

RAIL REPORT

September 2022 — No. 741



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Be A September Meeting In Barnes Hall

Livin' On The Transcon

Presented Live And Via The Internet by David Carballido-Jeans

September 13, 2022 • 7:30 PM

Many railfans make pilgrimages to visit BNSF Railway's Southern Transcon, especially the Seligman Subdivision section in Arizona. The Seligman Subdivision is 300 miles of railroad that stretches from Needles, California, to Winslow, Arizona. Starting at 500-feet above sea level at the Colorado River, the grades climb through desert rock landscape before reaching the thick Coconino Forest of Flagstaff at 7,200-feet above sea level.

For the last eight years, David has been fortunate enough to not only live in the northern Arizona region, but to be able to witness trains battle the 1.42% grade of Crozier Canyon from his bedroom; never missing any of the action. This show is a collection of photos of BNSF trains fighting the grade of the Arizona Divide in over 110 degree heat, as well as below-freezing snow storms. Hot intermodal trains, heavy manifest, and bulk commodity trains have been photographed.

See Page 14 For Information On How To Participate Online.

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. 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 2022 Calendar

September 16, 17, 18th Colorado Live Steamers Annual Run Weekend.

September 17th D&IM Car No. 25 open house at the Federal Center in Lakewood.

September 17th Como Roundhouse Open House.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

Livin' On The Transcon



A hot Willow Springs, Illinois, to San Bernardino, California, Z train races through one of the intermediate signals between Walapai and Barry along the Seligman Subdivision. – Photo © David Carballido-Jeans.



Four hard working GE motors charge eastward through Crozier Canyon, passing the homestead, as storm light settles in on a late July evening. – Photo © David Carballido-Jeans.

The masthead features Missouri–Kansas–Texas Railroad locomotive 741.
– Photo from the Tom Klinger Collection.

Livin' On The Transcon



The sound of four GE motors echo off the walls of Crozier Canyon as a Los Angeles Harbor to Clovis, New Mexico, stack train grinds the 1.42% grade towards Yampai Summit. – Photo © David Carballido-Jeans.



Four GE motors race up to 70 MPH with their LA Harbor bound intermodal train as it leaves the small rural community of Valentine behind. – Photo © David Carballido-Jeans.



Union Pacific's 4014, Big Boy 4-8-8-4 built by Alco, came to Denver on July 28, 2022. Union Pacific's planned trip in June 2022 to northern California and Portland, Oregon, was cancelled. Plan B was the UP Museum fund raiser and Denver Union Station's July 29th display. UP 4014 stopped on the new railroad overpass over I-70's nearly completed Central Corridor Project (that removed the old highway viaduct and depressed the interstate). – Photo © 2022 by Chip.

Big Boy UP 4014 Visits Denver – July 28 through 30, 2022

By Chip Sherman

Union Pacific surprised everyone with their short notice announcement in late June 2022 that the 4014 Big Boy would visit the Mile High City in late July 2022. The Union Pacific Museum teamed up with the Camerail Club to sponsor a UP Museum fund raiser.

UP had announced a West Coast trip from Cheyenne, Wyoming, to Sacramento, California, and Portland, Oregon, that was to start June 26, 2022. Big Boy No. 4014's West Coast Steam Tour was canceled in April to focus UP's efforts on easing supply chain congestion.

UP 4014 was hot and ready to roll from Cheyenne, Wyoming, the morning of July 28th. The train included UP 4015, an SD70M, which was equipped with positive train control.

Also included were three dome cars; UPP 8004–Colorado Eagle dome diner, UPP 7015–Challenger dome coach, and UPP 9005–Walter Dean dome lounge. Bringing up the rear was UPP 420 Fox River theater inspection car.

The Walter Dean was built in 1955 by American Car & Foundry as dome lounge No. 9005. It was sold to Auto Train, then reacquired by Union Pacific and named the Walter Dean in 1990.

