

RAIL REPORT

August 2015

No. 661

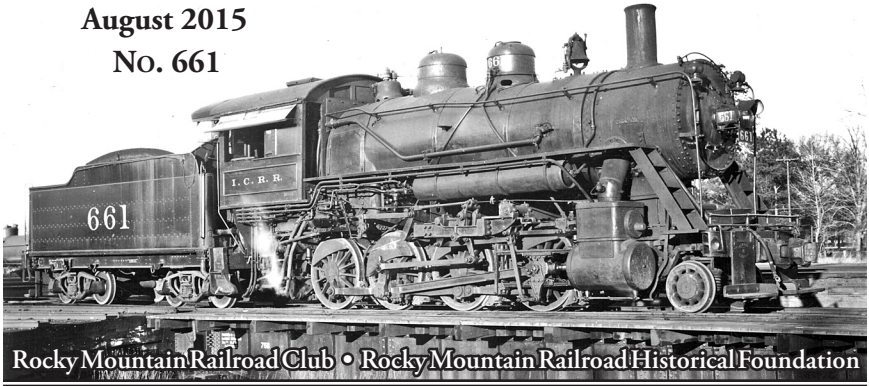


Photo and Video Potpourri

Hosted by Nathan Holmes

August 11th, 2015 • 7:30 PM

Dust off those yellow boxes or dig through your files for a few treasures to share with other Club members. Pick out your images and get them ready for the potpourri.

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 2015 Calendar

- | | |
|---------------|---|
| August 8th | Car 25 Open House at the Federal Center. |
| September 8th | Meeting and Program, "Resurrecting, Restoring & Reproducing 20th Century Photography in the 21st Century" presented by Greg Walz. |
| October 17th | Annual Luncheon Banquet At The Arvada Center. The program is "The Photography of Peter Cox," presented by Larry Green. |
| November 10th | Meeting and Program. |
| December 8th | Annual Business Meeting and Program. |

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.



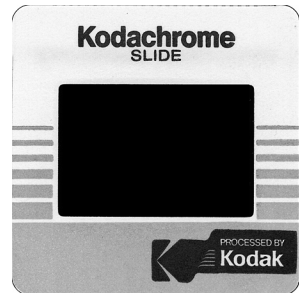
You never know what you will see on the Club's Photo and Video Potpourri night. Here is Baby Sivok, built in 1881, for the 2-ft. Darjeeling Himalayan Railway, on display at Ghum, India, May 21, 2015. – Photo © 2015 Dan Edwards.

Are You Ready To Share?

August Is Photo and Video Potpourri Night

Just a reminder – the August general meeting will feature our famous “Photo and Video Potpourri,” where Club members can bring 12 to 15 slides or digital images, or 5 to 8 minutes of railroad-related video to show off. We'll have a 35mm slide projector, digital projector and laptop, and DVD player available. If you need something else, let us know and we'll do our best to accommodate.

To avoid any technical difficulties the night of the show, we'd like to compile any digital images or digital video files in advance. We'll build a show for each presenter – just send us the images and the order in which to show them. We'd ask that images be resized to no larger than 1920x1080, and then emailed to rmrrc-photos@drqw.net. **Thanks!**



For Rail Report 661, the masthead photo features Illinois Central Railroad engine 661 at Hattiesburg, Mississippi, in January 1940.

– C. W. Witbeck photo from the James L. Ehernberger Collection.



This model 3GS18B locomotive belonging to the Army was parked at the U.P. 36th Street yard in Denver on July 4, 2015. – Photo © 2015 Dave Schaaf.

Notes From The President

By Nathan Holmes

It's official – our annual banquet this year will be returning to the Arvada Center after a couple years exploring other venues. We checked into a few other options, both downtown and in the greater Denver area, but in the end each seemed a bit of a compromise. One would have limited us to only 72 attendees, one would have needed guests to adjust the seating between the show and dinner, and another was just too darn expensive. With the deadline for choosing a venue fast approaching, the Arvada Center provided a venue with plenty of seating and excellent visibility for the show at an affordable price. So, I'm happy to announce that the 2015 banquet will be on Saturday, October 17 from 11 AM to 3 PM. We've held the line on cost – tickets will be \$35, a couple dollars less than last year. The show will be Larry Green presenting the photography of Peter Cox, covering classic Canadian railroading from the 1950s to the 1980s. I've seen rough versions of the show, and this is absolutely top notch material

that's very seldom been seen.

