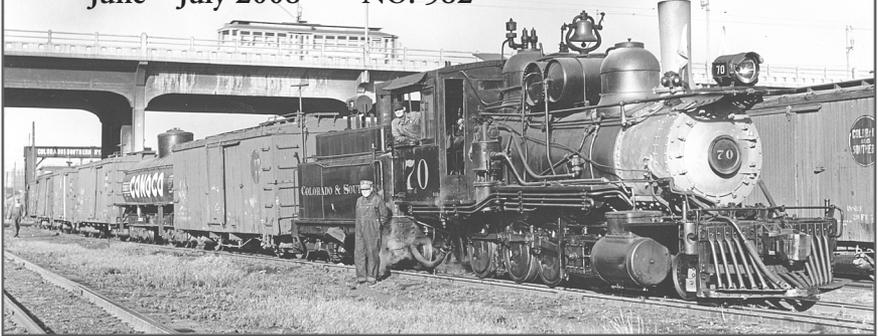


RAIL REPORT

June – July 2008 • No. 582



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Otto Perry Movies

Presented By Dave Gross

June 10th, 2008 • 7:30 PM

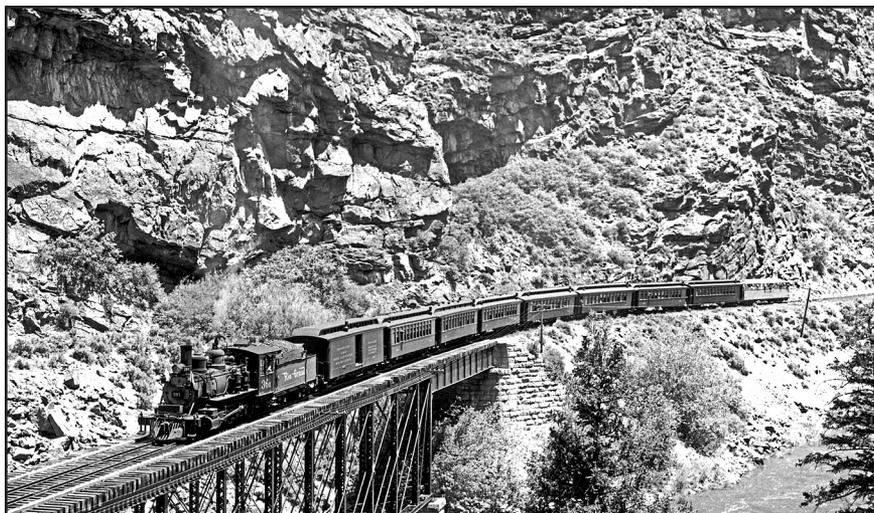
Many members remember when Otto Perry's movie film was shown at our meetings and how much we all enjoyed the extreme variety of each reel. At the June meeting we will again enjoy the long gone scenes that Otto found in his travels photographing the railroads he vigorously pursued.

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

July 19th	Byers Live Steamers or Colorado Railroad Museum
August 9th	Trolley No. 25 Rollout and Open House
September 20th	Annual Luncheon Banquet

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



The last Club special through the Black Canyon of the Gunnison crosses Crystal Creek on May 30, 1949. – Photo by J. A. Pfeifer.

From the President

By Jim Ehernberger

It looks like this will be another busy summer. As you can see this is a combined newsletter for June and July. We will offer several options in case our members wish to take in railroad activities during July. Due to hot weather and a traditionally low attendance in July, we will not have a formal meeting that month at the church.

Please plan to attend the June meeting, as it will bring back a lot of memories for those who recall the days when Otto Perry would show up on his bicycle, and he would bring along a sack full of 400 foot reels of 16mm movie film to entertain us at Club meetings. This will be a reproduction of those great films, unedited, just as Otto took them. One would never know what the next scene may be, whether a farmyard of animals, or a triple header on Raton Pass. Otto

roamed the country frequently so perhaps you may be able to guess some of the locations, as these are silent movies.

This also reminds us of the great narrow gauge trips the Club operated over Marshall Pass to Gunnison during the late 1940s, and the Monarch Branch and Villa Grove excursions operated in 1949 and 1950. The first of these great operations was on September 6th and 7th in 1947. Rio Grande engine 499 handled the special between Salida and Gunnison over Marshall Pass on both days, and engine 361 was used on the segment between Gunnison and Cimarron on the following day.

