

RAIL REPORT

November 2009 • NO. 595



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Colorful Photographs of John A. MacIntosh

Presented by Chuck Conway

November 10th, 2009 • 7:30 PM

This program will look at the photographs of John A. MacIntosh, who lived most of his life in the New York City area. John had a PhD in transportation and for his entire post-WWII career was a Professor of Transportation at City College of New York. He had a lifelong interest in all modes of transportation, especially railroads. He used his extended summer vacations to travel the world, photographing trains among other things. John took slides exclusively and amassed a collection of many thousands before he passed away in 1998.

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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

December 8th Annual Business Meeting, Slides by Bryan Bechtold.

January 12th, 2010 Meeting, with program to be announced soon.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Joe McMillan at jmcmillan20@comcast.net or phone 303-456-4564 with program ideas.



DAR 470 with train 13 to Kingsport at Kentville, Nova Scotia, on July 3, 1954.
– Photo by John A. MacIntosh, Chuck Conway collection.

Chuck Conway became aware of his photos while looking for older D&RGW views for various projects. When John's son Bob began selling off the collection a few years ago, Chuck began collecting them and also became involved with identifying and scanning some for Bob, who is not a railfan. Rather than accept cash, Chuck traded for many of the views you will see tonight. He was able to find things that interested him and hopes you will enjoy this look at John's colorful views.

The show will cover a wide variety of occurrences and locations, including those in Colorado, the Western US and Mexico. Over half the program focuses on Canada, particularly Maritime views of the Canadian Pacific and Dominion Atlantic.

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 8, 2009, 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.



Members and guests enjoyed viewing the 1930 railroad movie, *Danger Lights* at the Club's Annual Banquet. – Photo © 2009 Bruce Nall.

From The President

By Dave Schaaf

I certainly enjoyed meeting the members and guests at the Club's banquet on October 17th. More than 60 folks had registered for this annual event, and member Mike Bryans travelled all the way from Vancouver, Washington, to attend.

The depot in Como, Colorado, is being restored. Much of the surrounding dirt has been dug out in order to replace rotted flooring and joists. The building was found to have been supported with timbers and tree trunks, and had slipped off of some of these over time. When I was there last summer, each room had a different angle of the floor and some walls were leaning. Now, the building has been jacked up for levelling and the next steps include work on the roof and brick chimneys. The crew doing the

work has also been working on the Buena Vista depot.

Narrow gauge Shay locomotive #12 was back in steam in October at the Colorado RR Museum. Shay #12 last worked on the Georgetown Loop railroad in 2004. It was built in 1926 by the Lima Locomotive Works of Lima, Ohio, for the Swayne Lumber Company in California. After the demise of the Swayne Company, it ran for the Westside Lumber Company Railroad and then worked for the Westside and Cherry Valley Railroad in Tuolumne, California.

Rio Grande #346 was also steamed up in October to supply power for the historic Pile Driver OB, which was recently restored by the Friends of the Cumbres

From The President



Shay #12 on the turntable at the CRRM on October 7, 2009, it's first steam-up in five years. – Photo © 2009 Dave Schaaf.



Phil Reader knows Shay locomotives better than almost anyone else. On October 7, 2009, he got the chance to run #12 at the CRRM for the first time since it left Silver Plume, Colorado. – Photo © 2009 Dave Schaaf.

From The President



Rio Grande pile driver OB was powered by engine #346 on its first demonstration day at the CRRM on September 17, 2009. – Photo © 2009 Dave Schaaf.

and Toltec and has been on display since July at the CRRM in Golden. The Den-

ver & Rio Grande built this pile driver in June 1891 using machinery manu-

From The President



Club member Randy Worwag (far right), was the engineer of 346 during the operation of Pile Driver OB on October 11, 2009. – Photo © 2009 Dave SchAAF.

factured by Kendall and Roberts, which was installed on a 30-foot, 20-ton flat car. It was originally numbered 0363, and in 1907 it was renumbered OB as part of a general renumbering of work equipment. OB was wrecked a few miles west of Antonito, Colorado, in May 1920 and was later rebuilt.

D&RGW #315 spent last winter in the engine house at Silverton, Colorado. Grading a track connection to the D&SNG, and updates to the SN engine house are underway right now, so #315 will spend this coming winter in the roundhouse at Chama, New Mexico.

