



RAIL REPORT

Rocky Mountain Railroad Club

Rocky Mountain Railroad
Historical Foundation

September 2024

Issue 765

--- September 10th meeting at Barnes Hall ---



Larry Green will present: Hidden in Plain Sight, 140 years of the Denver, South Park & Pacific in the Ohio Creek Valley of Colorado.

The program will look at what remains of the original DSP&P route that would have taken the railroad out of the Gunnison Basin and on to Grand Junction via the North Fork Valley of the Gunnison. We will look at what remains of the as-built rail line between Gunnison and New Baldwin, the branch line up Carbon Creek to Old Baldwin, the branch line to the Mount Carbon Anthracite Coal Mine and the partially completed line over Ohio Pass. Between Gunnison and Baldwin we will explore the old right of way utilizing some basic methods of historic archaeology. The exploration of the upper part of the route allows us to take a look at construction techniques utilized by the DSP&P to build stone culverts under large fills

and hand stacked walls of uncut stone. This program is the product of over 40 years of continuing research.



Two images above are courtesy of Larry Green

Upcoming Events:

Car #25 open house on September 14 at the Denver Federal Center from 10am until 3pm.

Colorado Live Steamers open house north of Byers, Colorado, on September 21, 2024.

U.P. Big Boy 4014 departed Cheyenne, Wyoming, for the Heartland of America Tour on Wednesday, August 28, 2024. Stops include UP Family Days at North Platte, NE, on August 31, Rochelle, IL, on Sunday, Sept 8, 2024 and Houston, TX, on October 6th. Additional route details with locations and times are available on UP Steam Schedule on the internet.

UP 4014 is scheduled at Strasburg, Colorado, on Monday, October 21, 2024 at 3:45 PM.

Santa Fe steam loco #2926 will have night photo shoots on September 27 & 28, 2024 in Albuquerque, New Mexico. On-line at 2926.us



Open house on Saturday, September 14, 10am-3pm.

This interurban car was built in Denver by the Woeber carriage company, and ran between there and downtown Golden. Car #25 was acquired in 1950 by the Rocky Mountain RR Club, and was on display for decades at the Colorado Railroad Museum. In 1988, it was moved to the Denver Federal Center for restoration inside the former switch engine building. This area was rail-served as a Remington ammunition factory, starting in World War 2. It later became a Federal reservation, and still is today.

The standard-gauge wooden car is a museum-quality restoration, and actually runs. A diesel power-plant rail trailer was designed by a Club member, and powers the car. The Club's fund-raising and refurbishment of this car took 22 years. It is now owned by the City of Lakewood, Colorado.

Since it is on a Federal property, the chances for the public to see and ride it don't happen as often as we would wish. This may be the only time this year to come for a visit. Federal security rules say that no pets or weapons are allowed past the gate.

San Luis Central RR Is Merging

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ENTERED
Office of Proceedings
August 23, 2024
Part of
Public Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36794

COLORADO PACIFIC SAN LUIS RAILROAD LLC - ACQUISITION AND
OPERATION EXEMPTION — SAN LUIS CENTRAL RAILROAD COMPANY

VERIFIED NOTICE OF EXEMPTION

The Colorado Pacific San Luis Railroad LLC ("CXSL"), a non-carrier, hereby files this Notice of Exemption pursuant to 49 U.S.C. §10901 and 49 C.F.R. Part 1150, Subpart D (§§1150.31 – 1150.36) to permit CXSL to acquire and operate the track, and to acquire certain other assets of, the San Luis Central Railroad Company ("SLC"), with the track assets described as follows: The SLC's 13.0 miles of track extending from Sugar Junction (east of Monte Vista, Colorado) connecting at approximately MP 269.0 of the main line of the Colorado Pacific Rio Grande Railroad, LLC ("CXRG") to the SLC's track's endpoint near Center, Colorado (the "Line").

It appears that the Colorado Pacific San Luis RR is acquiring the 13 mile long San Luis Central in southern Colorado. It is not known if the recent SLC culvert problem was a factor.



The San Luis Central RR suspended rail operations north of the collapsed Empire Irrigation Ditch crossing in late May of 2024. The concrete wall

around the culverts gave way. Track was removed from the bridge as plans were being formulated to replace the old structure. Bridge is northeast of Monte Vista, CO, August 2, 2024. ©2024 Chip



Collapsed San Luis Central RR bridge near Monte Vista, CO, August 2, 2024. ©2024 Chip

Denver RTD Track - Slow Service



Denver RTD R Line light rail vehicle rolled through Aurora, CO, but encountered slow orders and frustrated passengers. Some trains were running 45-60 minutes late at 10 MPH ! ©2024 Chip

Denver Regional Transportation District placed numerous slow orders on its extensive rail system during Spring and Summer 2024. Trains were slowed to 10 MPH as concerns about the track conditions were discovered.

The RTD has completed the first phase of its Downtown Loop light rail reconstruction work three weeks ahead of schedule, agency officials announced recently. RTD will resume phases two through four of the reconstruction in 2025, RTD officials said in a press release.

