

RAIL REPORT

March 2011 • NO. 610



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

My Life As A Tourist Railroader

Presented by Mike Ramsey

March 8th, 2011 • 7:30 PM

From the mid-1970s to the first years of this century, Mike worked on several steam railroads. His work locations included Central City and the Georgetown Loop, Chama, Durango, and the Grand Canyon. It's not just the pictures, but the people and places that make the stories. Join Mike for the photos and the stories about the people and places.

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.**

RMRR Calendar

- | | |
|------------|--|
| April 12th | Meeting with Video Program: "Steam in Slovakia" |
| May 10th | Meeting and Program: "Milwaukee Road Electrics in Idaho & Montana" |
| June 14th | Meeting and Program. |

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.

My Life As A Tourist Railroader



Eureka & Palisade #4, "Eureka" pulls a Durango & Silverton Narrow Gauge Railroad special train north to Silverton during Railfest on August 22, 2004.

– Photo © 2004 Mike Ramsey.



Locomotives #8 and #40 steam near the Silver Plume depot on the Georgetown Loop Railroad. – Photo © 1979 Mike Ramsey.



West Side Lumber Company Shay #9 arrives and is unloaded in sub-zero temperatures at Silver Plume on February 2, 2011. – Photo © 2011 Dave Schaaf.

News Notes From The President

By Dave Schaaf

Former West Side Lumber engine #9 arrived in Silver Plume, Colorado in early February. The Midwest Central Railroad in Iowa and the Georgetown Loop Railroad have worked out a three-locomotive trade that will benefit both narrow gauge operations. After getting Federal Railroad Administration-mandated boiler work, this 80-ton, three truck Shay can haul trains of a length not seen there for several years. Once the Shay is running a few months from now, the #12 Baldwin 2-6-2 will move to Iowa. When that happens, an 1897 Baldwin 2-8-0 can be brought to Colorado. This third engine was built for the Coahuila & Zacatecas in Mexico, and will be a longer restoration project. Shay #9 will eventually return to Iowa after several years. The Midwest Central once

had owned #12, but it was sold in 1988 to another tourist railroad and eventually ended up at The Loop. Research suggests that the first Shay locomotive in Colorado worked for the Silverton RR, and arrived there in May of 1890.

Four Amtrak locomotives will be repainted into historic schemes as part of a series of events that will happen throughout 2011 to commemorate Amtrak's 40th anniversary. The nation's passenger railroad took over operations of intercity passenger trains in the United States on May 1, 1971. All four locomotives will be in service by the end of April, and other events will include a special exhibit train that will tour the system, National Train Day celebrations around the country on May 7, publication of a commemorative

News Notes From The President



The temporary Amtrak station at 1800 21st Street in Denver.
– Photo © 2011 Dave Schaaf.

book, and the release of a documentary video. The exhibit train will include three baggage cars retrofitted as exhibit cars and an Amfleet food service car where souvenir items will be sold. The train will be pulled by F40PH and P40 locomotives restored at the Beech Grove shops and wearing the historic Amtrak paint schemes. Train boarding in Denver has now moved from Union Station to the temporary station at 1800 21st Street for the next few years, due to construction needs. Amtrak has had 15 consecutive months in which the service's ridership has increased.

The White Pass & Yukon in Alaska is planning to run a special event with Rotary #1, Steam Engine #73 and Steam Engine #69. There will be a diesel powered chase train with coaches, April 25 to 29, 2011. Dates are approximate as