The Santa Fe Railway Historical and Modeling Society will be holding their annual convention, the “Colorado Flyer,” in Denver from July 21 to July 25, 2010. The Colorado RR Museum will

host a Wednesday evening welcome event including dinner and access to the museum grounds. The Extra Fare trip is planned to be a tour at Canon City, a ride through the Royal Gorge, and then a tour up the Joint Line with lunch at Palmer Lake.

The Greeley freight station museum in Colorado is growing more popular as people discover it’s huge HO scale model railroad. It is open Saturdays and the first Friday of each month. See more information at <http://www.gfsm.org/>

Winter special trains are expected to run on the San Luis & Rio Grande, Cumbres & Toltec, Durango & Silverton, and even the Georgetown Loop.

Club members may contact me at 303-988-3456 or ds5280@comcast.net.



UP Engine 1243, a 4-6-0 built by Cooke Locomotive and Machine Works in October 1890, makes its final revenue trip handling 14 empty stockcars for loading cattle at Canyon, Wyoming. The original 60-lb. rail and a bridge restriction only allowed this type of steam locomotive. The train was at Meads, Wyoming, on October 7, 1955. – Photo © James L. Ehernberger.

Looking Back – A Last Steam Operation

By Jim Ehernberger

The tragic news reported on October 6, 1955: “A United Air Lines DC-4 transport blundered 20 miles off its course today, rammed a mountain peak and exploded, killing 66 persons in the nation’s worst civil aviation disaster.” This resulted in the closure of Wyoming highway 130, a short-cut between Laramie and the Saratoga and Encampment Valley.

The Chief Dispatcher informed me (after reporting on the 4 PM shift) that a stock special (using the 65-year old UP engine 1243, the last 4-6-0) was scheduled to operate over the Encampment branch on the following day. In May of

1954 this line was dieselized, and this was going to be an historic moment, and an opportunity I had been waiting for.

Shortly after midnight I was on my way to Rawlins on old US 30. After a brief nap in the front seat (waking to a chilly early dawn), I saw a locomotive steaming near the roundhouse. Out of Rawlins the train only consisted of one car of coal and a caboose, departing around 8 AM. Section forces would shovel coal into the engine tender prior to its return trip later in the day.

The distance from Rawlins to the junction of the branch at Walcott is 20 miles.

Looking Back – A Last Steam Operation



UP Extra 1285 west, a 14-car stock loader, was arriving at Canyon, Wyoming, on November 13, 1967. This siding was located 5.1 miles east of Encampment on the 44.4-mile branch. Unit 1285 was an RSC-2 built by Alco in April 1948 and was retired in December 1971. – Photo © James L. Ehernberger.

At Walcott it was necessary to back onto 14 empty stock cars from the east end, then shove them westward to clear the junction switch. Shortly after 9 AM, the train was on its way making the 15 MPH track speed over the 60-lb rail. Photo opportunities in this barren sagebrush area were limited, with only a few road crossings, and those were located some distance from the main highway.

The Overland station (12 miles from Walcott) was not reached until a few minutes after 10 AM. At this point the track deviated from the highway, with no cross roads, for the next ten miles. My concern was whether the crew may stop at Saratoga for lunch (they would have been on duty four hours), and I knew they would have to take water.

The Canyon stockyard, where the cattle would be loaded was 27 miles, no less than two hours away, without any sort

of extra delay. I was scheduled to report for work at 4 PM. With the Snowy Range highway closed (because of the UAL crash), I became quite concerned about my own time schedule. Unfortunately, I had to make a choice, and that choice was to return to Cheyenne (via Walcott and US 30), allowing enough extra time in the event I had a flat tire (very common in those days) or any problems.

As it turned out, this was the last and only time steam operated on the branch in 1955. Lucius Beebe published the photo on page 7 of this *Rail Report* in his book *The Age of Steam* on page 274 and his caption read, in part: “Upon its retirement a prudent railroad management stored the No. 1243 against the day when a serviceable steam locomotive should be an even greater wonder than it was in the year 1955.” The locomotive remained in storage at Rawlins until 1968, when it was moved to Chey-

Looking Back – A Last Steam Operation



Looking east at the west switch at Canyon, Wyoming, on November 6, 1975, only a few pieces of track material remain. The lower segment, 11.7-miles, was removed at this time. The nearby ranch kept the stock chute for loading their trucks. – Photo © James L. Ehernberger.

enne. In 1990, engine 1243 was placed on a flat car for exhibition (transported behind the 844) on the Wyoming and Idaho Centennial Train. The two states, as well as the 1243, were celebrating their 100th birthdays! Today, 1243 is on display at the former Union Station in Omaha.