The car is named for Walter Dean, who began his service with Union Pacific in 1942 as a dining car waiter on the Challenger passenger train. At that time, the dining car crew slept in the dining cars and kept mattresses in a hole under the floor. When Mr. Dean moved into the lounge car on the City of Los

Big Boy UP 4014 Visits Denver



Union Pacific Big Boy 4014 backed into Denver Union Station on Friday morning, July 29, 2022. The train was displayed to the public on track 5 between 10:00 AM and 3:00 PM. UP Museum fund raiser guests boarded the train at Denver Union Station on Saturday morning, July 30th, for a Denver to Cheyenne, Wyoming, trip. – Photo © 2022 by Chip.

Angeles as attendant, he was responsible for stocking and maintaining the bar and providing service to the passengers. His clientele included such stars as Mickey Rooney, Judy Garland, and Frank Sinatra, who frequently traveled on the train. He also served President Harry Truman during his "Whistle Stop Campaign" of 1948.

When passenger service ended in 1971, Mr. Dean remained with Union Pacific, serving special guests and staff on business car trips that operate for

railroad, corporate, and community relations events. He passed away in Omaha, Nebraska, on October 18, 1999.

UP 4014 arrived Denver mid day and was turned at the Pullman Wye at 36th Street Yard. The train moved over the Belt Line to Utah Junction storage yard east of Pecos Street north of Denver for servicing and overnight.

Early Friday morning, July 29th, the UP Museum Special moved west from the Utah Junction storage yard to

Big Boy UP 4014 Visits Denver



The passenger special had just left Denver Union Station on July 30, led by UP 4014. Shown here moving through the yards at Fox Junction and bound for Cheyenne, Wyoming. – Photo © 2022 Dave Schaaaf.

C&S Junction (Moffat Tunnel Subdivision). The train was then backed past UP's North Yard to Fox Junction onto BNSF rails through Prospect Junction onto the BNSF's Buck Main under Park Avenue West into Denver Union Station (dispatched by Denver RTD).

Hundreds of visitors came to Denver Union Station where UP 4014 and its train was displayed on track 5 between 10:00 AM and 3:00 PM. This was the first time a UP train had visited Denver Union Station since its major redevelopment in the 2011–2014 time frame.

Amtrak had served Denver passengers at a temporary location on 21st Street since 2011. This made way for the redevelopment of the historic building and construction of a new commuter

rail station and underground bus concourse.

The UP Museum fund raiser offered two dome cars to passengers with the help of the Camerail Club members. The Special had 124 passengers on board with some 20 VIPs in the rear two cars on July 30, 2022.

The trip was the annual gala fundraiser for the Union Pacific Museum, a 501(c)(3) organization. Their mission is to share American History through the lens of the railroad, connecting generations who have been impacted by Union Pacific.

Passengers met at the Renaissance Hotel along Quebec Street between 5:00 and 5:45 AM. They boarded three

Big Boy UP 4014 Visits Denver



Union Pacific's Museum Special with 4014 Big Boy was backed between C&S Junction (near Federal Boulevard) to Denver Union Station, Denver, using BNSF's Prospect Junction and Buck Main on July 29, 2022, here at Utah Junction north of Denver. This was the first UP train to visit the redeveloped Denver Union Station tracks now managed by Denver RTD. – Photo © 2022 by Chip.

chartered buses for the trip to downtown Denver where they boarded the UP Museum Special at Denver Union Station (DUS). UP 4014 pulled out from DUS at 7:15 AM. The train was routed BNSF Buck Main through Prospect Junction north past UP's North Yard to Pecos Street. The train then backed over UP's Utah Junction Bypass onto the Belt Line to UP Junction/York Street, Denver. Then, it was north on UP's Greeley Subdivision to Cheyenne, Wyoming. Thousands of well wishers lined the right of way.

The special arrived in Cheyenne,

Wyoming, about 1:15 PM using track P1 next to the Cheyenne Depot (now a museum and restaurant). Passengers boarded the chartered buses for a trip west to the Ames Monument near Sherman Hill. They reboarded their buses for the two hour trip back to the Renaissance Hotel in Denver.

Thanks to Union Pacific for organizing/offering this unique opportunity in such a short time. The Camerail Club and UP Museum were gracious hosts. The UP Steam Team did an amazing job along with UP train crews based in Cheyenne and Denver.

Big Boy UP 4014 Visits Denver



UP 4014 with a deadhead move southbound in the rain at Ault, Colorado, on July 28. This restored Big Boy would pull a fund-raiser two days later to benefit the Union Pacific Museum. – Photo © 2022 Dave Schaaf.