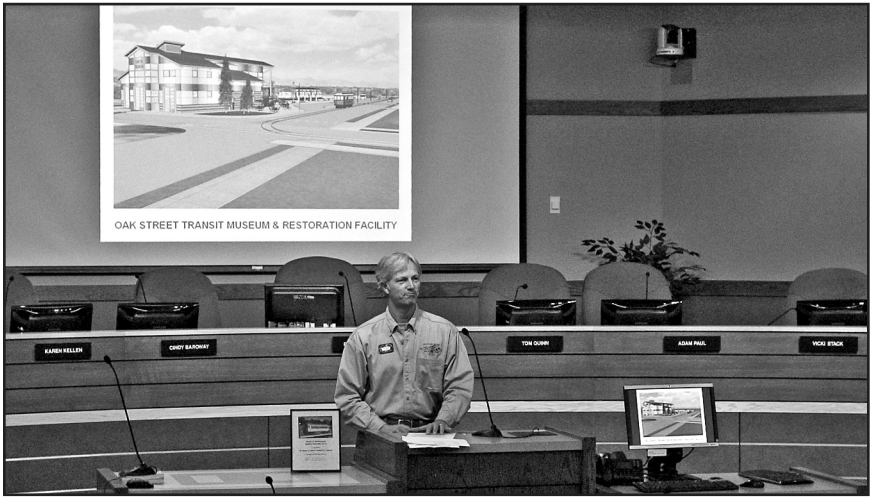
the event will be contingent on weather and performance of the 100 plus year old equipment. Expect three days of train service. Phone 1-800-343-7373

Geared Steam Photo Spectacular is coming on May 20, 21, and 22, 2011 in Cass, West Virginia. 1-800-225-5982, ask for Railfan Weekend.

Severe winter weather has hit large areas of North America over the past several weeks. Many snow plows and spreaders have seen action across the continent. A BNSF rotary plow suffered heavy damage to its blades in eastern South Dakota.

Defects in the nation's freight car pool are now being successfully tracked electronically, according to the Association of American Railroads, which keeps

News Notes From The President



At the 100th birthday celebration of D&IM Car No. 25 on February 19th, Dave Schaaf announces the Club and Foundation's offer to match contributions to the West Corridor Historical Rail Cooperative. – Photo © 2011 Bruce Nall.

track of all interchange service freight cars. The AAR announced recently that its Damaged and Defective Car Tracking system has been fully implemented. For about 125 years now, the usual way to note a defect on a freight car was to tag it with a 3.5-by-8-inch card with a handwritten description of the problem.

Union Pacific says its income for the last quarter of 2010 was 44 percent higher than 2009 earnings during the same period. In south Texas, work has begun on the first new railroad bridge to be built between the United States and Mexico in over a century. This is part of a project to relocate the Union Pacific railroad tracks out of downtown Brownsville and Matamoros.

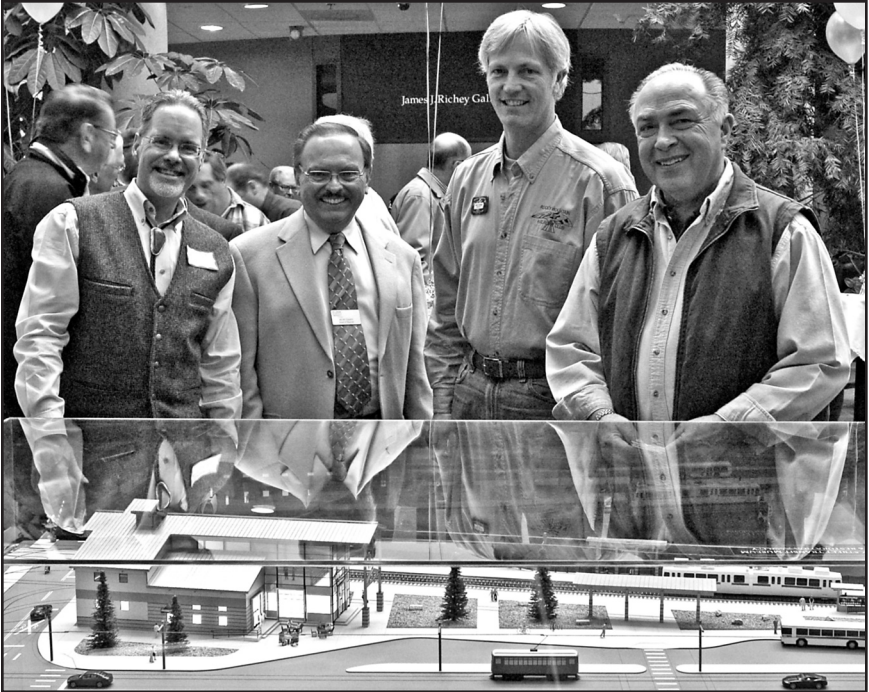
BNSF Railway says it plans to invest \$3.5 billion this year in infrastructure improvements that will include \$450

million to purchase 227 locomotives, and about \$350 million on freight cars and other equipment. Other major investments are \$300 million for federally mandated positive train control and \$300 million for terminal line, and intermodal expansion and efficiency projects. BNSF said its key expansion projects will be focused on the mid-continent and coal routes to improve speed and capacity.

