from 10 AM to 3 PM

The West Corridor Historical Rail Cooperative invites you to celebrate 100 years of the historic Denver & Intermountain interurban trolley car No. 25 at an Open House at the Denver Federal Center, Building No. 78, on Saturday, August 13th from 10 AM to 3 PM. Rides are free.

The 2011 open house will celebrate the 100th Anniversary of Car No. 25. A ceremony at 1 PM will include the Mayor of Lakewood, Bob Murphy, Lakewood City Council and members of the West Corridor Historical Rail Cooperative Board, Cake will be served until it is gone and there will be a special gift for every 100th rider of Car No. 25 during the event.

There will be kids activities, vintage automobiles and toy model of Car No. 25 for kids to ride. A 3-D model of the proposed rail restoration facility and museum planned for the Oak Street Light Rail Station in Lakewood will also be on display during the event.

Enter the Denver Federal Center at Gate 1 on Kipling St. South of 6th Ave. Once inside the gate follow the yellow signs to building No. 78. All adults need a government photo ID (i.e. drivers li-

WEST CORRIDOR
HISTORICAL RAIL
COOPERATIVE



cence) to enter the Federal Center. Sorry, pets are not permitted.

100 Days Honoring 100 Years
Challenge Funds Drive Update

Thank You to everyone who made a donation during the 100 Days Honoring 100 Years Challenge matching funds drive! With your generous help, the West Corridor Historical Rail Cooperative was able to raise just over \$8,600 in donations. These donations will be doubled -matched dollar-for-dollar - by the Rocky Mountain Railroad Club resulting in \$17,200 total!

The WCHRC thanks the Rocky Mountain Railroad Club and Foundation for a great kick off challenge for the Oak Street Transit Museum and Restoration Facility at Lakewood's Oak Street Light Rail Station.

For more information on the West Corridor Historical Rail Cooperative and how you can contribute to this historic endeavor please call, 303-987-7874 or visit www.historictransit.org.

The West Corridor Historical Rail Cooperative is a 501(c)3 non-profit organization dedicated to the preservation, education, exhibition and operation of the historic Denver & Intermountain interurban trolley car No. 25.

RTD guided tour of the West Corridor



Members can sign up for an RTD-guided tour of the West Corridor. These monthly tours are open to the general public and may fill up quickly. There is not an option to register by telephone, only online, but this can be done by anyone that has an e-mail address. This is so that RTD can keep you informed about times and locations and tour availability. Members, or their internet savvy friends, can sign-up at: http://www.rtd-fastracks.com/wc_106 – Photo © 2011 Bob Wilson.

Light Rail Station Grand Opening Celebration

The new Light Rail Station adjacent to the Millennium Bridge will open August 15, 2011. To mark this major project milestone, the Denver Union Station Project Authority (DUSPA) and Regional Transportation District will host a Grand Opening Celebration from 7 to 9 AM.

Entertainment will be provided by the Denver Municipal Band Brass Quartet. A formal ceremony is planned from 7:50 to 8:15 AM. Local businesses from around DUS will serve refreshments.

Light rail trains will begin arriving and departing from the new station; the 16th Street Mall Shuttle will be extended to the new station; Wewatta Street between 19th and 16th will close and Chestnut Place between 19th and 16th will open.

Colorado Railroad Museum 2011 Scheduled Special Operation Days

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

Colorado Wine & Music Train:
Cultural Event August 20

Day Out With Thomas: Themed Event
September 10, 11, 17, 18, 24, 25
Reserved Admission Tickets Required

Trick or Treat Train:
Steam-Up Event October 29 & 30

Santa Claus Special:
Steam-Up Event December 3, 10, 11 & 17

SCFD Free Days – Saturdays:
January 8, March 12 & November 12

Saturday Special:

Ride in Goose 7 or in a 19th century passenger coach pulled by Locomotive No. 4. Rides begin at 10:00 AM Every Saturday, Weather Permitting
Adult / Senior Fare: \$4 per ride
Child Fare: \$2 per ride

Operate A Locomotive:

Call for reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat of this diesel for an hour!

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.

Intermountain Chapter, NRHS

2011 Event Schedule

For information call 303-298-0377

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

**There will not be a program in August, summer vacation for all.
Go out and ride trains!**

PLEASE NOTE: Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 PM and should end around 9:00 PM. Supporting our guest speakers also supports your Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

First class postage paid at Denver, Colorado.

Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

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Club and Foundation Officers

President	Dave Schaaf
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Dave Wagner, Dave Goss, Mike Tinetti, Bernie Watts,
Nathan Holmes, Andy Dell, John Charles.

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:

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Items for the September Rail Report should be sent by August 19th.



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