Camerail Club volunteers Dave Seidel and Steven handled passenger boarding on the UP Museum Special. UP California region crew caller Ginger Larson (center) used her vacation to take this steam excursion. – Photo © 2022 by Chip.

Current Railroad Happenings



This 5-ton 1968 Plymouth (gas / hydraulic) locomotive arrived at the Ridgway RR museum in early August. It will be used for switching and pulling rider cars until they receive their replica of RGS steam engine #36. That 4-4-0 is getting closer to completion, but no delivery date is known yet. – Photo © 2022 Dave Schaaf.



The Illinois Railway Museum of Union, Illinois, purchased former Pennsylvania RR 8836 sleeper (12 Single bedrooms-1 Drawing Room) Pullman built in 1929, named John Greenleaf Whittier. The car was purchased by the Iowa Pacific operation and given number SLRG 9168. The San Luis & Rio Grande RR moved the car from Alamosa, Colorado, to Walsenburg, Colorado, where UP picked up the car in mid-July 2022. Car IRMX 9168 was at UP's North Yard, Denver, on July 22, 2022. – Photo © 2022 by Chip.

Current Railroad Happenings



A special train bound for the Transportation Test Center near Pueblo, Colorado, was southbound north of Castle Rock, Colorado, on June 10, 2022. The occasion was a convention of people attending meetings for the International Level Crossing Awareness Day 2022, also related to Operation Lifesaver.

– Photo © 2022 Dave Schaaf.

**DENVER & INTERMOUNTAIN
INTERURBAN
CAR NO. 25 OPEN HOUSE**

Saturday, September 17

Details to come this summer at
Lakewood.org/HistoricTransit.

FREE RIDES
(Weather Permitting)

All adults need a government photo ID (e.g., driver's license) to enter the Federal Center. Sorry, pets are not permitted.

Take A Ride On September 17, 2022 — 10:00 AM to 3:00 PM

See the beautifully restored interurban Car No. 25 in-person during this free event. It will be quite a ride as they break out Lakewood's historic streetcar for rides! Cruise down memory lane and join us – no reservations needed this year.

Enter through Gate 1 off of South

Kipling Street, south of Sixth Avenue. Continue straight on Main Street, turn right on Seventh Street and Car 25 is located on your left at Building 78.

PLEASE NOTE: All adults need a government photo ID (i.e. driver's license) to enter the Federal Center. Sorry, pets are not permitted.

Events of Railroad History: Railways in the Middle East

From the *Economist*, July 9, 2022 — Contributed by Dan Edwards

Not since the Hijaz railway between Damascus and the holy city of Medina was ruptured by the British buccaneer-cum-scholar T.E. Lawrence in the first world war has overland travel out of Saudi Arabia's hinterland seemed so simple. On March 31st [2002] the first passenger train pulled out of Riyadh, the Saudi capital, and sped north past 755 miles of sand dunes to Qurayyat, a town near the Jordanian border. Colonial-era railway routes blocked or destroyed by conflict or disuse are being reconnected. From Marrakech in Morocco to Mashhad in Iran, governments are investing tens of billions of dollars expanding decayed networks. Some 25,000km of track today is expected to grow by tens of thousands of kilometres by 2040. Saudi Arabia is tripling its network. The region has two high-speed lines that whizz passengers at 300kph, with more being built.

Travelling on the proposed new line across the United Arab Emirates (UAE) from Abu Dhabi to Fujairah will take half the time of the car journey. Iran's high-speed line from Tehran to Isfahan will cut the trip from five hours to 90 minutes.

Demand is booming. Israel's passenger volume has soared from 12m two decades ago to 70m today and is projected to reach 400m by 2040. Egypt must upgrade its main lines, since passenger volume has risen 15-fold since the 1930s on track that is largely unchanged.

Metro systems are multiplying too. Algiers, Dubai, Doha (Qatar's capital), Cairo and Tehran have expanded their systems. Riyadh's and Tel Aviv's should open next year. Cairo's new administrative capital will have north Africa's first monorail.