Federal Express has now become an intermodal partner of the railroads. Their use of rail service will primarily be over routes of BNSF Railway in the West and Norfolk Southern in the East.

Please have a look at the Club's web pages now and then. Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

100th birthday celebration of D&IM Interurban Car No. 25



From left: Donald Tallman, Colorado Railroad Museum Executive Director; Lakewood Councilman and West Corridor Historical Rail Cooperative Director, Ed Peterson; RMRRC President Dave Schaaf; Club member and past president of the Denver Rail Heritage Society, Tom Abbott. – Photo © 2011 Bruce Nall.



The model of the proposed rail restoration facility and museum planned for the Oak Street Light Rail Station in Lakewood. – Photo © 2011 Bruce Nall.

The RMRRC and the RMRHF jointly agreed to match up to \$25,000 of the funds raised by the West Corridor Historical Rail Cooperative between February 19th and May 30th, 2011 (100 days for 100 years) that will be used for Car #25's future plans. Donations should be sent to the West Corridor Historical Rail Cooperative, LLC, 480 S. Allison Parkway, Lakewood, Colorado 80226.

100th birthday celebration of D&IM Interurban Car No. 25



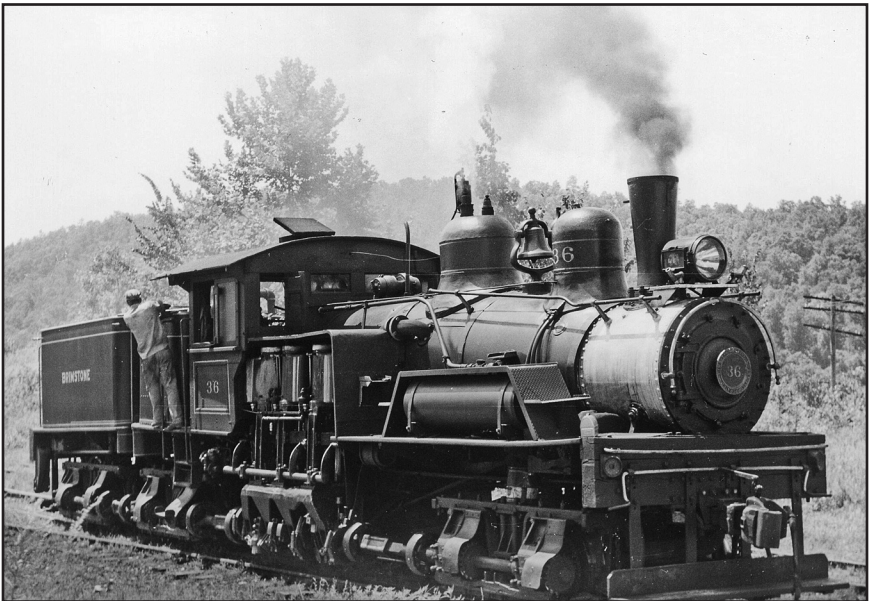
WEST CORRIDOR HISTORICAL RAIL COOPERATIVE

The West Corridor Historical Rail Cooperative unveiled a model of the proposed rail restoration facility and museum planned for the Oak Street Light Rail Station in Lakewood during the 100th birthday celebration of Denver & Intermountain Interurban Car No. 25 on February 19th. The building will house Car No. 25 and will display 100 years of interurban rail history.

Geared Steam Locomotive Photo Gallery



A 3-truck Heisler has the piston set at an angle in front of the cab. The second part of the tender has its own set of driving wheels driven by a drive shaft in the center. Here is a Pickering Lumber Corporation engine at Standard, California on April 11, 1948. – Photo from the Tom Klinger Collection.

