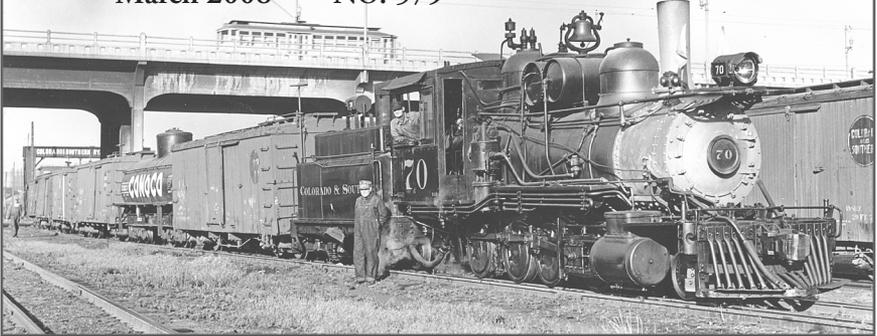


RAIL REPORT

March 2008 • NO. 579



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Narrow Gauge Steam of Cuba

By John Charles

March 11, 2008 • 7:30 PM

John's digital presentation featuring his photography will focus on narrow gauge steam operations at the various sugar mills and plantations in Cuba between 1990 and 2001.

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

April 8th	Meeting
May 13th	Meeting: The UP Train Robbery Era In Wyoming
June 10th	Meeting
July	Event

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 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.



Restored Rio Grande Southern Goose Number 5 was available for rides during The 2007 Durango & Silverton Narrow Gauge Railroad Raillfest.

– Photo © 2007 Jim Ehernberger

From the President

By Jim Ehernberger

Bob Andrews treated us with another of his fine programs. The subject of his presentation covered the Wyoming Division of the Union Pacific and included several steam views dating back to 1939. Bob's photography is very high quality and he took us along the line from Laramie to Ogden, Utah. His narration, with factual details, is what makes his programs so informative and entertaining.

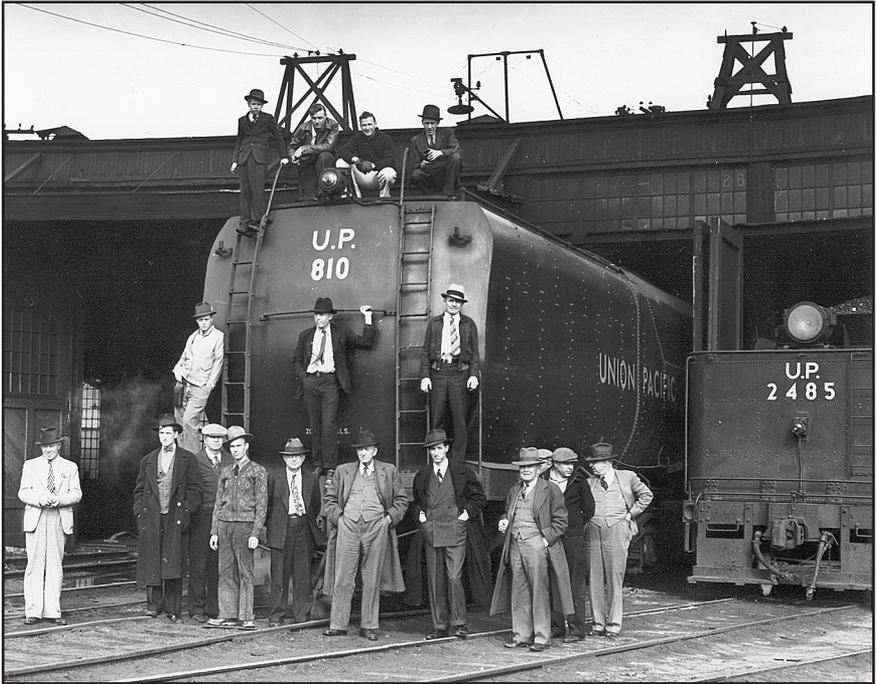
Don't miss the March meeting, because John Charles will treat us with a digital presentation. You may recall the program John presented to us last year covering the 1950-era Rio Grande narrow gauge. I am sure this program covering numerous trips he has made to Cuba visiting the sugar mills and plantation railroads will be equally spectacular.