Don't forget – August is Slide Pot-pourri month! Dust off those yellow boxes or dig through your files for a few treasures to share. Pick out 10-15 images you'd like to share and get them ready for Tuesday night. For slides, just bring them along – preferably in a projector tray if you have one. For digital, I'd asked that they be submitted to me the weekend before the show via email (rmrrc-slideshow@drwgw.net) so that I can get everything compiled and make sure it's going to show without issue. I would prefer them no later than Sunday evening, August 9, but I'll make every effort to accommodate late submissions. Even if you don't have anything you'd like to show, come and enjoy sharing a little of everyone's interests at the August meeting.

I'd forgotten to mention the impromptu Union Pacific Steam Shop tour in our July newsletter, even though we

Notes From The President

published a few photos. Dave Schaaf had the opportunity to speak with UP steam manager Ed Dickens, Jr. earlier this year at Cheyenne Depot Days, and he expressed interest in a small RMRRC tour of the shops some Saturday. Plans came together for Saturday, June 27, but given the trip limit of 20-25 people and the short timeline, we decided to just announce it at the June meeting and also call our members in and around Cheyenne. Sure enough, that filled the list nicely without producing too many headaches. In the past, the club always used to give members at the regular meetings first shot at signing up for trips. I know not everyone can make the meeting every month, but it's an added bonus for those who do show up regularly.

Art Wallace, a long-time member of the club, passed away last winter. Knowing her father was a long-time RMRRC member, his daughter contacted us to let us know about the upcoming sale of her father's collection. She asked if we could pass the word about the collection's impending sale, hoping it would help many of the pieces find good homes. (For details, see the announcement below.)

Most of us have collections of books, photographs, and historical items we've accumulated over the years. The unfortunate truth is none of us are getting any younger, and after we're gone, many times our families have no idea what all that "railroad stuff" is, or what to do with it. Sometimes it goes to auction or gets donated, or far too often gets thrown out. It's something to think about. If nothing else, tell them about the club. We're always happy to help these collections find a good home with our other members, either by just passing the word or by taking tax-deductible donations that will go towards the club's mission.

I'm looking forward to seeing what you all dig out for August potpourri night. See you on the 11th in Barnes Hall.

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@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

Art Wallace Estate Sale

August 15th and 16th

The family of Art Wallace desires his lifelong collection of model railroad paraphernalia – books, model locomotives and cars, kits, drawings, scenery items, paints and much more to go to the people who worked alongside him, building and displaying modules, attending conventions, competing, and generally sharing your passion of railroading, and who understand the value and will use it and appreciate it.

Please join us on Saturday, August 15, 2015, and Sunday, August 16, 2015, from 7:30 AM to 5:30 PM at the Wallace home, 14110 East Progress Way in Aurora, Colorado. For more information or questions call his daughter Jan at 719-330-6699.

Current Railroad Happenings



D&RGW "Ski Train" Combine Car No. 1230 was moved from next to the roundhouse to a new display location behind D&RGW Diesel F-Unit Nos. 5771 & 5762 on July 9, 2015. – Photo © 2015 Bruce Nall.

DENVER &
INTERMOUNTAIN
INTERURBAN
CAR NO. 25

OPEN HOUSE
10 AM – 2 PM
AUGUST 8, 2015

DENVER FEDERAL CENTER
BUILDING NO. 78, GATE 1



The Annual Tradition Continues!
The City of Lakewood's Interurban Car 25 Open House
Free Rides, Weather Permitting

Enter the Denver Federal Center at Gate 1 on Kipling Street South of 6th Avenue. Once inside the gate follow the yellow signs to building No. 78.

All adults need a government photo ID (i.e. drivers license) to enter the Federal Center. Sorry, pets are not permitted.



The Cumbres & Toltec and the Durango & Silverton are working on a deal to swap K-28 #478 for K-36 #483. The deal would give the D&S an additional K-36 and would bring a K-28 back to Cumbres Pass for the first time in 50 years. Here K-28 #478 is at Silverton, Colorado, on August 20, 1954.
– Photo from the Nathan Zachman collection.

Information For The Railroad Enthusiast

By Dave Schaaf

Ninety years ago, the Rio Grande started putting their new K-36 class locomotives into service on the narrow gauge. Nine of the ten are still around, and one of them may be going to a new home. Engine #483 has been out of service at Chama for many years, but negotiations are happening to possibly swap it to Durango for #478. The D&S operation needs more large power for their trains, and this trade would give the Cumbres & Toltec a class K-28 loco which they don't currently have.

The tender for RGS engine #20 has come back to the Colorado RR Museum from the shop in Strasburg, Pennsylvania. The loco itself is expected to return

to Golden early next year, where the local crew will complete the restoration.