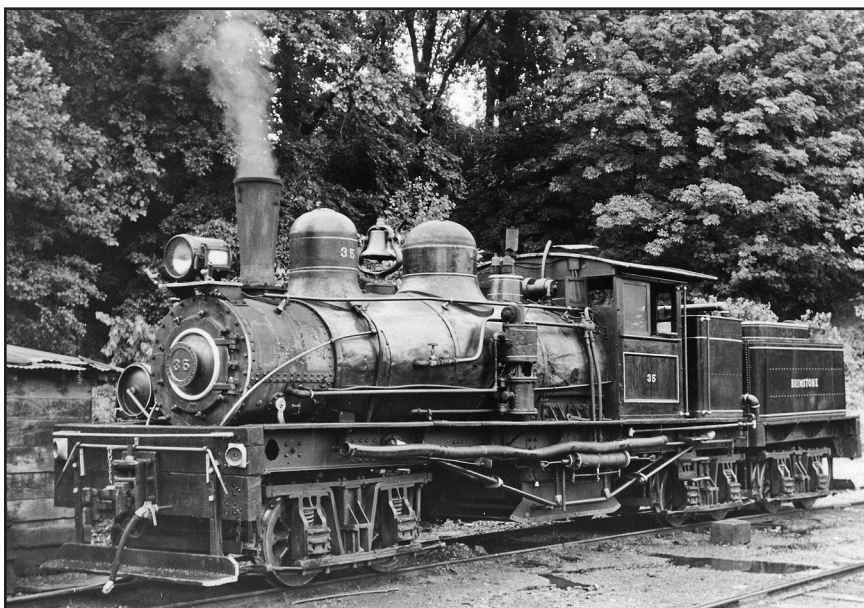


This 3-truck Shay was used in June 1964 as a coal hauler for the TVA on the Brimstone Railroad at New River, Tennessee. Brimstone engines were swept and wiped down by the fireman at the end of a run. – Photo © Tom Klinger.

Geared Steam Locomotive Photo Gallery



In this 2-truck Climax at Ellamore, West Virginia, on April 25, 1954, both the front truck, as well as the rear truck under the tender are powered. The Middle Fork Railroad was a coal hauler. The Shay, Climax and Heisler locomotives could operate on the most uneven trackage. – Photo from the Tom Klinger collection.



This left side view of a 3-truck Brimstone Railroad Shay in New River, Tennessee, in June 1963 shows the side opposite the pistons and beveled gears. Note the trademark offset boiler that was used on Shay locomotives.

– Photo © Tom Klinger.

Current Railroad Events



The Deseret Railway is a 35-mile long, electrified railroad in western Colorado and eastern Utah. It is completely isolated from the rest of the US rail system. Its only purpose is to connect the Deserado Coal Mine near Rangely, Colorado with the Bonanza Power Plant near Bonanza, Utah. The railroad currently runs one or two trains daily, four days a week. Power is several GE E60 6000 hp electrics. Three of them are used on each 44 car, 7200 ton train. Here the train is about 1-mile west of the Deserado Mine loadout in Colorado on a very cold February 2, 2011.

– Photo © 2011 Dick Ebright.



The Kyle Railroad on former Rock Island trackage at Goodland, Kansas, on January 18, 2011. – Photo © 2011 Karl Rethwisch.

Current Railroad Events



15 ex-American Railway Explorer Company cars moving to Pottstown, Pennsylvania, from Denver via an Amtrak deadhead special. – Photo © 2011 Jim Nelson.

American Railway Explorer Company Cars Sold

By Ross Rowland, President & CEO Greenbrier Express Company, Inc.

The Greenbrier Express Company, Inc., purchased 15 cars from the American Railway Explorer Company (the successor to the Grandlux / American Orient Express operations) which they will redo at their plant in Pottstown, Pennsylvania, over the next 16-months. The cars moved to Pottstown from Denver via an Amtrak Deadhead Special.

They leased 40,000 square feet of space within the old Bethlehem Steel Companies bridge erection complex, space that comes equipped with a 65-ton overhead crane, sand blast booth, paint booth (both with live rail through them) and

secured storage siding with capacity to hold the cars not in the shop.

Pottstown is a very nice community with lots of historic and beautiful buildings that have been lovingly restored with many dating from the 1800s.

The 15-car long, ultra luxury Greenbrier Express will be made up of nine parlour cars and six specialty cars and will be pulled by two C39-8 locos. The target date for commencement of a once weekly round trip from Washington to White Sulphur Springs, West Virginia, is July 2012.