It seems dues renewals have been slow coming in this year and from all indications we may see about a 10% decline in

our membership. There are advantages with your membership and that means free admission to the Colorado Railroad Museum and very handsome discounts on Trains Unlimited trips. All that is necessary is to present your current membership card. Also members are notified of some activities earlier than non-members.

The Club does have a working relationship with Trains Unlimited Tours. While we had sponsored special trains over years past, during more recent times the expense involved with charters developed into a lot of risk taking. In order for our members to enjoy rail trips, Chris Skow worked with us by providing discounts to encourage our members to join on their tours. Many of our members have made several tours over the years and from my own personal experience, I cannot say enough for Trains Unlimited Tours because their handling has

From the President



On March 26, 1939, Rocky Mountain Railroad Club members and friends took their first “field trip” to the Union Pacific Roundhouse in Denver. Only nine of the men in this photo have been identified to date, those who have been identified are, from left to right, standing 4th Forest Crossen, 6th H. E. High, 7th Walker Edwards, 8th James Gwyn; leaning against the left tender ladder, Jackson Thode, standing to the right of the right tender ladder Everett Rohrer, standing at the top of the left ladder, Bill Gordon, and crouching to the right of the tender backup light, R. H. Metcalf. – R. H. Kindig photo.

always been very professional. Last year on the Poland trip I made over 1,200 photographic exposures, so you can see they do offer great opportunities and educational experiences.

Sometimes it is difficult to fit into our busy schedules lengthy trips, and travel can become quite expensive. However, there are many fine railroad museums, rail equipment on public display, and also tourist railroads to visit. Many are

only a short drive from home. The Durango & Silverton Narrow Gauge Railroad has their Railfest on August 21-23 this year, so this is a wonderful place to spend a vacation and ride and photograph trains. You may wish to ride the former Rio Grande Southern “galloping goose” too!

From recent reports the Union Pacific steam operations may be limited to just three trips this year, although that can

From the President



Manitou & Pike's Peak No. 3, an 0-4-2 Cog Engine, and coach 101 at the summit of Pike's Peak on August 27, 1939. This was the first special operated by the Rocky Mountain Railroad Club. – R. H. Kindig photo.

easily change over time. The Denver Post Cheyenne Frontier Days train will operate in July. The Democratic Convention special will visit Denver in late August. The Republican Convention special will visit Minneapolis / St. Paul area during the early part of September. For updated information visit the UP website at <http://www.upsteam.com>.

The Club was formed in 1938 and prior to WWII several field trips were made to various locations, such as the Union Pacific roundhouse, the Rio Grande's Burnham shop and the Denver & Salt Lake roundhouse and shop. Also during that time Denver streetcar operations covered a vast area of the city and oftentimes groups of members rode the various lines on a Saturday or a Sunday or on a holiday.

On August 27, 1939, the Club's first

charter train was operated from Manitou Springs to the summit of Pike's Peak on the Manitou & Pike's Peak Railway. Cog locomotive number 3 and coach number 101 took about 20 members and friends on this trip. From photographic evidence it appears there was one opportunity for passengers to get off at Minnehaha, where they stopped for water, and a stop was made at the 13,000-foot location just above Saddle. The usual time was allowed at the summit for spectacular vistas, as well as souvenir shopping, and, of course, photography by our group.

During the steam era, the Club visited the M&PP seven different years. No trips were operated during the war. Looking at the Club's history book I found locomotives 3, 4, 5 and 6 were used at different times. The older locomotives numbers 1 and 2 had been

From the President



This sign hung under the Midland Terminal bridge at Manitou, Colorado in 1949.



Manitou & Pike's Peak No. 4 handled the Club's September 26, 1981 special only to Mountain View. Passengers then switched to the Diesel to ride back.
– Jim Ehernberger Photo

pulled out of service before our trips. There was a gap in operations for several years, but starting in 1975 we visited the Cog road another fifteen times. Three trips in 1980, 1981 and 1982 were combined diesel and steam, since engine number 4 was brought back into service. Several trips were "Moonlight" or "Blue Moon" operations.