On August 8-9, the Sumpter Valley Railroad in Oregon celebrates the 100th birthday of the #3 Heisler locomotive.

Union Pacific has imposed a \$1,200 per-car surcharge on oil shippers that move crude in older railcars. With the changing of safety standards for tank cars, many of the older models are going into storage. Quite a few of these are now parked on Iowa Pacific (SLRG) tracks in the San Luis Valley of Colorado, and more cars will be added soon.

In Denver, the RTD Southwest Cor-

Information For The Railroad Enthusiast



Cumbres & Toltec K-36 #483, here at Durango, Colorado on September 1, 1959, may soon be running on Durango & Silverton rails.

– Photo from the Nathan Zachman collection.

ridor Rail Line opened to the public 15 years ago in July 2000. The first study for the project began in 1992. Construction started in January 1997. The double-track runs for 8.7 miles from the I-25-Broadway Station to the Littleton-Mineral Station next to South Santa Fe Drive. It carries about 22,000 passengers on a weekday, according to 2015 projections. A 2.5 mile extension has been approved for the south end of this light rail line.

The railroad high point between Denver and Colorado Springs, Palmer Lake has water in it again. You can see a bit of the lake in the photo on page 11.

BNSF Railway has acquired engineering and design firm Transportation Technology Services, which has a focus

on over-sized loads and experience with shipping wind energy components.

Union Pacific has torn down the former passenger depot in Columbus, Nebraska. This was the only one remaining along their right-of-way between Omaha and North Platte. Some historical items were saved for the town and the Platte County Historical Society Museum.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these web services.

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

Current Railroad Happenings



The Wintgreen Special was at Denver Union Station on July 14, 2015. Business car Missouri - Kansas - Texas MKT 403, Amtrak number 800393 had Southern Railway drumhead mounted on its rear platform. The five passenger cars moved via Amtrak to Montana. Mr. Wintgreen is a Wall Street broker who makes an annual trip to Montana for fly fishing. – Photo © 2015 by Chip.



Wintgreen special, car 3, PPCX 800212, dome was on rear of Amtrak train 5, the California Zephyr on July 14, 2015, in Coal Creek Canyon, Colorado. Rail Ventures owner John Kirkwood acquired the ex-UP dome lounge Native Son and rebuilt the car extensively going from a lounge car to a sleeper dome. A rear platform was added and the car was renamed Bella Vista (the second of John Kirkwood cars to bear that name). The interior is unusual as the master suite is located at the rear of the car and has a large picture window opening onto the rear platform in addition to a side window. Rear door of the car is located on one side of the platform rather than the usual center of the platform, – Photo © 2015 by Chip.

Events of Railroad History: The Midland Strike

From the *Denver Republican*, December 12, 1890

Research By Dan Edwards

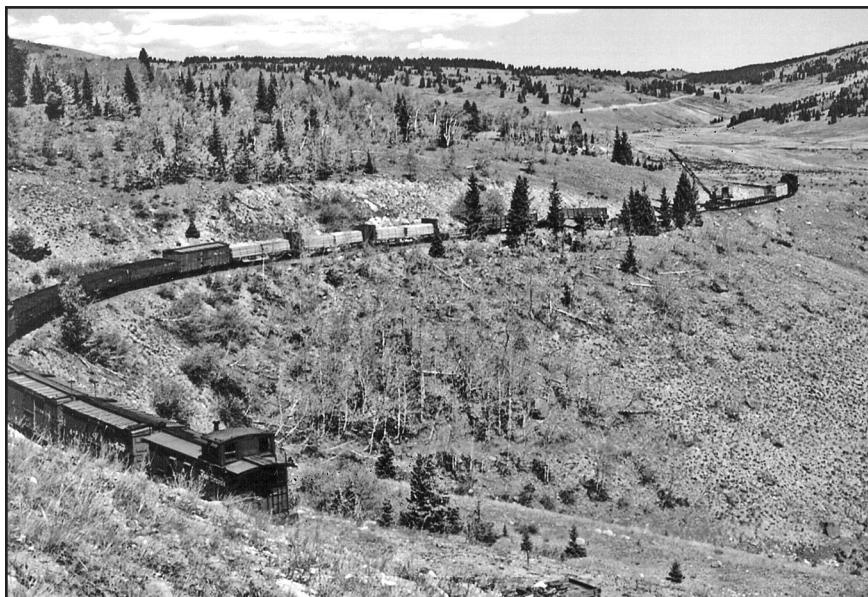
Leadville, Colo., Dec. 11. The strike of the freight conductors and brakemen on the second division (Leadville to Grand Junction) of the Colorado Midland is still on. No agreement has been reached up to this evening, and no freight trains have moved since yesterday on that division. Several conferences have been held but no satisfactory agreement made, and Manager Collbran is now anxiously looked for.

