

RAIL REPORT

September 2014 • NO. 650



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Pikes Peak Historical Street Railway Foundation

Presented by Greg Roberts

September 9th, 2014 • 7:30 PM

Hear about The Pikes Peak Historical Street Railway Foundation, what they've done in the past in terms of preservation and restoration, what's currently in progress, and their plans in the future. Their recent acquisitions of equipment from RTD will also be discussed.

Please 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.**

RMRRC 2014 Calendar

September 27-28 D&RG Scenic Railroad "Wagon Wheel Gap Line" Motor Car Excursion.

October 11th Annual Banquet at the Oxford Hotel in downtown Denver.

Due to circumstances beyond our control, programs and dates are subject to change without notice.

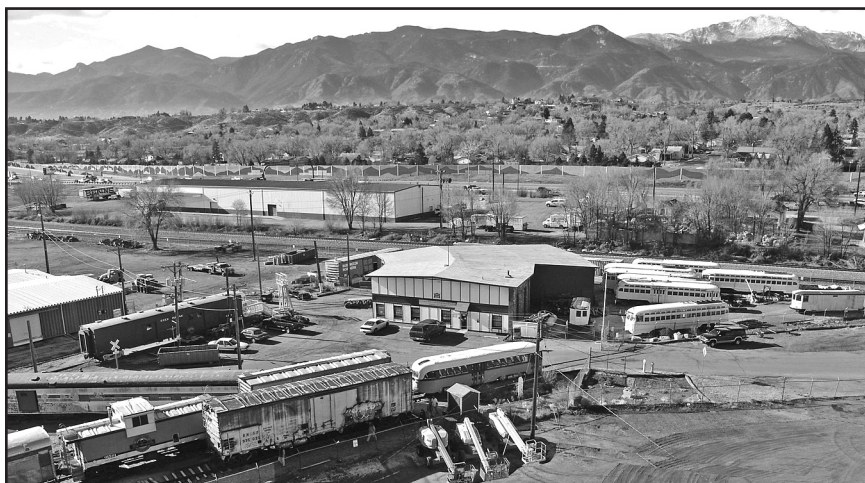
Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

The Pikes Peak Historical Street Railway Foundation



Colorado Springs & Interurban Railway No. 135, former Ft. Collins Municipal Railway No. 22, was the last Birney car to operate in North America.

– Photo courtesy of The Pikes Peak Historical Street Railway Foundation.



The Pikes Peak Historical Street Railway Foundation's yard in Colorado Springs.

– Photo courtesy of The Pikes Peak Historical Street Railway Foundation.

The masthead photo to commemorate the 650th Issue of the *Rail Report* features AT&SF Switcher No. 650 at Topeka, Kansas, on July 14, 1954.

– Photo from the Tom Klinger collection.

Strasburg!



Club members pose for the traditional group shot in front of the old Strasburg depot, now at the Comanche Crossing Museum.

– Photo © 2014 Nathan Holmes.



The Club drumhead tradition continued on Robert Thain's Comanche Crossing & Eastern 15-inch gauge railway. – Photo © 2014 Dave Schaaf.



Over in the Uhrich Locomotive Works foundry, Marlin Uhrich (at right) and an assistant demonstrate pouring molten bronze to cast a new bearing for the Manitou & Pikes Peak Cog Railway. – Photo © 2014 Dave Schaaf.

Notes From The President

By Nathan Holmes

If you missed the Strasburg trip last weekend, you missed a fun and educational outing. Fortunately, despite the wet summer we've been having, the weather turned out just perfect. In the morning, we split the group between the machine shop and foundry at Marlin's Uhrich Locomotive Works and the exhibit buildings at the Comanche Crossing Museum. Marlin's knowledge, combined with the examples of his crew's craftsmanship displayed in shop, was a real treat. We had the opportunity to see first-hand how castings for many of the railroads here in Colorado are still being made in this small shop, from journal covers and a K-28 stack for the D&S to watching an actual bronze axle bearing poured for the Manitou & Pikes Peak.