The one special train movement without a doubt was the rarest mileage made

by the Club and that was the trip made on February 6, 1949 over the Midland Terminal Railway. Engine 59 handled the four-car train between Colorado City and Cripple Creek with 169 passengers. The railroad was scheduled to be abandoned a short time after our trip, so this was a farewell excursion. In order to operate this trip, and since the MT only had two passenger cars available, it was necessary to bring in two old wooden combination cars the Rio Grande used

From the President



Rocky Mountain Railroad Club Special at Manitou, Colorado on February 6, 1949.
– R. H. Kindig photo.

on their Westcliff and Aspen branches, due to clearance restrictions. This was an era when railroads were very cooperative.

While visiting activities during 1949, this was the year that the Club got into the publishing business. As you are aware, the first book produced was M. C. Poor's *Denver South Park and Pacific*, a 492-page history of this famous railroad. It was the first railroad book of its type ever published. It was a massive undertaking, and even some members and officers personally guaranteed the financial arrangements so this book could be published.

Next month additional information will be provided on unique excursion trips, including the Rio Grande Southern.

Additional historic events are documented in the Club's history covering the first 65 years, and if you do not have a copy, I would suggest you should obtain one for more in-depth details and historical information.

Looks like the signals have cleared, so it is time to move down the main line until next month.

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.

From the President



Photo run-by at Manitou, Colorado on February 6, 1949. – Unknown photographer.



The Midland Terminal special at Cripple Creek, Colorado. – Joseph Schick photo.

From the President



Midland Terminal RMRRC special at Midland, Colorado on February 6, 1949. Bob LeMassena is in the foreground, Ed Haley is following and R.H. Kindig has the camera. – Joseph Schick photo.



Union Pacific 535, 2-8-0, with a Rocky Mountain Railroad Club Special on the Coalmont Branch at Wyocolo, Wyoming. 6 cars, 15 m.p.h., September 15, 1957. – R. H. Kindig photo.

From the President



A Rocky Mountain Railroad Club Laramie, Wyoming To Northgate, Colorado special on August 4, 1956, below Camp, Colorado. The Club had 2 trips on this branch. – Jim Ehernberger photo.



Union Pacific 535, a 2-8-0, with a Club excursion train near the Wyoming-Colorado State Line on August 4, 1956, en-route to Northgate, Colorado where the engine was turned. – Jim Ehernberger photo.

Current Railroad Happenings — A Photo Gallery



UP 6492 pulls east on the Belt Line in north Denver on January 24, 2008. The coal train was coming from West Elk Mine and headed to Sauget, Illinois.
– Photo © 2008 Dave Schaaf.



This BNSF manifest from Belen, New Mexico to Denver was climbing north out of Trinidad, Colorado on February 2, 2008. – Photo © 2008 Dave Schaaf.

Current Railroad Happenings — A Photo Gallery



Snow fighting calls for different kinds of equipment, and this Kershaw ballast regulator seems to have a fairly new plow on the front. BNSF X0600440 was in the yard at Raton, New Mexico on February 2, 2008. – Photo © 2008 Dave Schaaf.



BNSF SD40-2 6919 was approaching La Junta, Colorado, before turning west for the Piñon Canyon Maneuver Site near Simpson Siding on BNSF's Raton Subdivision moving mostly Army tracked vehicles. – Photo © 2008 by Chip.

San Luis & Rio Grande Acquires Two Steam Locomotives

On December 17, 2007, Hood River Railroad loaded the two ex-Grand Canyon Railway (ex-Lake Superior & Ishpeming RR) 2-8-0 steam engines at Hood River, Oregon for new owner San Luis & Rio Grande RR. It was rainy and overcast the day #18 was loaded on the Kastens (reporting marks KRL) heavy duty four-truck flat car KRL 70902. Engine 18 operated the summer of 2007 on the Hood River RR. The 20 has been inoperative since the 1960's.