In 1948, another two-day special over the same route was operated on September 18th from Salida to Gunnison, with a side trip to Crested Butte, using engine

From the President



D&RGW 361, leaving Curecanti, Colorado with 11 cars on a westbound trip to Cimarron, Colorado on September 19, 1948. – Photo by R. H. Kindig.

From the President



D&RGW 489 with a Rocky Mountain Railroad Club excursion at the lower 4.5% switchback at Garfield, Colorado on the Monarch Branch above Maysville, Colorado with six cars on May 21, 1950. – Photo by R. H. Kindig.

494. Passengers spent the night in Gunnison and on the 19th engine 361 took them from Gunnison to Cimarron and upon the return it developed a mechanical problem, so engine 360 was fired up and they reached Gunnison at dusk. The return to Salida (engine 494 with helper 498 from Sargent to the top of Marshall Pass) was made after dark. As it turned out it was one of the more memorable trips operated. On every curve whenever the fireman opened the firebox door to shovel in coal, it lit up the countryside and the fall colors were visible on the mountainsides, making for spectacular and unusual scenes. On May 30, 1949

the Club sponsored its last passenger train through the Black Canyon between Gunnison and Cimarron and return using engine 361.

The Monarch Branch trips, along with a side trip to Villa Grove via Poncha Pass operated two years. The 1949 special had engine 499 on the six-car train on September 25th, while the 1950 trip operated on May 21st, used engine 489 on that six-car special train. Both lines had not seen passenger service for many years, and the unique thing on the Monarch Branch was the 4.5% switchback at Garfield, Colorado.

From the President



D&RGW 489 arriving at Villa Grove, Colorado with a Rocky Mountain Railroad Club Special on May 21, 1950. – Photo by R. H. Kindig.

The Cimarron portion through the Black Canyon (D&RGs original main line) was abandoned in 1949. The Poncha Pass line (through Villa Grove) was the narrow gauge main line connection to Alamosa and it was closed in 1951. The Marshall Pass line was abandoned in 1954 (due to closure of CF&I coal mines at Crested Butte) and the track was removed in 1955. The Monarch Branch served the CF&I limestone quarry at Monarch and it was standard gauged in 1956.

By the time you have this newsletter in your hands the Manitou & Pikes Peak trip will be history. This was the line where the Club operated their first charter excursion in 1939. We will give you a full report in the next newsletter.

However, remember that we have an arrangement with Trains Unlimited Tours (see page 14) where they offer

numerous railroad trips throughout the world. This arrangement is beneficial to our members since you will get an attractive discount when booking and stating the fact you are a member of our Club and providing them with your card number. I have joined their tours several times and found they are geared for a lot of photography, unusual exciting locations and I have never once been disappointed. There are also some trips planned in Colorado as well, so please visit their website. During recent times we have had a difficult time filling charter trips, resulting in some cancellations. By this arrangement our members can participate in a wide variety of trips, receive a handsome discount, and the Club gets a little too. It is a win-win situation.

As mentioned, we will not have a July meeting at the church. However, from all indications July seems to be loaded with activities. Since the fuel prices have

From the President



D&RGW 499 with an excursion train on a sharp curve above Maysville, Colorado with six cars on the Monarch Branch on September 25, 1949.
– Photo by R. H. Kindig.

risen, perhaps our members will find local events more appealing and within their budgets. Here are a few thoughts and ideas:

On the Cumbres & Toltec Scenic Railroad, Galloping Goose 5 and former D&RGW engine 315 will be operating until July 9th. For information you may call: 1-888-286-2737. Here again is a fine operation of steam locomotives every day during the summer tourist season. At Chama, New Mexico, a person may walk around the rail yard with freedom from restrictions. However, please be careful (safety first!) and don't ruin it for others in the future.

While in that part of Colorado the La Veta Pass line using a different steam locomotive this year will be available to ride daily during the summer months. Reservations at 1-877-726-7245.

The Durango & Silverton plans an Independence Day Train on July 4th and their annual Rail Fest will take place between August 20th and 24th this year. Their number is 1-877-872-4607.