It was reported that the smelter would have to close down on account of not having coke and not being able to get any over the line. This report has no foundation, as Mr. George W. Cook of the Colorado Coal and Iron Company stated that his company has arranged and can supply all the fuel until the difficulties are settled. Everything is quiet, but Western freight business on the Midland is at a standstill.

A union meeting of conductors, brakemen, switchmen and other trainmen was held here tonight. The men present were from all the roads centering here, and it was a historic gathering, as it is the first union meeting of railroad men since the Pittsburgh strike in

1877, when a union meeting was held at Indianapolis, that being the first union meeting ever held and the one tonight being the second. Conductor Cooper of the Midland was present and stated the reasons of the strike.

[Update]. From the Midland office in Denver yesterday came the information that the strike on the Colorado Midland is at an end and the conductors and brakemen who quit work night before last have resumed their labors. The conductors had asked for a raise in wages from \$115 to \$125 per month and the brakemen demanded \$80 instead of \$75. They had previously presented their claims to General Manager Collbran, and he had agreed to give their claims a hearing on the 8th. Business duties prevented him from filling this engagement, and when he was compelled to break a subsequent engagement made for the 10th the men walked out. Collbran was heartily in sympathy with the men and asked for an arbitration meeting. Yesterday afternoon, however, he settled the dispute and avoided all further unpleasantness by conceding the demands of the employees for increased pay.



The rear portion of Extra 482 East (left) with the work train arriving to clear the main track at MP 327 between Cumbres and Los Pinos, Colorado, on September 11, 1956. – C. J. Lehnhardt photo from the James L. Ehernberger collection.

Clearing The Narrow Gauge In 1956

By James L. Ehernberger

During the time that the Rio Grande narrow gauge saw an increase in pipe business going to the oil fields near Farmington, New Mexico, in the mid-1950s, the old wooden equipment could not always meet with their expectations, and often-times they buckled and crumbled when the engineer applied the air brakes, especially on down grades.

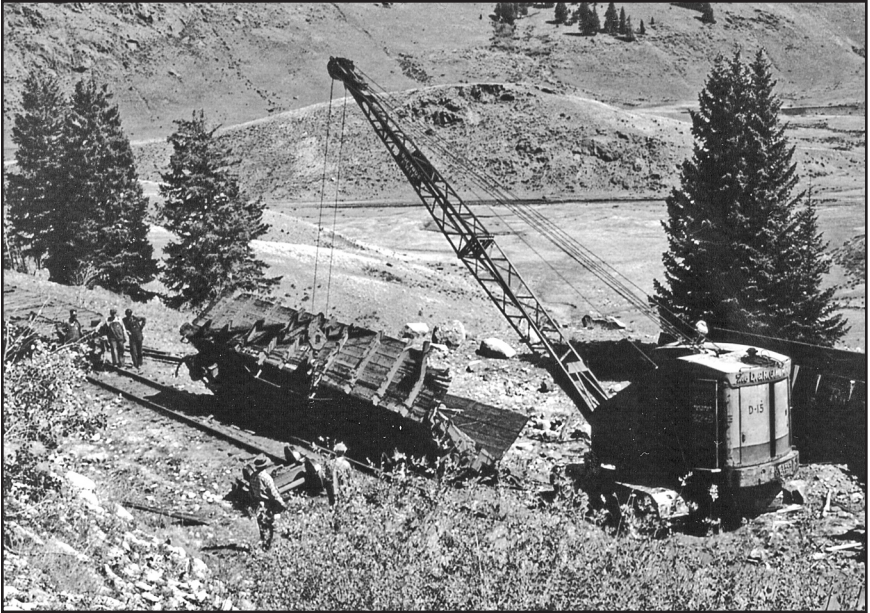
On September 10, 1956, Extra 482 East had departed Cumbres, and at MP 327 two cars were demolished and five flat cars (used as idler cars due to the length of the pipe) were derailed descending the pass. The head portion was taken to Alamosa. The rear portion was left behind until the main track was cleared of the derailed cars.

The following morning out of Alamosa a westward train was dispatched, and at Los Pinos, after switching out the dragline, the helper (488) shoved the dragline to the derailment site. It took 7 hours and 35 minutes to clear the main line, and take the rear portion to Los Pinos for the next eastbound to pick up and take to Alamosa.