Union Pacific routed the locomotives via Salt Lake City, Utah, and Grand Junction, Colorado towards Denver. The high wide detector near Tabernash, Colorado, caught the loads as being too high for the tunnels east of Moffat Tunnel. The three flatcars with locomotives and tenders were set out at Winter Park Siding on January 3, 2008. They were picked up the next day for trip west back to Salt Lake City, and routed via southern Wyoming to Colorado.

The BNSF Brush Line bridge clearance on Union Pacific's Belt Line near UP Junction north of Denver was another height concern. UP held the steam locomotives on their KRL flatcars (KRL 70902 & 70967) near Pullman Junction at UP's 36th Street Yard between January 11th and 26th. UP moved the high wide loads from 36th Street Yard via BNSF on January 26, 2008 to UP's North Yard where they were placed on the North Yard Denver to Pueblo, Colorado, train that evening.

Once at Pueblo, the 1910-built Alco steam locomotives were moved to Walsenburg, Colorado, and interchanged

with the San Luis & Rio Grande RR on Tuesday, January 29th. The SLRG waited till Thursday making a daylight move for the last leg of the journey to Alamosa.

SLRG 459 departed Walsenburg, CO, about 10:30 AM on January 31, 2008 with a three-car train – both steam locomotives and tenders. At La Veta, Colorado, engineer Earl Knoob set out KRL 70967 with ex-Grand Canyon Railway 2-8-0 #20 due to SLRG's EMD F40PH-3 459 tonnage ratings. The train proceeded west surmounting the steep climb over Le Veta Pass with no problems. Railroad employees came out to greet and inspect the two car train which arrived Alamosa about 3:00 PM the afternoon of January 31st. The 20 was moved to Alamosa on February 1st.

The San Luis & Rio Grande RR broke ground January 4, 2008 for a new 150 by 175-foot Alamosa Locomotive and Car Shop which will cost an estimated \$3 million dollars. The four track (with room for a fifth track) shop will include office space. It's being built east of the Alamosa Station between Hunt and La Due Avenues north of Seventh Street. A drop table will allow shop forces to change out drivers on the railroad's three steam locomotives. Maintenance on ex-Southern Pacific 2-6-0 1744 was done in a tent across from the ex-Denver & Rio Grande Western RR Alamosa Depot during the winter of 2007-2008.

The Rio Grande Scenic Railroad has plans to move their passenger office (ticketing, gift shop, etc.) into the former Denver & Rio Grande Western Railroad's Alamosa depot once the Ala-



San Luis & Rio Grande #459 rolls downgrade near the Sierra, Colorado, siding with 2-8-0 #18 and two tenders on January 31, 2008. – Photo © 2008 Dave Schaaf.



San Luis & Rio Grande #459 crossing the Rio Grande River as they arrived at Alamosa, Colorado, on January 31, 2008. – Photo © 2008 by Chip.

mosa County Social Services department moves out later in 2008. The SLRG will be sharing the station with Colorado's newest Welcome Center. The Rio

Grande Scenic Railroad will continue to sell tickets across State Avenue at the former Denver & Rio Grande Western freight station. –*Chip*

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/

April 12	Domes Down The Valley	June 14	Pacific Coast Domes South
April 27-29	Arizona Rails	June 21	Domes to San Diego I
May 3-4	La Veta Pass Explorer	June 25 - July 3	Great Britain Steam Adventure
May 12-18	Western Maryland & West Virginia Railfan	June 26-30	Santa Fe Express
May 4-11	Sierra Madre Express I	July 4-5	San Diego Independence Day Express
May 24-26	Domes Over Donner Pass	July 12	Domes To San Diego II
May 24 - June 3	Steam In Poland	July 16-21	White Pass Railfan Spectacular
June 4-16	German Rails		

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>

Saturday, March 8 Peavine Flyer Excursion

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

Cost for this adventure is \$35 per person. All reservations must be received at the Intermountain Chapter office by Monday, March 3, 2008. Checks and Money Orders are acceptable, 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.

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Club Information

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	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 April Rail Report should be sent by March 14th.



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DENVER, COLORADO 80201



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