The Pueblo Railway Museum is offering caboose and cab rides on July 4th from 10:30 AM until 4:30 PM at a minimal price. For information call 719-251-5024 or 719-250-7576.

The Royal Gorge Route train is a spectacular ride through this deep canyon and ticket information is available by calling 1-888-724-5748.

Maybe a day trip to Cripple Creek for a visit on the two-foot gauge Cripple Creek & Victor Narrow Gauge operation would be worthwhile. For information call 1-719-689-2640.

From the President

There are locomotives, and other equipment, on display in numerous communities throughout Colorado, as well as local museums. Seeking these out can be a fun experience. Even visiting old railroad grades and town sites can be rewarding. The Como hotel is open for a fine meal too!

If in the Leadville area, the Leadville, Colorado & Southern Railroad operates regular tourist trains between Leadville and Climax, on the former alignment of the old Denver, South Park and Pacific. Their number is 719-486-3936.

As far as I know the Georgetown Loop Railroad will be using a diesel this year since their steam locomotives are tied up for major repairs. Their phone number is 1-888-456-6777.

The Colorado Live Steamers group, now set up near Byers, has their "Run Days" on the third Saturday of each month. They have an "in-club" work-day on the weekend before, and no one would be turned away. I received this invitation from member Philip Scholl and he can provide details at 303-934-9525.

While on the subject of miniature trains, don't forget the easy drive west of Denver to Tiny Town and Heritage Square. The Lakeside Amusement Park will have their trains operating during the summer months as well. Park trains are popular attractions.

The annual (fundraiser event) Wine and Cheese Train at the Colorado Railroad Museum will be on the weekend of July 19 and 20. Details may be obtained

by calling 303-279-4591, or from out of town at 1-800-365-6263. See page 14 of this newsletter for other events at the CRRM. It would be nice to see our members participate in this event. The museum is celebrating their 50th anniversary this year. They need the support from all of our members. And we need them too as a great outlet for our enjoyment and entertainment as well.

There are always conflicts and this year is no exception. The Union Pacific will deadhead equipment behind Engine 844 arriving Denver on July 17th and it will be on display at Denver Union Station the following day. The annual Denver Post Cheyenne Frontier Days special (fundraiser) will operate on Saturday, July 19th, returning that evening. With the large distribution of the Post newspaper, this train normally sells out within a few days. For information contact the Denver Post.

However, there is one opportunity to ride this beautiful train, and that will be when the equipment is returned to Cheyenne on Sunday, July 20th. The Cheyenne Depot Museum is chartering the train (fundraiser) and tickets are available by calling the museum at: 1-307-632-3905. This will be the only public excursion operated in this area during 2008.

And, anyone interested in trolley operations may wish to go to Colorado Springs and visit the Pikes Peak group located in the former Rock Island roundhouse. The Platte Valley Trolley operates in Denver, and the Fort Collins trolley operates regularly at that location.

From the President

With all of this activity available within a day of driving, or less, there are plenty of places to go to and plenty of things to do within the region. I hope to see you at some of these places.

Members may contact me at:
jimrtrain@gmail.com
Phone: 307-637-4011

Rocky Mountain RR Club – President
PO Box 2391
Denver, CO 80201-2391

Please note my new e-mail address. If calling on the telephone, please identify your call as RMRR Club business so I will know your call is not telemarketing. Thank you. 7 to 9 PM is preferred.

President's Statement – Car 25

By Jim Ehernberger

The following motion was adopted by the board on Monday night, May 19, 2008:

“Moved that the Board of Directors go on record as opposed to moving Car 25 out of Colorado, and on record as actively seeking a place where the Car could be on display and appreciated by the public as soon as possible, and stored in such a manner so as to be secure and be protected from the elements until such time as it might be possible to operate the Car under its own power as when in revenue service.”

Recently a proposal from Iowa was received offering to keep Car 25 out of the elements and to operate the car as part of a trolley operation. At the April 21st meeting of the board, this proposal **was discussed but was not accepted** and the matter was taken off of the table. At the regular meeting on May 13th, we were criticized because of an untrue rumor that the car was leaving Colorado. The purpose of the motion was because the board wanted to clarify in our records that Car 25 was not leaving Colorado.

