

RAIL REPORT

November 2010 • NO. 606



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

8-mm Films From Rocky Club Trips From 1958 To 1960 And Black Canyon And UP 844

Presented by Charles Klein and Pat Mauro

November 9th, 2010 • 7:30 PM

See two rare footage 8-mm films of vintage Colorado rail in action. Charles Klein will show a film of a train in the Black Canon of the Gunnison, circa 1948 to 1949. Another trip from Denver to Cheyenne behind UP 844 with photo run-bys is also included. This film was all shot by Charles Klein's father. Pat Mauro will show a film, acquired from a Salida auction, of RMRRRC trips from 1958 to 1960. The trips were from Alamosa to Silverton, plus footage on the Farmington branch. Come and enjoy rare film footage of trips from the past!

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 – 2010

December 14th Annual Business Meeting.
Program: Railroading With Tin Lizzies And Doodlebugs.

RMRRRC Calendar – 2011

January 11th Meeting. Program: Toronto, Revisited After 30-Years.

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.

Rocky Mountain Railroad Historical Foundation

November 15th Meeting

The Board will hold a “brainstorming” session at the November 15th Board meeting to help define, refine, restate and / or update the Foundation’s mission. The Boards of both the Club and the Foundation will meet at Nicolo’s Italian Restaurant, 7847 W. Jewell in Lakewood, Colorado.

The Board must ensure retention of the Foundation’s 501(c)(3) tax status while identifying appropriate activities to pursue in the future. All Club members are invited to make suggestions in person prior to the Board Meetings between 5:30 and 7:30 PM on November 15th.

Members may also e-mail President Schaaf at ds5280@comcast.net, or may mail comments and suggestions to Rocky Mountain Railroad Historical Foundation, PO Box 2391, Denver, CO 80201-2391. You can also give your suggestions to any Club officer or Board member. We welcome your suggestions and ideas.

Renewal Time

Yes it is time to renew for the next year. There will be no increase in dues for the year 2011. The renewal application is enclosed in this month’s Rail Report. Please fill out the information requested on the form and mail to address provided. We start our yearly renewal process with the November *Rail Report*.

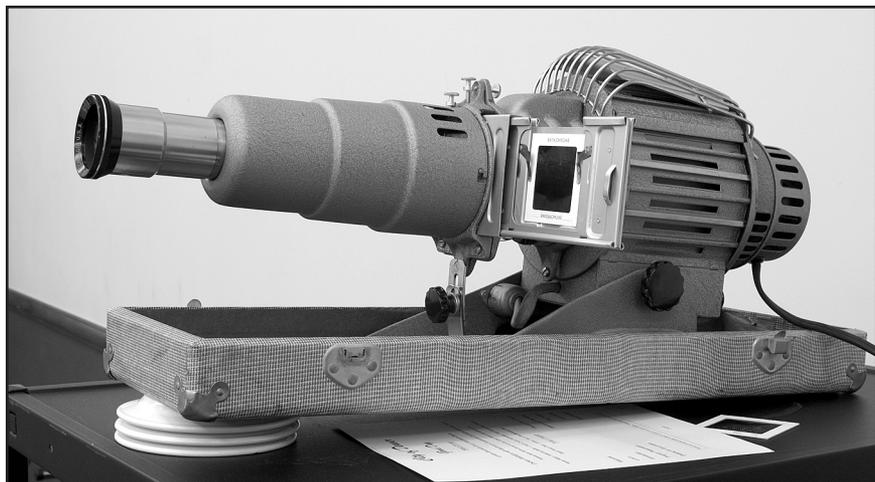
The Club would greatly appreciate if all of our members renew by the end of year. We do allow for a month grace period. The re-sequencing of seniority numbers is performed in February.

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 14, 2010, 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

In Remembrance
Dan Sherer

Dan Sherer of Sedalia, Colorado, a member who joined the Club in 2002, holding card number 371, passed on August 25, 2010.



The superslide show following the Annual Banquet was presented using a vintage projector that looked like a prop out of a 1950s science fiction movie.

– Photo © 2010 Bruce Nall.