The cold crew after assembling the U.P. snow train in Railroad Heritage Park.
– Photo © 2011 Larry Ostresh.

A 1950s Snow Train In Rail Heritage Park

By Larry Ostresh

Railroad Heritage Park is a joint project between the Laramie Railroad Depot Association and the City of Laramie, Wyoming. The equipment on display re-creates a 1950s era snow train used to keep the rail lines open in the fierce Wyoming winters.

The display train consists of the following equipment:

Wedge snow plow – Union Pacific snow plow 900015. It was built in the UP Pocatello shops in 1953 and was converted from a steam engine tender. The original number was 015.

Steam engine – Union Pacific 535. It was built by Baldwin in 1903. It is a 2-8-0 Consolidation and was originally part of the Oregon Short Line. It worked the Laramie yards and the U.P. Coal-mont branch in the 1950s.

Bunk car – Built by Ralston Steel Car Company for the U.P. in 1929. It began life as an A-50-12 automobile car, part of series 152001-152500, was converted to a box car in 1940, and then into a six-man bunk car in the late 1940s.

The bunk car led to the creation of the park. Two years ago the car was scheduled for salvage company's cutting torch. The effort to save it led to a whirlwind of activity which culminated in the Park.

Caboose – Union Pacific 25232, built in 1951 with original number 3932. It is a class CA-5 caboose, one of a set of 100 such cars built by the U.P. in its Omaha shops. This was the first class of steel cabooses built in the U.P. shops. In the 1970s the caboose was upgraded with trucks that gave it a smoother ride. It served on the Marysville, Kansas, branch until it was retired.

Current Railroad Events



Cranes lift UP 535 from the display track in LaBonte Park in Laramie.



Turning the corner at 3rd and Grand in Laramie.



UP 535 is back in the air landing at Railroad Heritage Park.



Reuniting the tender with the engine.



The caboose takes its place at the end of the "snow train" in Railroad Heritage Park.



The completed "snow train" display in Railroad Heritage Park located just south of the Laramie UP depot.

– Six photos © 2011 Larry Ostresh.

Correction: An eagle eye spotted an error in the caption in the February *Rail Report*. On the bottom photo caption of # 476 and # 482 on page 9, the 2nd sentence to be: **This train has crossed Cumbres Pass and would terminate in Durango.** It should also be noted as WB.

Colorado Railroad Museum 2011 Scheduled Special Operation Days

For information call 303-279-4591

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

Bunny Express Train – Steam-Up April 23

German Heritage Festival:
Cultural Event June 25 & 26

Buffalo Bill Wild West Days:
Steam-Up Event July 30 & 31

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>

Dinner Meeting at Lone Star Steakhouse March 18, 2011

Our guest speaker will be George Avery Grimes, P.E., Ph.D., and Deputy CEO of the Southern California Regional Rail Authority. His program will be *Engineering, Freight Rail and Commuter Rail Perspectives on Shared Access*.

Dr. Grimes has over 35 years of experience in the rail transportation industry, including operations, engineering, economics, finance, marketing, strategic planning and investment analysis. He has held senior level positions at Class I freight railroads, a shortline holding company, and a commuter rail authority.

As Deputy Chief Executive Officer at Southern California Regional Rail Authority (SCRRA), his primary responsibilities have been to support the new SCRRA CEO on overall corporate transformation, including organizational restructuring, agency strategy, and negotiations with freight railroads and high speed rail on shared corridor issues.

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.

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Club Information

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Web: <http://www.rockymtnrrclub.org>

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:

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 April Rail Report should be sent by March 18th.

Ex-West Side Lumber Company Shay #9 Leaves Iowa



West Side Lumber engine #9 at The Midwest Central Railroad on the Midwest Old Threshers grounds in Mt. Pleasant, Iowa. The locomotive was outside the shed where it was loaded. – Photo © 2011 Russell Heerdt.



The tender for West Side Lumber engine #9 as it left Mt. Pleasant going west on Hwy 34 travelling from The Midwest Central Railroad in Iowa to the Georgetown Loop Railroad. – Photo © 2011 Russell Heerdt.