The organization should be **very** care-

ful to avoid being placed in any position of risk or liability due to our ownership of Car 25.

Future development at the Federal Center leaves some doubt for that location. Because the beautiful restoration work by the volunteers is nearing completion, we are seeking alternatives. Also, we need to eliminate overhead expenses as much as possible. It has reached the point where we need to consider the dollars and common sense. Membership dropped 11.26% since last year and at that rate future donations will suffer.

At the time Car 25 was removed from the Museum, the Club President notified (letter dated November 18, 1988) the Museum Board of Trustees that:

“We have no intention of permanently removing Car #25 or any other railroad equipment owned by our Club from the Colorado Railroad Museum. We consider the Museum to be the home of Car #25 and when we cease to operate the car, or if our plans to operate the car do not materialize, we will return it to the Museum for display to the public.”

President's Statement – Car 25

On that basis we are proceeding with discussions at the Colorado Railroad Museum to see about a protected building at that location. Other possibilities

within the Denver area have not met various requirements, including a structure to adequately protect the Car.

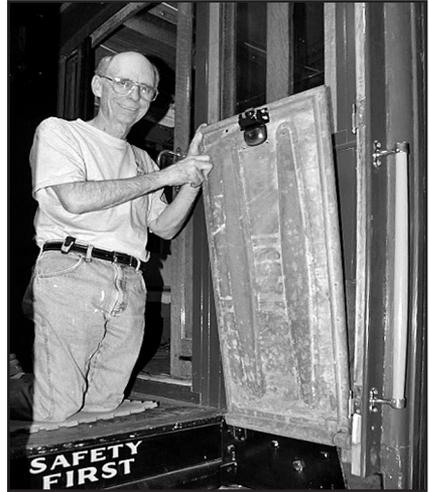
No. 25 Is Looking Good

By Darrell Arndt

As summer approaches, our No. 25 work effort continues in order to have the restoration of the car completed by early August. A variety of miscellaneous tasks remain but progress is being made. The heavy wiring on the roof that connects the trolley poles to the 600 volt circuit breakers and the lightning arresstor have been installed and numerous connections made. Final wiring for platform lighting is being done.

Miscellaneous remaining interior woodworking is being addressed by a skilled craftsman since most of these items are missing or defective and have to be made from scratch. Special metal parts for the door traps and end windows have been machined. Installation of the traps and the final work on the exterior folding doors requires careful calculation for proper operation. It truly is amazing how much time this detail work takes but there is a feeling of much satisfaction when each item is completed, realizing that particular chore is behind us and we are that much closer to completion.

The continuing offsite support of our membership and friends is constantly on our minds as we toil away at the project. It is a great feeling to know that so many people have contributed to restoring this unique piece of Colorado railroad history and that our generation and future



Tom Peyton with an installed door trap.

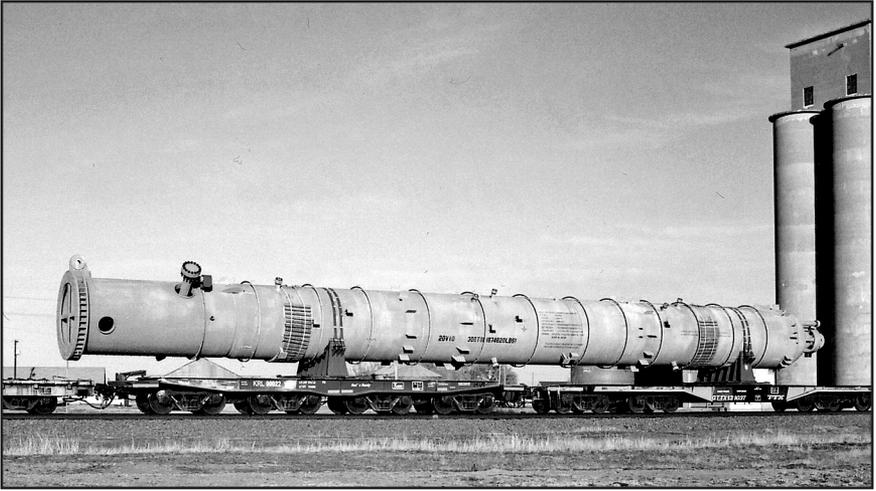


Tom Peyton installing the breaker.
– Two photos © 2008 Darrell Arndt.

generations will be able to enjoy and experience this wonderful artifact.