Looking back, of course, my judgment was made on the basis my job was most important, which was true. However,

because of the sad situation of the plane crash, it created a problem for me, since the clock was working against time. The train moved slowly toward its destination, taking me a further distance from the only highway home. It would be an understatement to second guess this situation today, but I have always regretted not making prior arrangements, or a phone call, and simply forfeited (about \$12) one day of pay. As Jack Thode would have said: “Cry Shame!”

Denver RTD Marks The 15th Anniversary Of Light Rail Service

On October 7, 1994, Denver RTD opened the 5.3-mile Central line, the Denver region’s first light-rail line. Since then, RTD’s 35-mile system has registered about 150 million passenger trips.

The agency continues to expand, primarily through the FasTracks program. FasTracks calls for expanding rail service throughout the area by constructing 122 miles of commuter and light-rail lines.

Current Railroad Happenings

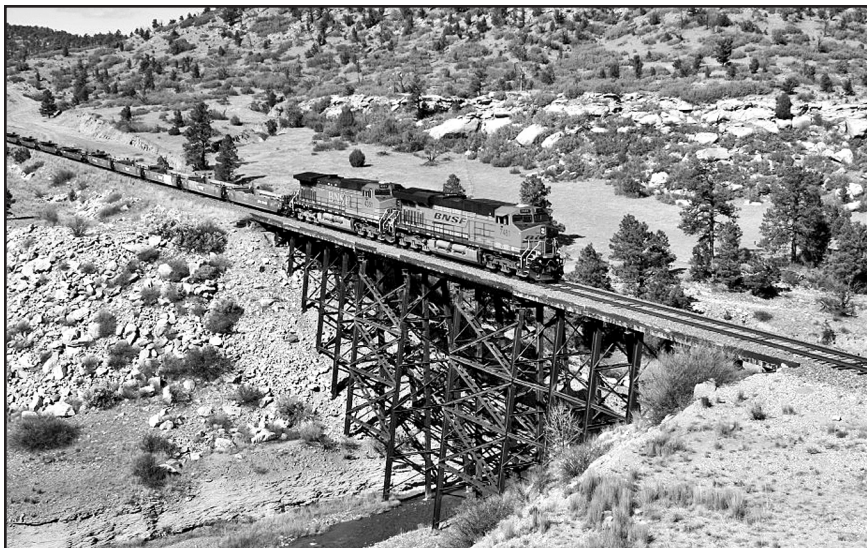


BNSF ES44AC 6099 accelerated past the classic Santa Fe style Raton, New Mexico, depot on October 15, 2009. BNSF 6099 worked as the “French Turn” clearing intermodal baretable cars off the York Canyon Branch (cars were picked up near Colfax Siding on the Dawson Ranch). Cars moved north (railroad east on ATSF) to Trinidad, Colorado, where they were forwarded to Union Pacific RR for move to the Seattle, Washington, area. – Photo © 2009 by Chip.



BNSF ES44AC 6099 led one of the last unit empty, intermodal trains at Wootton, Colorado. BNSF transferred ownership of this former Atchison, Topeka & Santa Fe line to the State of New Mexico. BNSF also eliminated their crew base at Raton, New Mexico, (most moved to Trinidad, Colorado). – Photo © 2009 by Chip.

Current Railroad Happenings



Stored intermodal container cars from the 36.1-Mile long York Canyon branch in New Mexico cross the bridge at MP 25 on October 23, 2009. – Photo © 2009 Daren Genau.



Union Pacific's Northern 844 with Rio Grande Heritage unit UP 1989 was in Denver for the International Association of Chiefs of Police convention held October 3 – 7, 2009. UP 844 and its train arrived in Denver on October 1st and departed early October 5th. Engineer Steve Lee ran the 15-car train from Cheyenne, Wyoming, to Denver Union Station. Police officers, special agents and invited guests enjoyed the train with its five dome cars during a dinner reception the evening of October 3rd. Guests could look into UP 844's cab on the fireman's side using steps erected for the event. – Photo © 2009 by Chip.

Current Railroad Happenings



Promontory Chapter, National Railway Historical Society owned Moonlight Dome, Budd built in 1948 for the Chesapeake & Ohio Railroad, number 1850, returned west on Amtrak train 5, the California Zephyr to Utah here at Tolland, Colorado, on October 11, 2009. It was sold to the Baltimore & Ohio Railroad where it saw service on the Capitol Limited between Washington, DC, and Chicago. Amtrak operated the car on its eastern trains before selling Moonlight Dome to private varnish owners. The car is now based out of Salt Lake City, Utah. It will venture from Salt Lake City on June 25, 2010, to Denver and return June 27th.