Notes from the President

By Dave Schaaf

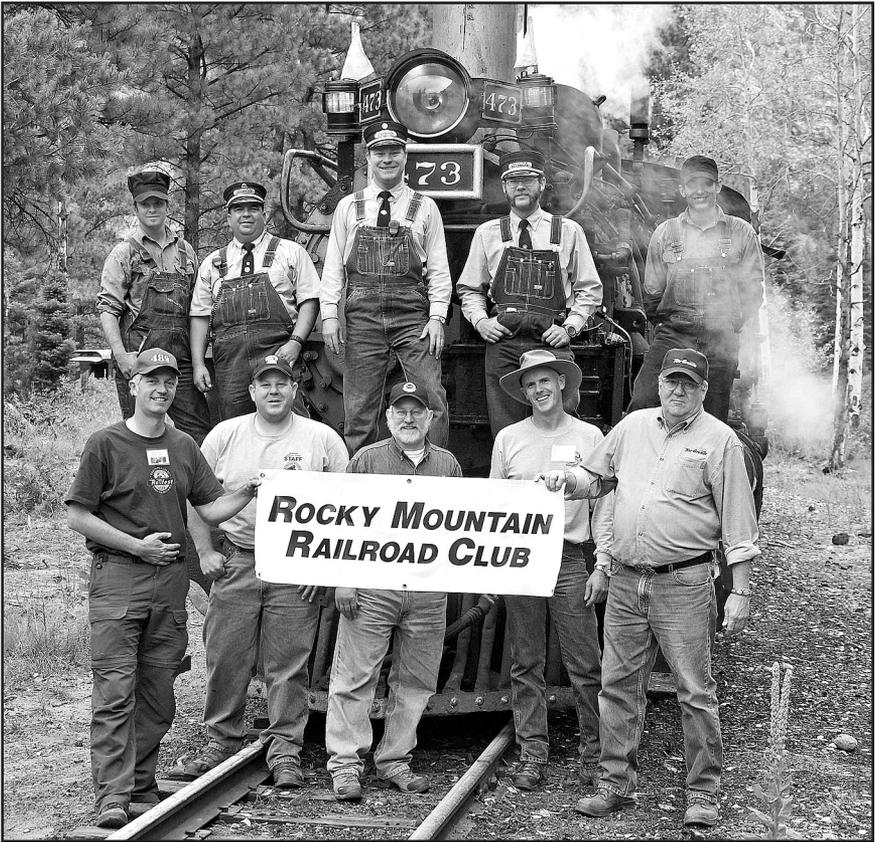
We had a fine show and good people at our annual banquet recently. There were many door prizes and we would like to thank the companies and folks that contributed them: Durango & Silverton Narrow Gauge RR; Rio Grande Scenic RR; Georgetown Loop RR; The Como Hotel & Eating House; McMullan Publications; Richard Luckin; Caboose Hobbies; Mizell Trains; Colorado RR Museum; Herb Edwards, Dave Goss, and Don Hulse.

The photos in this and the last *Rail Report* show that our regional railroads have run quite a variety of special trains and photo opportunities and I hope that many of you got the chance to experience them. As a way to encourage more of these creative trains, I hope that we all will support the railroads as much as we can. Luckily, many of these operators of-

fer discounts and advance notice to our Club members.

Governor Bill Richardson announced on October 20, 2010, that he has directed the New Mexico Department of Transportation to use up to \$1.1 million to repair the Lobato Trestle on the Cumbres & Toltec Scenic Railroad. The historic trestle was damaged this past summer in a fire that forced the suspension of regular trains from Chama to Cumbres Pass. The funds come from federal Transportation Enhancement money that is eligible for the restoration of historic rail bridges. Ridership income on the railroad is down by at least 25% over last year. Many local businesses have closed since the fire. The railroad has had to deal with various unexpected costs due to the situation, and donations can be made via the Friends of the C&TS