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Current events -- by Dave Schaaf

U.S. freight-rail traffic was up 9.5% to 516,807 carloads and intermodal units in the week ending Aug. 24 compared with the same week in 2023, according to the weekly rail traffic data from the Association of American Railroads.

Carloads for the week rose 1.2% to 228,858 total hauled, while intermodal volume soared 17.1% to 287,949 containers and trailers.

Seven of the 10 carload commodities that AAR tracks weekly posted an increase. Gainers included grain, up 41.2% to 18,914; petroleum and petroleum products, up 9.6% to 10,867; and miscellaneous carloads, up 6.9% to 9,360.

The three commodity groups that posted decreases were coal, down 8.5% to 62,543; nonmetallic minerals, down 1% to 32,891, and metallic ores and metals, down 1% to 21,812.

Meanwhile, Canadian railroads dropped to 65,550 total carloads for the week, a 22% plunge from the same week last year. Intermodal volume fell a whopping 28% decrease to 49,890 units. The decreases in carloads and intermodal units occurred during the week that CN and Canadian Pacific Kansas City issued work stoppages on Aug. 22 after failing to meet a deadline to agree to new labor contracts with the Teamsters Canada Rail Conference. The work stoppage ended when the Canada Industrial Relations Board ordered the parties into binding arbitration.

Mexican railroads reported 16,021 carloads for the week, up 6.8%, and 12,365 intermodal units, a 5.7% increase.

For the first 34 weeks of 2024 compared to 2023:

- U.S. railroads reported 12,135,629 carloads and intermodal units, a 2.9% increase;
- Canadian railroads posted 5,385,867 carloads, containers and trailers, up 0.5%; and
- Mexican railroads logged 982,617 carloads and intermodal units, an increase of 3.8%.

This data came to us from Progressive Railroading.

In memoriam

William S. Robie of Golden, Colorado, passed away in August. He was a Club member for many years and had presented programs for us at monthly meetings. Bill volunteered hundreds of hours at the Colorado RR Museum, even serving as chairman of the Board of Trustees. He had flown U.S. Army helicopters in the Vietnam conflict.

Friends of the Cumbres & Toltec Scenic RR Photo Freight Trip August 3, 2024



Friends of the Cumbres & Toltec Scenic RR operated a photo freight with Rio Grande lettered #463 on August 3, 2024. A rare opportunity stop was made at Phantom Curve, Colorado, between Sublette, NM, and Osier, CO. Note the volcanic spire at left. ©2024 Chip

Friends of the C&TS treated some 50 passengers to a photo freight between Antonito, CO, to Osier, CO, and return on Saturday, August 3, 2024. Engineer Carlos Llamas was at the throttle of Rio Grande speed-lettered K-27 #463, leaving Antonito, CO, at 7:00 AM.



Engineer Carlos Llamas and Mr. Bear checked the fire on engine 463 at Antonito, Colorado, before embarking on the Friends of the C&TS photo freight. Awesome summer weather August 3, 2024 for the special the Friends operated. ©2024 Chip



C&TS 463, a K-27 2-8-2 built by Baldwin in 1903, was at Rock Tunnel east of Osier, CO, August 3, 2024 on a Friends trip. Due to limited space at that location the Friends had the photo freight do 3 photo runbys at Rock Tunnel! ©2024 Chip

Vestas Wind Blades Moved via BNSF



BNSF southbound Vestas wind blade train from Fort Collins, CO, was headed east to Smithboro, Illinois on August 11, 2024. BNSF 8350, an ES44C4, was stopped at Fox Junction north of Denver, CO, waiting for a fresh train crew. This train had 48 loads. ©2024 Chip

Vestas has invested more than \$1 billion to establish several manufacturing facilities in Colorado to serve the North American onshore wind market. In 2023, Vestas announced it would manufacture the V163-4.5 MW turbine, bringing new investment and jobs to Colorado.

The blades factory in Windsor produces parts for the new V163-4.5 MW turbine as well as the 2 MW platform in their 666,000 square feet of building space on 161 acres of land.



Vestas wind blades on BNSF train from Fort Collins, CO, operated as train symbol U FCLSBR. Denver skyline viewed from Interstate 70 on Sunday, August 11, 2024. ©2024 Chip

Hulcher Crew on the Move on August 12th



Hulcher derailment crew left their base at Union Pacific's Utah Junction north of Denver, CO, headed west via Pecos Street on August 12, 2024. ©2024 Chip

UP Family Days at North Platte, Nebraska



Union Pacific held a Family Day event for Bailey Yard employees on August 31st 2024 in North Platte, Nebraska. The UP 4014 was in town for this employees-only event. This photo shows the signals near the North Platte, Nebraska, airport for one of the unit coal trains. ©2024 Chip

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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
Membership
PO Box 2391
Denver, CO 80201-2391

Regular membership dues are TBD for 2025

An associate membership for spouses and children is \$20.00 additional.

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. 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 Zoom meeting information.

Newsletter contributions and items for publication should be sent to:

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