Saturday, August 9th, is the day when we look forward to our next Rollout of the 1911 interurban. Please plan on joining us for this festive occasion!

Current Railroad Happenings — A Photo Gallery



Extra 2426 west leaving Nunn, Colorado with a High Value Load (12'8" wide, 143 tons) on KRL 90022 and OTTX 131037 for a special movement from Houston, Texas to a Woods Cross, Utah refinery on 4-19-2008. – Photo © J. L. Ehernberger.



The BNSF ran a seven car officer special through Colorado on May 3. This clean 4-axle GE loco was bringing the train from Topeka, Kansas to Laurel, Montana. Seen here approaching Hudson, Colorado. – Photo © 2008 Dave Schaaf.

Current Railroad Happenings — A Photo Gallery



Eastbound SLRG F40PH-3 459 with B39-8 8542 met SLRG 18 (note Rio Grande lettering on tender) at La Veta about 2:20 PM Sunday afternoon, 5/4/08. Two day-light freight trains operated east on weekend days. Power was combined for one train running west – Walsenburg to Alamosa, Colorado, late Sunday afternoon. – Photo © 2008 by Chip.



John Charles was engineer and fireman trading off with Earl Knoob during the Trains Unlimited two-day Photo Freight trip May 3 - 4, 2008, Alamosa to east of La Veta, Colorado. 18 is shown on the wye Sunday morning 5/4/08 during a water and service stop. – Photo © 2008 by Chip.

The Beginnings Of The Rocky Mountain Railroad Club

Part 2

By Herb Edwards, Club Vice-president

Early Issues of the Newsletter

The Rocky Mountain Railroad Club's newsletter, *The Rocky Mountain Railroader*, was to be "published quarterly ... for those who are interested in railroads, past and present, of the Rocky Mountains." The second issue, dated September 1939, mentioned the Club's first excursion to the top of Pikes Peak on August 27, 1939. While not mentioned specifically in the newsletter, we know that about 20 members and guests rode coach #101 pushed by Manitou and Pikes Peak steam engine #3 to the summit. The fare was about \$3.50. The feature article in Issue No. 2 entitled "The Baby Railroad Has Grown Up" was about the D&RG.

Issue No. 3 of the *Rocky Mountain Railroader*, now with "See The Rockies By Rail" above the title, was dated December 1939, though it appears that since it included an account of the December 31 trip on the Denver Tramway it was "finalized" and mailed in January 1940. The "Club News" section reports "1939 has been a highly successful year for our club...[with] large and enthusiastic attendance at Club meetings, field trips and excursions." Field trips that year included a March tour of the UP shops and roundhouse (see the photo in last month's Rail Report), May tours of the D&RGW's Burnham shops and the Pullman shops of the UP, June trips to Brush, Colorado to observe the CB&Q's new CTC system, as well as to the Moffat Tunnel (mentioned in last month's *Rail Report*).

The December meeting featured the showing of two D&RGW produced films, "Through The Rockies" in which Engineer Heatwole, a Club member, ran 4-8-4 No. 1704 on a complete tour of the Rio Grande system, Denver to Salt Lake City through the Royal Gorge and returning to Denver via the Dotsero Cut-off and through the Moffat Tunnel, and "Desert Empire" that portrayed the "phenomenal industrial and agricultural development in Utah."

Throughout its history the Club has operated several first and last runs. The precedent was set on December 31, 1939 when it operated an excursion over three Denver streetcar lines on their last day of operation. The Denver Tramway Co. not only provided the Club with a car but the entire trip was free. Accompanied by their own motorman and the Assistant Superintendent who was quoted as saying, "Gentlemen, the car is yours. Which route do you want to see first?" The trip report went on to describe several interesting and unusual things that were observed.

Feature articles of this seven page newsletter were about the Denver & Salt Lake and David Moffat. They included a locomotive roster of the D&SL and a map showing how the line through the Moffat Tunnel bypassed the original line over Rollins Pass between Tolland and Vasquez.