Around noon, both groups headed out

to the Thains' Comanche Crossing & Eastern for lunch under the shade trees and a few rides behind 15-inch gauge 2-6-0 #1 and a similar-scale model of D&IM electric motor #1107. Everyone I spoke with was having a good time, and it was a beautiful day to be out. Hopefully we'll be able to repeat this trip in a few years for those that missed this time.

I'd like to express my sincere thanks to Marlin Uhrich, Rob Thain and family, the volunteers at the Comanche Crossing Museum, and my fellow board members Don Hulse, Dave Schaaf, and Keith Jensen for helping to make this happen.

While we were eating lunch, Marlin invited us out to visit the old Strasburg theater sometime this fall. He has a good

Notes From The President



After lunch, some members pose with the Club drumhead while riding around Robert Thain's Comanche Crossing & Eastern 15-inch gauge railway.

– Photo © 2014 Nathan Holmes.

amount of 8 and 16mm railroad-related film that he acquired years back when the state collections were purging items they no longer wanted. He'd be happy to share some of it with us this fall. Right now, we're thinking a Saturday afternoon in early November, but we'll let you know details as we get them firmed up.

Don't forget to sign up for our upcoming Creede Branch trip and for the annual banquet. Deadlines for both are rapidly approaching. I'd like to also remind everyone that because of our ar-

rangements with the banquet caterer this year, we will have a hard cutoff of October 4 and will be unable to accept any last minute reservations. Please don't delay and miss out.

On a sadder, more serious note, we've lost a number of our friends and fellow club members in the last year. The latest member we've had to say goodbye to is Milton Cowan. Milt was a regular face at our monthly meetings, and served on the board for a term. I'm sure many of us will miss seeing and talking to him every month. Like many of us, he had a

In Remembrance Milton Cowan

Milton Cowan passed away on July 27, 2014. Milt joined the Club in 2001 and his current seniority number was 295. He served one term on the Board of Directors and was Trip Chairman for one year.

Notes From The President



Marlin Uhrich leads a tour of his machine shop. The shop built the 15-inch gauge K-27 #463 that sits in the foreground. – Photo © 2014 Nathan Holmes.

collection of railroad-related books and memorabilia. His widow donated part of his collection to the club, with the request that we find it a good home.

Where our collections will go is something we should all be thinking about. Many of our families have no idea what the pieces in our collections are, or the historical significance of those random old scraps of paper and metal. Often the items we have collected through our lives are far more valuable to railroad collectors and historians than our loved ones or the appraisers realize. Consequently they go for pennies, or worse, go to the dumpster to be lost forever. As much as it's a sad thing every time the club or foundation receives a donated collection, we can at least make sure it's placed with people who will appreciate and value the items.

I'm not necessarily asking that you leave your collection be donated to the Club or the Foundation, although it is a role we sadly fill more and more lately. Mostly I just wanted to take a moment to ask you to think about where you'd eventually like your collection to go, and that you communicate that to your family and through your will. Part of our obligation as stewards of history is to make sure the artifacts we collect will be safe long after we're gone. Too many things have been lost already. Please just give it a bit of thought this month.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@endholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.



Fred Oster preps #491 for re-fitting the headlight at the Colorado RR Museum on August 9, 2014. – Photo © 2014 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

Narrow gauge 2-8-2 #491 has returned to steam. This former D&RGW engine was on display since 1985 at the Colorado RR Museum, loaned by the state historical society. Now owned by the CRRM, it has passed its boiler certification and it turns out that it is in remarkably good operating condition, with low mileage since the last overhaul by the Rio Grande. Of the eight remaining K-37s, this is the only one running.

Denver's Union Station has now reopened with a hotel, bus station, nearby light-rail station, several restaurants, home to Amtrak intercity trains and coming lines to Denver International Airport and north suburbs.

The management of the Tivoli brewery complex in Denver is planning to create a small museum there. They are seeking any photos of rail activity within the brewery, so let me know if you can help with that.