Notes from the President



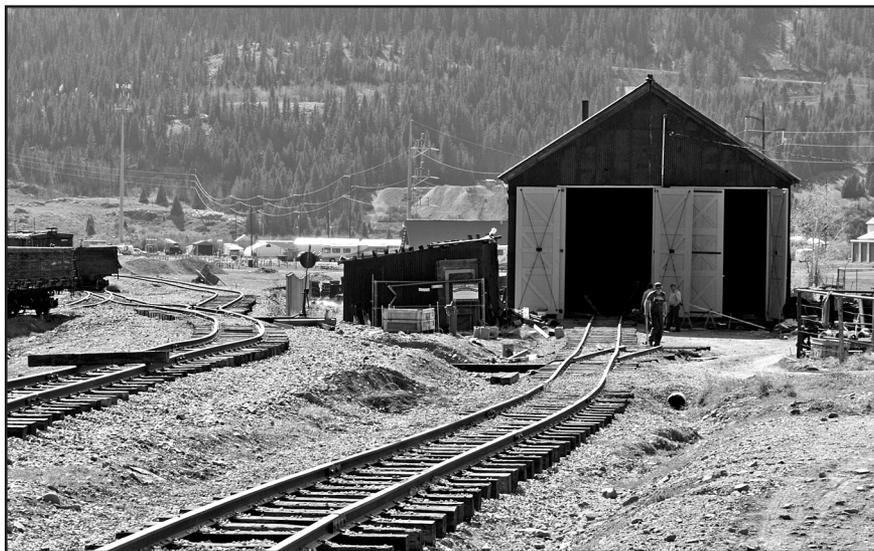
A group at Cascade Wye on the Silverton line on October 3, 2010, on a “mixed train” photo special. From left, Joe Dailey, Engineer; Sean Kirk, Brakeman; Rich Millard, Conductor; Mark Smelser, Brakeman; Jon Walden, Fireman. On the ground are Club members – Dave Schaaf, Nathan Zachman, Keith Jensen, Daren Genau, Chris Callaway. – Photo © 2010 Michael Ripley.

web site: <http://www.cumbrestoltec.org/>

In Silverton, Colorado, D&RGW engine #315 and the “Casey Jones” railbus were moved into the Silverton Northern engine house in October. D&S crews have been helping out with the switches and trackwork. Silverton Northern 2 axle caboose #1005 has come home from a ten year stay in the Durango

yard. A Sunnyside Mine 3’ gauge steel flat car will be used to move heavy items out of the engine house and serve as a platform to move the SN caboose inside for restoration work. The Narrow Gauge Preservation Society has offered to match up to \$10,000 in funds to the Durango Railroad Historical Society in support of the Silverton Northern trackage project, which includes restoring the pits and

Notes from the President



This view of the Silverton Northern engine house from October 2, 2010, shows the tracks nearly finished. Just a few days later, D&RGW engine #315 was rolled in to it's new home, along with the "Casey Jones" railbus. Local preservationists are also hoping to get Silverton Northern caboose #1005 inside before winter.

– Photo © 2010 by Dave Schaaf.

doorways in the Silverton Northern engine house. The conditions are these:

1. NGPF will match on a 1:1 basis all donations received after October 1, 2010, through February 1, 2011, up to \$5,000.

2. If they receive at least \$5,000 in donations during the above period, then NGPF will match another \$5,000 of donations received during March 1 through July 1, 2011.

You might consider sending a contribution to:

Durango Railroad Historical Society
Box 654
Durango, CO 81302

Manitou & Pikes Peak Railway in Colorado has steam locomotive #4 running again for the first time since 2004. No regular schedule has been announced as of now.

News from the Denver, South Park & Pacific Historical Society. The matching funds requirement for the \$35,000 phase 2 grant was again successfully met and the sum of \$13,362 was sent to Colorado Preservation Inc. to disburse to the contractors accordingly. Mike Perschbacher has just finished the final foundation and structural work on the Como depot. October saw the start of rebuilding 3 of the original 4 chimneys. They will continue to raise (matching) funds to maximize use of CDOT funds

Notes from the President



Silverton Northern's 2 axle caboose #1005 had been stored in the Durango yard until this summer. Seen here in back of the SN engine house in Silverton on October 2, 2010, it should soon move inside for restoration. This car was originally built in 1880 as D&RG #17, and is similar to caboose #59 at the CRRM in Golden. – Photo © 2010 Dave Schaaf.

and do all they can in this regard to keep the project moving forward, but 2011 may see limited progress. This is due to changes in grant procedure with the State Historical Society. Also, the society has acquired title to Litchfield-built boxcar DSP&P RR number 608 from the Boulder County Railroad Historical Society, with the intent to cosmetically restore it to its as-built appearance. It is currently stored in the Como roundhouse, and will continue to reside there. Visit their website at www.dspphs.org for the latest photos and updates.

It has been one hundred years since the last trains rolled through the Alpine Tunnel in Colorado. Penn Station in New York City has also reached its centennial mark. Some of the rolling stock from the collection in Boulder County, Colorado has been moved to Kansas.