Mile High Rail Fair

Jefferson County Fairgrounds
15200 West 6th Avenue, Golden, Colorado
Public Show
Saturday, July 26th, 9:00 AM to 4:00 PM



Vendor set-up is 7 to 9 AM. "Early bird" entry fee (access during set-up and all day) is \$10.

General Admission: \$5, Adults; \$1, children 5-12; free under 5; \$10, Family maximum

For the 31st year, Rail fair will offer a diverse selection of merchandise, with railroading our main focus, and a garden-scale model railroad layout presented by the Denver Garden Railway Society. Rail fair is sponsored by the Intermountain Chapter of the NRHS, 4303 Brighton Blvd., Bldg. 3, Denver, CO 80216, Phone or Fax 303-298-0377. Website: <http://www.cozx.com/nrhs>

Platte River Trolley Operating

The Platte Valley Trolley has started its 18th season, operating a three-mile round trip along the South Platte River in Denver. Operating days during May, September, and October are Friday through Sunday; during June, July, and August on Fridays thru Mondays. Departures from the 15th Street terminal (between the REI store and South Platte River) are at Noon to 3:30 every half hour. Additional boarding platforms are at the Aquarium, Childrens' Museum, and Invesco Field at Mile High Stadium. Adult fare is \$3, child is \$2, and 3 years of age and under are free.

In addition, the Platte Valley Trolley operates a Broncos' Shuttle for all home games between 15th Street and the Stadium. Round trip fare is \$5. The Shuttle starts approximately two hours before kick-off.

Denver South Park & Pacific Historical Society

10th Annual Convention – Leadville, Colorado

August 22 - 24, 2008

Events planned include a Leadville Colorado and Southern roundhouse tour and train ride and a tour of the National Mining Hall of Fame Museum. A driving tour of the Colorado & Southern and Colorado Midland connection and a tour of the Kokomo town site are also on the schedule. Friday and Saturday after dinner evening programs on DSP&P history are also planned.

Pre-registration is \$70 per person until August 1st, \$80 after 8/1/08. Contact the society at: DSP&P Historical Society, PO Box 26, Buena Vista, CO 81211-0026

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/

June 14	Pacific Coast Domes South	July 24 - Aug. 16	Great South American Rail Adventure
June 21	Domes to San Diego I	August 10	Pacific Coast Domes North
June 25 - July 3	Great Britain Steam Adventure	August 22-24	Domes to Railroad Days
June 26-30	Santa Fe Express	September 4-11	Sierra Madre Express II
July 4-5	San Diego Independence Day Express	Sept. 18 - Oct. 3	Great Canadian Rail Adventure
July 11-15	White Pass and Yukon Route Steam Spectacular	Sept. 20 - Oct. 4	Swiss Rail Adventure
July 12	Domes To San Diego II	September 22	La Veta Pass Express

Colorado Railroad Museum 2008 Scheduled

Special Operation Days

For information call 303-279-4591

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

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 23 - 24
Day Out With Thomas	
	September 13 - 14, 20 - 21, 27 - 28
Halloween Train	October 25 - 26
Thanksgiving Train	November 29 - 30
Santa Claus Express	December 13 - 14

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, June 20, 2008: Dinner Meeting at Lone Star Steakhouse. Our guest speaker is John Charles, presenting his program *Steam in South Africa—2007*. In May and June 2007 John joined a British group for two weeks of photo charters in South Africa. This program is a result of that trip, showing large main line power: 4-8-4, 4-8-2, and 4-8-2+2-8-4 Garratts operating on the "Cape Gauge" lines of the South African Railway.

Dinner meetings are now 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. Please call the Chapter office by the Thursday before the program at 303-298-0377. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 and should end around 9:00 PM.

Publishers Statement — Rocky Mountain Rail Report

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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:

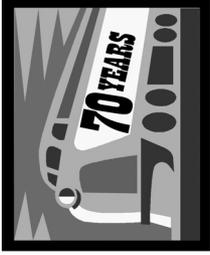
Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

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

Items for the August – September Rail Report should be sent by July 18th.



BOX 2391
DENVER, COLORADO 80201



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