One of Union Pacific's legendary rotary snowplows - SPMW 7221 - made its final move into Roseville, California, this summer. It became part of a permanent display just outside UP's J.R. Davis Yard, alongside Southern Pacific steam locomotive No. 2252.

The former Missouri Pacific Towner Line in southeastern Colorado is actively being scrapped.

Information For The Railroad Enthusiast



Restoration is progressing on the South Park depot at Como, Colorado, on August 11, 2014. – Photo © 2014 Dan Edwards.

The 2015 Denver South Park & Pacific Historical Society annual convention will be in Fairplay, Colorado. The official opening of the Como Depot should also be part of the events.

Union Pacific CEO Jack Koraleski and other leaders rolled in to Granby, Colorado, on a special train in August, and gave grant money to a few Grand County non-profits. Unrelated, the former Great Western Railway depot in Loveland, Colorado, will be moved to Granby and used by the Moffat Road Railroad Museum.

BNSF is trying to negotiate with unions to possibly remove the conductor from some of its freight trains, in order to cut costs.

In late July, the White Pass & Yukon Route Railway derailed an excursion train, causing some injuries. The narrow

gauge railroad in Alaska was operating again within 3 days.

The National Railway Historical Society is working to re-invent itself to meet the challenges of declining membership and income. They intend to come up with a new vision for the organization by mid-September, and still plan to hold a national convention next year in Vermont.

Carstens Publications ceased to do business on August 22nd. This publisher of *Railfan and Railroad* is working to find someone to continue their three magazines.

If you have internet access, look for updates and color photos on the Club website and Facebook page. Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Current Railroad Happenings



D&RGW #278 on August 9, 2014, at Cimmaron, Colorado, ready to be put back on display on a section of the original bridge coming out of the Black Canyon.

– Photo © 2014 Dan Edwards.



Private varnish, Sierra Hotel, was on westbound Amtrak train 5, the California Zephyr, and passed a Union Pacific 9-car special at Granby, Colorado, on August 5, 2014. UP business car St. Louis, executive dome lounge Harriman and dining car Overland were the three cars at right. A Union Pacific Foundation Presentation and lunch were held in the Overland.

The St. Louis began life as UP Coach 5448, built by Pullman-Standard in 1950. Its sister car, 5442, is preserved at the Colorado RR Museum. In May of 1952 it was converted to Office Car 100. In 1971 it was renumbered to 101 and in 1991 it became the St. Louis. – *St. Louis info courtesy Keith Kirby*, Photo © 2014 by Chip.

Denver and Intermountain Interurban Car 25



The City of Lakewood held their annual open house and roll out of Denver & Intermountain Interurban Car 25 on August 9, 2014. – Photo © 2014 Bruce Nall.

Denver and Intermountain Interurban Car 25



The "Days Gone Bye" Social Club arrived to ride. The ladies (from left) are Roma Thompson, Gloria Makarevich, Robbie Zmuda, Sally Krouch, Janet Tucker and Linda Huerta with the Motorman looking on. – Photo © 2014 Bruce Nall.



Dave Schaaf, railfan Dave Phillips and Don Hulse were at the Lakewood Open House to promote interest in the Rocky Mountain RR Club. – Photo © 2014 Bruce Nall.

D&RGW Derrick OP



The Friends of the C&TS have completely rebuilt D&RGW Derrick OP and restored it to operational condition. – Photo © 2014 Nathan Holmes.



On Monday, August 11, 2014, the Friends of the C&TS crew fired up OP in the Chama yard to demonstrate it to fans that had gathered for the next day's photo train. The demonstration consisted of setting up OP next to the wheel car and then lifting a wheelset onto the car. – Photo © 2014 Nathan Holmes.

Events of Railroad History: Dining Car Menus in 1889

From the *Denver Times*, Nov. 14, 1889

Contributed By Dan Edwards – You Sure Can't Eat Like This on Amtrak!

Mr. George Randall, Superintendent of the Colorado Division of the Pullman Palace Car Company, returned from a trip southward last evening. Mr. Randall has been in Denver as a representative of the company for more than three years. The Pullman service has greatly increased within that period, and the traveler can see a great improvement in it. The company is continually making a study of ways to the greater accommodation of travelers and to surround them with luxury and elegance.