At the Georgetown Loop railroad, Phil Johnson will soon be the superintendent again after serving as the Chief Mechanical Officer (CMO) at the CRRM in recent years. The Museum's new CMO will be Jack Campbell, who has been the shop foreman.

Tourist Railroad Events



The Alpine Tunnel Depot on August 5, 2010. – Photo © 2010 Phil Klinger

After two years of fundraising and planning, standard-gauge 1909-built D&RGW wood box car 62962 arrived in Portola, California on October 5, 2010. The move from the Western Railway Museum at Rio Vista to WP Railroad Museum Portola took all day, and the carbody was placed back on its trucks the next morning. It was built by American Car & Foundry in 1909 as part of the D&RG 62000-63499 series with steel underframe, double-sheathed wood sides & ends. Rebuilt by D&RGW with new steel ends, sheet steel-clad roof, and steel-bound doors in 1926. A few of the cars worked into the 1950's, some even later in Maintenance of Way service system-wide, and six of them were rebuilt into yard cabooses 01320-01325.

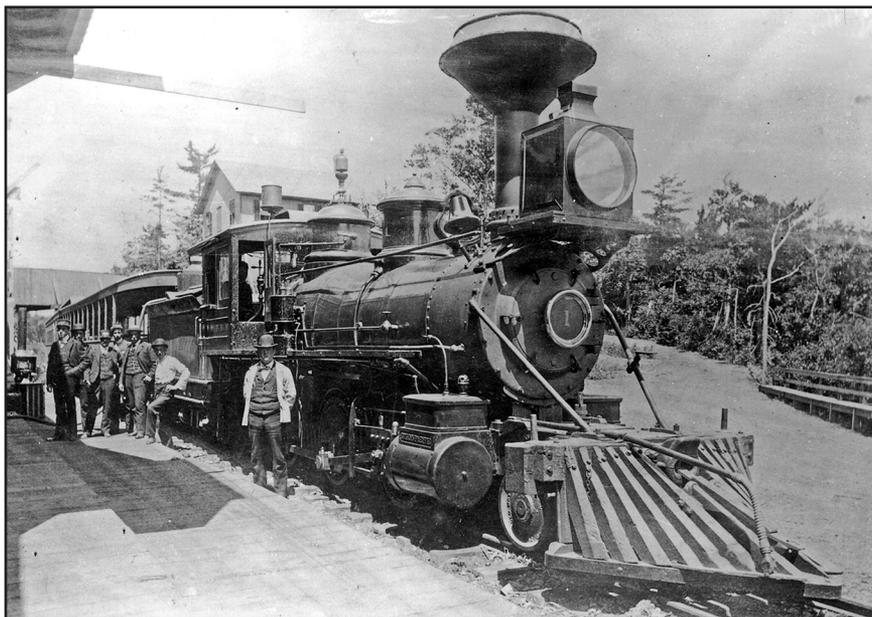
Greenbrier Rail Services has purchased 34 acres to build a railroad wheel repair

shop near North Platte, Nebraska. Plans are to build a 49,000 to 50,000 square foot building to house an operation that will be the most modern wheel shop in North America. Construction is expected to be completed by April 2012, and the new plant will bring about 30 jobs to the area. The Union Pacific Railroad is their largest wheel-set customer, and has the world's biggest freight yard here.

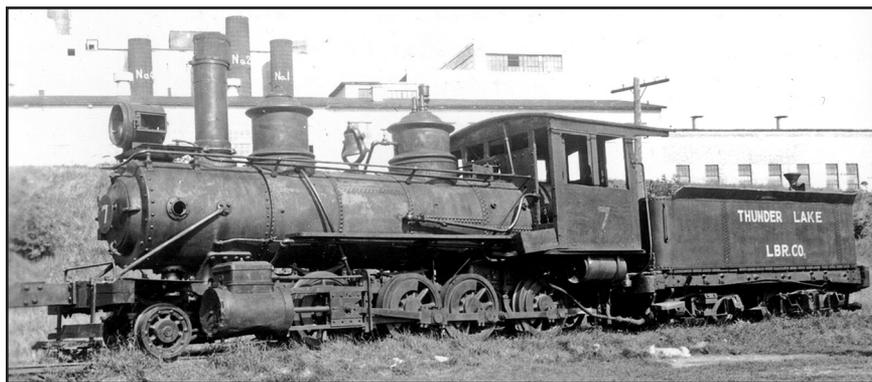
Fort Worth, Texas, has received a \$34 million grant from the U.S. Department of Transportation to make much-needed upgrades to the Tower 55 rail intersection, which often features long lines of trains waiting for their turn to pass.

Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Narrow Gauge Locomotive Photo Gallery

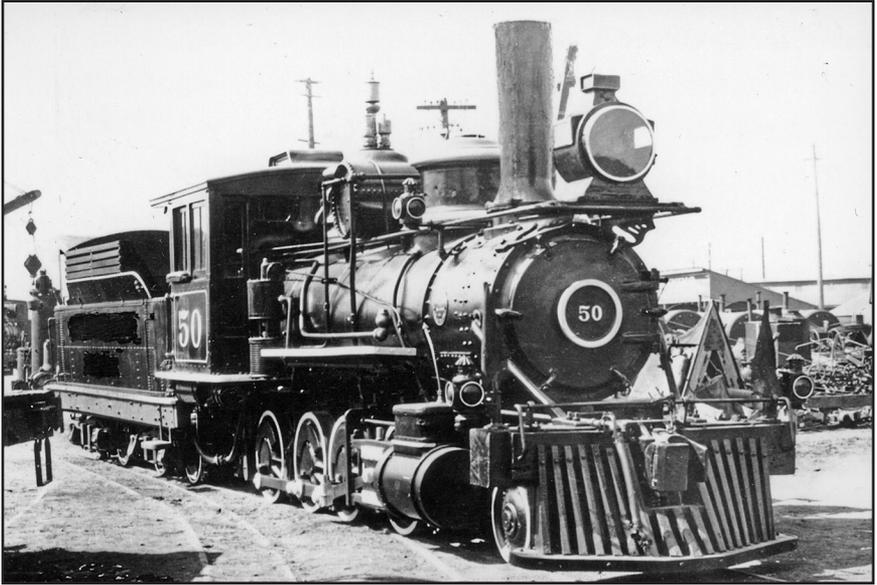


Less than six months after the Colorado & Southern Railway came into existence they sold a former South Park Mogul (C&S 20) to the Catskill & Tannersville Railway in June 1899. The Brooks locomotive was built in 1882 as DPSP&P 38, it later became DSP&P 165 as well as DL&G 165. This line in the Catskill mountain region in New York state hauled tourists to Kaaterskill Falls and was less than six miles long. This locomotive was retired in 1907 and the railroad went bankrupt in 1918. – Photo from the James L. Ehernberger collection.

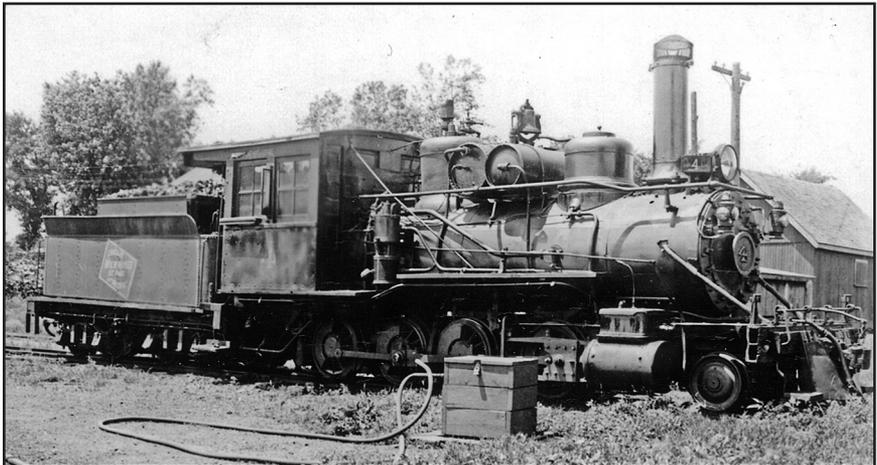


C&S Engine 31, 2-8-0, built by Baldwin in January 1880 was sold to the Edward Hines Lumber Company in 1902. This locomotive was originally DSP&P 51, then number 191. In 1889 it became Denver Leadville & Gunnison 191. The locomotive is on display today at the Colorado Railroad Museum and it is the oldest locomotive in Colorado. The locomotive is shown here at Rhinelander, Wisconsin, on August 23, 1942. – Photo from the James L. Ehernberger collection.