Tourists and pilgrims should benefit. Saudi Arabia's first high-speed train runs between Mecca and Medina. Egypt has just signed a contract to build a fast track from Cairo along the Nile to the pharaonic statues at Abu Simbel, 1,100km away, near the border with Sudan. Morocco is planning a high-speed line to the tourist hub of Marrakech.

Trade should improve too. Egypt's first high-speed train, set to open in 2027, will run from the Red Sea port of Ain Sukhna to Mersa Matruh on the Mediterranean, offering an alternative to the congested Suez Canal. Saudi Arabia is planning a speedy railway running from the port of Jeddah via Riyadh to the Gulf. The new line to Fujairah, on the Indian Ocean, will provide a means for freight leaving or entering the UAE to avoid the Strait of Hormuz that Iran periodically threatens to close. Morocco hopes its high-speed train from Tangiers will one day zip along the coast through disputed Western Sahara to markets in west Africa.

Siemens has outbid Chinese rivals to build Egypt's high-speed tracks. Morocco has signed up a French company, Saudi Arabia a Spanish one and Israel a German one for their high-speed projects. Most of the UAE's line has gone to a consortium of British and German companies.

Not all are aboard. Iraq, Palestine, Lebanon, Libya, Sudan, Syria and Yemen are too poor, war-torn of dysfunctional to restore their old tracks. Oman, always wary of entanglements, has held back, Kuwait, wary of invasion, is nervous about linking up with Iraq. And China's dream of reaching the Levant is blocked by a missing link, 22km long between Iran and Iraq.

Monarch Pass Excursion – September, 1949 – Part 3

Compiled by Dave Goss

The Club recently received for its archives a letter written by Edward Mahoney who wrote a lengthy summary of the Club's narrow gauge excursion from Salida to Monarch Pass to Villa Grove on September 25, 1949. This multi-part article will be provided verbatim over several issues of the *Rail Report*.

In the last article describing the Monarch Pass excursion, the train and Club members are ready to leave Villa Grove. One leg of the wye used to run to the mine in Orient. Here Ed Mahoney resumes his narrative:

ROCKY MOUNTAIN RR CLUB EXCURSION
D&RGW, MONARCH PASS--PONCHA PASS
SUNDAY, SEPTEMBER 25, 1949

I understand that the Colorado Fuel & Iron Company are going to protest the abandonment of this line because they believe they may have to reopen this mine at Orient. If so, this would necessitate the rebuilding of the eight miles taken up some years ago. They now get most of their ore from Utah, but because of the steel mills there, and in Fontana, California, it seems there is some doubt about the CF&I Company having an adequate source of supply from Utah. The Utah Mills and the one in Fontana are also getting their ore from Utah.

I haven't ridden in the cab of a steam locomotive for many years and so long as others were doing it on this trip I asked the Trainmaster how

about it. He said to be up to the baggage car when we got to Mears Junction and he would take me up. This was on the down hill pull and while probably not as dramatic was considerably cleaner. At Mears Junction several people got out of the cab, at his request, and I got in, together with Mr. Moses, another man I did not know, and Mr. and Mrs. Jack Riley and their six year old son. The boy got quite a kick out of it. He told me "Sure is fun!"

One of our members, Everett Rohrer, was firing the engine. The regular fireman, on the Trainmasters' orders, was riding the cushions in the first coach. During the war years, Everett worked as a fireman on the Union Pacific. He has been cut off the board now for some three years and when we take these excursions, he has the time of his life acting as fireman. He comes attired in his fireman's outfit. The D&RGW men say he does a good job.

We reached Salida about 6:25 PM. However after eating and getting the car serviced, we didn't depart until about 7:30 PM. I was the last passenger to be dropped off in Denver, at which time it was just about 11:15 PM. It had been a long day but an enjoyable one. Incidentally, the Club also chartered a big bus to take those members and

Monarch Pass Excursion – Part 3

guests from Denver to Salida and return who could not get rides in private cars.

This concludes a trip that probably none of our current members rode, but we are able to share this adventure thanks to Edward Mahoney. We don't know to whom Ed was sending this letter, but we are most grateful to have a copy. To think that riding in the cab, or in the dog house

on a tender or a non-employee actually firing the locomotive could be permitted in 1949 reminds us how much times have changed. We thank Ed and others in the Club who have passed their letters and memories on to us. We thank each of them who have shared personal recollections, interviews and correspondence so that we can enjoy trips and events of times long passed.