– Photo © 2009 by Chip .

Moonlight Dome

The Baltimore & Ohio leased three of its ex-Chesapeake & Ohio dome sleepers to the Atlantic Coast Line (ACL) for use on the Florida Special. The cars, Moonlight, Starlight and Sunlight Dome, were originally constructed for the “Chessie” by Budd in 1948. They ran for a few months on the C&O in their original layout as daytime room cars and then were converted for sleeping car use and sold to the B&O. The B&O ran them on its Capitol Limited until 1965-66. The Florida Special used them that one winter season and then the cars were leased to the Canadian Na-

tional (CN) for use during the Expo 67 years. After the CN sent the cars back, the SCL purchased them and then used them on the Florida Special and the Silver Star between Richmond, Virginia, and Miami, Florida. Mr. Savchak had a wonderful time riding the “Moonlight Dome” between Miami and Jacksonville on the Silver Star in 1969. These dome cars were built to a reduced clearance profile and did not have the standard round window profile that other Budd built dome cars used.

It should also be mentioned that

Current Railroad Happenings



Gold striping and NEW YORK name had been removed from Xanterra owned round-end observation lounge bar car which still retained GrandLuxe Express drumhead as of October 9, 2009. The transition to Xanterra (contractor at United States national parks, i.e. Grand Canyon and Yellowstone) has begun for about twelve of the 28 cars at former Denver & Rio Grande Western RR Burnham Shops, Denver, CO. Dining car Chicago, right, was still in American Orient Express blue, white with gold stripe scheme. Photo by CZ.

Moonlight Dome

leased Northern Pacific dome coaches and dome sleepers ran during the winter on both the South Wind and the City of Miami. When IC purchased six ex-Missouri Pacific dome coaches, it then ran one on the City of Miami. (*Thanks to Michael W. Savchak*)

Moonlight Dome made a trip east from Salt Lake City, Utah, to Denver on Amtrak train 6 on October 9, 2009. The car laid over at Denver Union Station on Saturday, October 10th. It departed for home on Amtrak train 5, October 11th, leaving the chilly Mile High City.

Renewal Time

Yes it is time to renew for the next year. There will be no increase in dues for the year 2010. 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.

Colorado Railroad Museum 2009 Scheduled Special Operation Days

For information call 303-279-4591

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

December 12-13 Christmas Train Steam

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

2009 Event Schedule

For information call 303-298-0377

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

Monday, November 9, 2009
Annual Intermountain Chapter Banquet

Our annual banquet will be held again at the venerable Denver Press Club, 1330 Glenarm Place, in downtown Denver. The Press Club is the oldest, continuously operating organization of its kind in the United States.

Our guest speaker this year is local rail activist Ira Schreiber, current president of ColoRail (Colorado Rail Passenger Association). Born in Pennsylvania 72 years ago, he grew up in Haddon Heights, New Jersey, along the Pennsylvania-Reading Seashore Line (PRSL).

Over the years, he co-founded a short line railroad, a dinner train, and a miniature rail contracting business. One of the three still survives. He will entertain us with a story of a small segment of his short line experiences of the Greatest Railroad in Nebraska. He promises adventure, mystery, and humor.

The schedule for the evening's activities:

- Cocktail Hour, 6:00 to 7:00 PM; cash bar.
- Buffet Dinner, 7:00 PM; tossed salad with Ranch dressing, roasted breast of chicken with wild rice stuffing, green beans, rolls and butter, dessert, plus coffee or tea.
- Program, 8:00 PM; includes the H. Robert Mathisen Volunteer Award, 25-year Membership Awards, and our guest speaker. There will be door prizes, as usual.

Dinner is \$20 per person. Deadline for reservations at the Chapter Office (303-298-0377) is Thursday, November 5th. We regret the banquet room upstairs is not handicap accessible. Please don't let that keep you from attending. There is one staircase to climb up one flight. Well lit street parking and private parking lots surround the building, although there are some free spots on the northeast side of the Press Club.

Publishers Statement — Rocky Mountain Rail Report

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Club Officers

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	VP - Foundation	Darrell Arndt
	VP - Club	Pat Mauro
	Secretary	Roger Sherman
Web: http://www.rockymtnrrclub.org	Treasurer	Keith Jensen

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:

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Items for the December Rail Report should be sent by November 9th.



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