Narrow Gauge Locomotive Photo Gallery



C&S number 50 was one of several narrow gauge consolidations traded to Morse Brothers Machinery Company in Denver for three former Boulder & Western locomotives. This engine was built by Cooke in 1883 for the Denver South Park & Pacific. It was originally number 62, then became the 211 on the South Park and the DL&G. The engine is shown here in Denver at the time of the trade in 1921. – James L. Ehernberger photo.



C&S engine 55, a consolidation built by Cooke in 1883 for the Denver South Park & Pacific was sold to The Milwaukee Railroad in May 1918 where it operated on the Bellevue and Cascade Railroad, a 36-mile line in Iowa. The line was abandoned in 1933 and the rails were removed in 1936. The locomotive is shown here in Bellevue in June 1932. – Photo from the James L. Ehernberger collection.

Current Railroad Events



Engine #473 meets a vintage Dodge at Shalona crossing, Colorado, on October 3, 2010. – Photo © 2010 Dave Schaaf.



A Ringling Brothers circus train came south through Commerce City, Colorado, on September 28th. In a very rare occurrence, it was led by Union Pacific steam engine #3985. – Photo © 2010 Dave Schaaf.

Tourist Railroad Events



This mixed-train photo special crosses the bridge south of Silverton, Colorado on October 3, 2010. – Photo © 2010 Dave Schaaf.



Locomotive #473 leads a run-by at the big curve north of Rockwood, Colorado, on October 2, 2010. The Durango & Silverton Narrow Gauge RR had specially painted 3 coaches and a baggage car in the dark green of the late 1940's for this photo train. – Photo © 2010 Dave Schaaf.

Tourist Railroad Events



The Silver Vista and Club drumhead with Club members from left, Dave Schaaf, Nathan Zachman, & Randy Worwag on October 2, 2010.

– Photo © 2010 William Diehl.

Current Railroad Events



Union Pacific's 3985 was ready to hit the high iron for September 30 - October 14, 2010 Missouri River Eagle trip to St. Louis, and Sedalia, Missouri. Sedalia was celebrating their Sesquicentennial. UP 3985 was passing Cheyenne, Wyoming, depot museum September 30, 2010. – Photo © 2010 by Chip.



A terrific grain season had Nebraska Kansas Colorado Railway humming on September 30, 2010, at Venango, Nebraska, near the Colorado / Nebraska state line. Lead power was Hudson Bay Railway 5003. – Photo © 2010 by Chip.

Colorado Railroad Museum 2010 Scheduled Special Operation Days

For information call 303-279-4591

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

SCFD Free Day:
November 13

November 27 & 28
Thanksgiving Goosefest

December 4, 11, 12, 18
Santa Express Train

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, telephone 303-279-4591.

Intermountain Chapter, NRHS

2010 Event Schedule

For information call 303-298-0377

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

Intermountain Chapter, NRHS Annual Banquet

Monday, November 8, 2010

At The Historic Denver Press Club

The Intermountain Chapter, NRHS, annual banquet will be at the Denver Press Club in downtown Denver (1330 Glenarm Place, across the street from the Denver Athletic Club) in the main floor big room.

The guest speaker is Doug Schmidt, editor, publisher, reporter, photographer, circulation manager, advertising account executive, and self-proclaimed "designated scapegoat" for the *Colorado Railroad Journal*. His topic is "Why would anyone start a newspaper?" He started the paper in June 2008 in response to his perceived need for a Colorado based railroad newspaper. The monthly publication attempts to cover model railroading, commercial and tourist railroading news, and research on various aspects of the vast stores of Colorado rail history. Newly released books and videos are reviewed on occasion, as well as interviews with those people who have helped advance railroading in some way in our state.

The evenings activities will begin with cocktail hour from 6:00 to 7:00 PM in the cozy lounge (cash bar; drinks are available all evening). Our buffet dinner will begin at 7:00 PM, and the program begins at 8:00 PM. There will be door prizes as well.

Dinner is by reservation only at \$25 per person. Please pay at the door when you check in; NO drop-ins). Our menu is tossed salad with Ranch dressing, roasted breast of chicken with wild rice stuffing, green beans, rolls and butter, dessert, plus coffee or tea. Deadline for reservations at the Chapter office (303-298-0377) is Thursday, November 4, as the Press Club's chef will need our final count by then.

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
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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

John Charles, Andy Dell, Don Hulse, Mike Tinetti, Dave Goss, Dave Wagner

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 December Rail Report should be sent by November 10th.



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FIRST CLASS