Colorado Live Steamers Annual Run Weekend

September 16th, 17th and 18th

By Steve Subber

The Colorado Live Steamers 3-day annual run features attendees and their equipment from throughout the region. Saturday, September 17th, is the busiest day, and the best to attend, with Friday slow and mostly for set up, but with an opportunity to closely see some equipment and talk to the operators. Sunday is slow, finishing by mid-day.

A food truck will be on-site Saturday and Sunday morning or bring a picnic. The depot and pavilion are shaded, and there's a flush-toilet bathroom.

Club members are welcome to attend, but check in at the depot for rules and a required hand-stamp. Safety measures include no open-toed shoes! Donations

to support operations are encouraged.

Directions:

From the intersection of I-70 & I-25, go east on I-70 about 40 miles to Byers, Colorado. Exit off I-70 at Byers, turn left (north) on US 36 for about 2-1/2 miles, US 36 will bend back to the east. At the end of the 2-1/2 miles, turn north on Calhoun-Byers Road. Go north on Calhoun-Byers Road about 6-1/2 miles to 72nd Avenue. At 72nd Avenue, continue north on Calhoun-Byers Road about 1/4 mile. On the left look for the COLORADO LIVE STEAMERS sign, turn left and go in thru the DOUBLE GREEN GATES and you are there!

Como Roundhouse Open House

Saturday, September 17 — 9:00 AM to 4:00 PM

The Como Roundhouse group will host an open house coinciding with a South Park Rail Society workday. Visitors will be able to watch work crews in action, and campus tours will be given.

The buildings will be open for tours, speeder and handcar rides. Visitors will be able to watch work crews in action.

There will be no band concert or food vendors as there were in August.

Meetings Will Be Live Streamed on YouTube

Meetings are available to watch any time you like. Just search for “Rocky Mountain Railroad Club” on YouTube, click on “Videos” at the top, and you can watch the current meeting as it happens or replay most meetings since we started going virtual back in 2020.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend meetings in person.

Virtual Meeting And Program Access Instructions

Starting back in March, you won't need to send an email to reserve a virtual interactive spot at a Club meeting. All members who have provided an email address will be sent the Zoom invitation and login information.

Make sure your membership email information is up to date so you can receive Club emailed communications.

Colorado Railroad Museum

Colorado Rails & Cocktails – An Evening of Colorado History

Bar opens at 6:30 PM, presentation at 7:00 PM. – Admission: \$20 Adults. Ages 21+ only. Admission includes 2 beverages of your choice (beer, wine or soda) and snacks.

October 7, 2022 – Colorado, Railroads, and the World's Fairs

Historian Kris Autabee joins us for this fun look at how Colorado and its railroads participated in various World's Fairs.

Day Out With Thomas™ 2022 – September: 10-11, 17-18, and 24-25.

For information call 303-279-4591 or visit <http://www.coloradorailroadmuseum.org>

Colorado Railroad Museum Admission

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.

Intermountain Chapter, NRHS Events

The Intermountain Chapter will resume its monthly Saturday, Noon, luncheon meetings on September 10th at Malones Clubhouse Grill on the NE corner of the 64th & Indiana shopping area. **The program will be a look back at 2022 rail conventions and the Chapter's 3 summer excursions.**

For current meeting information email railbob@icloud.com or call 303-883-2435

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Club Information

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Club Officers

President Andy Dell
Vice President Dave Schaaf
Secretary Steve Subber
Treasurer Keith Jensen

Club Directors

Nathan Holmes, Pat Mauro, Debbie MacDonald, Michael Tinetti, Nathan Zachman
Past President – Dennis Leonard

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at www.rockymtnrrclub.org or by sending the annual dues to the Club address:

Rocky Mountain Railroad Club PO Box 2391 Denver, CO 80201-2391	An associate membership for spouses and children is \$25.00 additional.
Regular membership dues are \$30.00 with email delivery of the <i>Rail Report</i> and \$45.00 if a printed, mailed <i>Rail Report</i> is desired.	Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.
International membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$75.00. Patron membership is \$100.00.	Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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 – Email: selectimag@aol.com

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Items for the October *Rail Report* should be sent by September 9th.