But a few years ago a Pullman was considered an extravagance and later became a positive luxury, which has become so cheap now that it is considered the popular way of traveling.

The dining car service has grown to magnificent proportions, and within six years the commissary department has advanced from nothing to immense proportions, extending throughout the United States and Canada. The buffet cars have become exceeding popular. A first-class variety of goods is put up especially for the commissary department. Cigars are made to order, and the Pullman has its exclusive brands. Buffet cars are running out of Denver on several lines, among which are the Union Pacific to Cheyenne and St. Louis; the Rio Grande to Ogden; and the Denver, Texas & Fort Worth to New Orleans. The menu supplied the cars on these trains has recently been revised and designed to meet the desires of the most fastidious. The following is the menu supplied for buffet cars on the roads mentioned:

Soups fall 25 cents]

French Bouillon	Ox Tail Julienne
Chicken	Tomato
Mock Turtle	Green Turtle
Clam Broth	Clam Chowder

Hot Entrees

Chicken Curry, a L' Indienne, 50 cents
Chicken, a la Marengo, 50 cents
Veal Saute, Tomato Sauce, 40 cents
Calf's Tongue, Tomato Sauce, 40 cents

French Game Pates, Truffled (hot or cold), 35 cents
Boston Baked Beans (hot or cold), 20 cents
Galantine Wild Boar's Head, 40 cents
Sardines, 40 cents
Olives or Pickles, 10 cents
Ham or Tongue, 25 cents
Ham or Tongue Sandwiches, 15 cents
Pickled Lamb's Tongues, one, 15 cents, two 25 cents

Butter, 10 cents
Saratoga Chips, 10 cents
Cheese, 10 cents
Crackers, 10 cents
English, Oatmeal or Graham Wafers, 10 cents

M'Mechen's Table Fruit

Apricots, 20 cents
Peaches, 20 cents
Cherries, 20 cents
Golden Plums, 20 cents
Green Gages, 20 cents
Preserves with Cream, 25 cents
Marmalade, 15 cents
Preserved Figs with Cream, 20 cents
English Plum Pudding with Sauce,
25 cents
Oranges, 10 cents
Sliced Oranges, 15 cents

Beverages

Coffee or Tea, 10 cents
Chocolate, 15 cents
Iced Tea, 15 cents
Cibbi's Beef Tea, 10 cents
Milk, 10 cents
Cream, 20 cents

No wines or whiskey sold in
Colorado, and no liquors in Texas,
or in Utah or Louisiana on Sundays.

When Mr. Randall came to Denver to take charge of this division, there were but 33 cars in use, and there were but two men in the office and nine conductors. Now there are about 100 cars in use and 150 men employed, 47 of whom are conductors.

Current Railroad Happenings



The Grand Opening celebration for the newly renovated and modernized Denver Union Station were on July 26th. – Photo © 2014 Dave Schaaf.

Colorado Railroad Museum

2014 Scheduled Special Operation Days

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

Day Out With Thomas
Saturdays & Sundays
September 13, 14, 20, 21, 27 & 28

Trick or Treat Train
Saturday & Sunday, October 25 & 26

Santa Claus Special
December 14, 15 & 21

Colorado Rails and Cocktails -
An Evening of Colorado History

Firing on the Grande, October 10
The American Hobo, December 12

Advanced Tickets Required,
21 and older only.

Ride The Rails Saturday

Train rides every Saturday. Catch a ride behind one of the Museum's steam or diesel locomotives in passenger cars from different eras in Colorado railroad history or on the uniquely Colorado Galloping Goose. Rides operate 10:00 AM to 4:00 PM.

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.

Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.
Please contact the Intermountain Chapter directly for information.

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Club Information

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Club and Foundation Officers

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

John Charles, Andy Dell, Don Hulse, Dennis Leonard,
Pat Mauro, Charles Moffat, Mike Tinetti, Nathan Zachman.

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 October 2014 Rail Report should be sent by September 19th.



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