These photos were taken by long-time Club member, C. J. Lehnhardt. During the three days he spent on the narrow gauge, eight different locomotives were in freight service, plus two at Durango for the Silverton train.

Thanks to Jimmy Blouch for checking records and obtaining detailed information.

Clearing The Narrow Gauge In 1956



D&RGW Drag Line D-15 is rolling a car off of the main track at MP 327 on September 11, 1956. The old wooden cars were not made for the type of service required on the narrow gauge when the influx of pipe shipments inundated the Rio Grande in the mid-1950s, and such derailments were quite common.

– C. J. Lehnhardt photo from the James L. Ehernberger collection.

Current Railroad Happenings



BNSF crews were aligning and re-fastening the inner rail at Palmer Lake, Colorado, on June 25, 2015. – Photo © 2015 Dan Edwards.



No. 491, the largest operating narrow-gauge locomotive in the Western Hemisphere and No. 346, the oldest operating steam locomotive in Colorado met cowcatcher-to-cowcatcher at the Museum's Roundhouse for the celebration.
– Photo © 2015 Bruce Nall.

Colorado Railroad Museum Locomotive Birthday Party

By Bruce Nall

On July 11, 2015, the Colorado Railroad Museum resurrected a tradition dating back to the 1960s. Each year the Colorado Railroad Museum would have a cake brought out to commemorate when No. 346 was commissioned on July 9, 1881.

The tradition was remembered with a birthday party for two of the nation's most historic steam locomotives — No. 346, the oldest operating steam locomotive in Colorado, and No. 491, the largest operating narrow-gauge locomotive in the Western Hemisphere. The two locomotives met cowcatcher-to-cowcatcher at the Museum's Roundhouse for a historic re-creation of the famous meet-

ing of the Transcontinental Railroad at Promontory Point, Utah in 1869. Only instead of a golden spike separating the two locomotives, there was a birthday cake, refreshments and music.

No. 346 is the oldest operating steam locomotive in Colorado. Built by Baldwin in 1881, No. 346 ran for the D&RG until 1947. While on loan to Colorado & Southern in 1936 it was wrecked in a runaway on Kenosha Pass and was rebuilt by Chicago Burlington & Quincy Denver shops. Purchased in 1950 by Museum founder Bob Richardson, No. 346 is the Museum's premiere operating engine and runs regularly during steam-ups.

Colorado Railroad Museum Locomotive Birthday Party



No. 491 was pulled out of the Museum's roundhouse on July 11, 2015, for the celebration. The locomotive was built in Denver through a cooperative effort between Stearns-Rogers and the Denver & Rio Grande Western (D&RGW) and is the only locomotive of that class and size still in operation. It was acquired by History Colorado in 1970 and donated to the Colorado Railroad Museum in 2013, where it has undergone a complete restoration. The engine operated for the first time in 2014, and is currently going through a federal boiler survey.
– Photo © 2015 Bruce Nall.

The Ribbon Cutting Of The Newly Restored Como Depot! Railroad Day – August 22, 2015 at Noon in Como, Colorado

Spend a day learning about the rail-roading history (1879 to 1937) of Como, Boreas Pass, and South Park.

Visit buildings frequented by the rail-rovers and their families when trains were the modern way to travel.

The Como Roundhouse, Como Depot,

Como Civic Center and School House will be open for tours. Some of the local residents will also open up their homes and share with you the history inside.

This is a free event sponsored by the US Forest Service, South Park Ranger District but donations are happily received!

Colorado Railroad Museum

2015 Scheduled Special Operation Days

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

Wild West Days – August 29 & 30

Day Out With Thomas –

September 12, 13, 19, 20, 26 & 27

Trick or Treat Train – October 31

The Polar Express™ Train Ride –

November & December

Colorado Rails and Cocktails – An Evening of Colorado History

A series of adult lectures that will take you back to the time when railroads shaped the American West. Relax, enjoy a beverage, and learn!

2015 Series:

August 28 – Zephyrettes & Courier Nurses

October 9 – Dome Car Magic

November 13 – Railroading in the Rockies

Tickets include 2 beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30 PM for early enjoyment of attractions. Cocktail service begins at 6:00 PM. Presentation begins at 6:30 PM and ends by 8:30 PM.

Admission for events: \$15 for Museum members and \$20 for non-members. Advance ticket purchase is 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>.

No Dinner Meeting In August– Summer Break

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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

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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E-mail: selectimag@aol.com

Items for the September Rail Report should be sent by August 14th.

ROCKY MOUNTAIN



BOX 2391
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