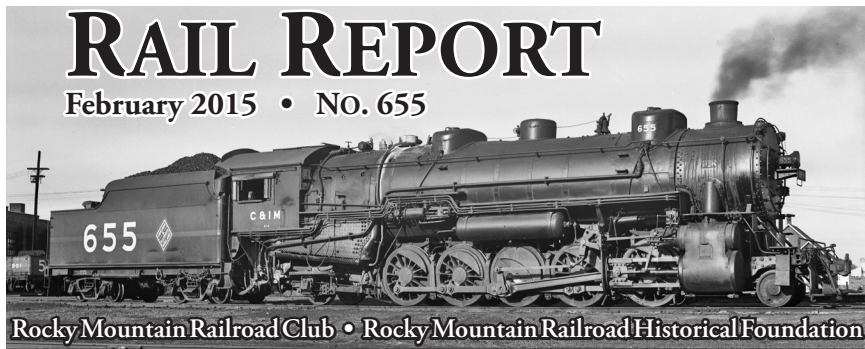


RAIL REPORT

February 2015 • NO. 655



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Southern Colorado In The 1970s And 1980s

Presented by Bruce Barrett

February 10th, 2015 • 7:30 PM

Bruce Barrett will present Southern Colorado railroading in the 1970s and 1980s. This journey around the Pueblo area looks at Santa Fe, Colorado & Southern, Rio Grande, Missouri Pacific and Colorado & Wyoming. Take a look at the early start-up of the Transportation Test Center and travel south to the C&W Southern Division which ran from Jansen to the Allen Mine. Photography includes action and facility pictures. Bruce spent nearly 39 years working for the Santa Fe and BNSF, including several years as an engineer between Denver and Pueblo. His rail photography spans 46 years and has been published in calendars, magazines and books.

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.**

RMRRRC 2015 Calendar

- | | |
|------------|--|
| March 10th | Meeting and Program. |
| April 14th | Meeting and Program, "The Suncor Odyssey Project" presented by Rich Nilan. |
| May 12th | Meeting and Program, "Rio Grande's Orient branch" presented by Jerry Day. |
| June 9th | 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.

Southern Colorado In The 1970s And 1980s



C&S 881 is crossing the Arkansas River Bridge south of Pueblo Junction on June 5, 1970. The train is southbound #78 en-route from Denver to Texline on the C&S, then Texline to Fort Worth / Houston on the FWD. – Photo © 1970 Bruce Barrett.



This Department Of Transportation image is from a series of crash tests during 1975 to validate the crash-worthiness computer logic used in cab design and evaluation. – Photo © 1975 Bruce Barrett.

For Rail Report 655, the masthead features Chicago & Illinois Midland 655 in Springfield, Illinois. – Photo from the Tom Klingler collection.



One of the Club's annual Memorial Day trips over the narrow gauge pauses at Antonito, Colorado. – Photo from the Nathan Holmes collection.

Notes From The President

By Nathan Holmes

By the time you read this, our first club outing of the year should have already happened. “What?” You say? “I didn’t even hear we were doing a trip!” That’s probably true, unless you were at the January meeting. It was a bit of a spur-of-the-moment opportunity. Chip Sherman contacted RTD about a potential tour of the new commuter rail maintenance facility before it goes into service, and they offered up a number of public tour dates. Too often we’ve passed on potential trips because of not enough lead time, but this one came to our attention right before the January general meeting. We decided to give it and shot and put out a sign-up sheet for those potentially interested. When we mentioned how many folks would like to go, our RTD contact suggested we could get our own tour on a number of days. (That’s why the date changed from our original proposed date of February

3rd.) So, on the afternoon of Wednesday, January 28th, those members who were interested and available got a sneak peek inside RTD’s newest shop facilities. I want to specifically thank both Chip and vice president Dave Schaaf for their efforts to coordinate this trip, and RTD for allowing us to do this.

For those of you who didn’t hear about it or couldn’t make it, don’t worry. There’s enough interest that we’re going to try for a second tour later in February. Because we’ll need an RTD employee to lead the tour, we will have to work around their schedule. We will try to get the next Club tour on Saturday, February 28th. If you still can’t make it, we’ll have photos in next month’s *Rail Report*.

I’ve also received a number of questions about membership renewals, when the new seniority numbers would be

Notes From The President

assigned, and when the new cards would be mailed out. I certainly understand the concern among those who have maintained their numbers for so many years. However, the crush of more than 500 renewals coming in over the course of a month is a lot of work for Keith and Michael. Thank you for your patience. We should be all caught up when you receive this, so if you still haven't had your check cashed or your card charged, now's the time to ask. Renumbering will happen in February and then cards will go out.

I've also received a few questions about the 2015 annual banquet from folks who might be coming from out of town or need to ask for the time off of work. It will be held the second or third Saturday in October as has been our tradition for a number of years, but the venue and speaker have not been decided. Typically the board starts working on the banquet in March or April, and nailing down the date is generally one of the first steps. I'll make sure it's published as early as possible for those of you who need to plan that far out.

Our mini-grant program is coming along nicely. We've received a number of inquiries from interested third parties, so we're getting noticed. However, I'm sure there are plenty of organizations out there who could benefit from it but haven't heard about it yet. Please help us spread the word to anybody you think might be interested. All they need is a railroad preservation or railroad education related project in mind and the time to answer some simple questions about it. Just send them to our website (<http://rockymtnrrclub.org/>) for details on how to apply. Also, a gentle reminder that the deadline for applications is April 30th. We want to get the winners their money in time for actually working on the projects this summer.

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.

2015 Membership Cards, A Story

By Michael Tinetti

The 2015 membership cards will be mailed to each individual member hopefully by the end of February. The Club will return to a desktop printing approach. The cards will be a punch out index card grade paper integrated card notice. This saves the club a significant amount of money.

Members asked why it takes so long to receive the cards. The answer is two

fold. The first is the compilation and sequencing of the members cannot take place until the renewals received on or before the January 31 are processed by the treasurer. When this is completed the use of desktop printing should eliminate a week or so in the time required to prepare the cards for mailing. The time for stuffing, labeling, stamping would remain the same as in the past.



California Zephyr eastbound at Bond, Colorado, on January 21, 2015. The junction with the Craig Branch is behind the train. – Photo © 2015 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

BNSF Railway is making upgrades along the Brush subdivision, northeast of Denver. The terminals in Sterling and Denver will have tracks extended, six sidings will be lengthened, and the entire subdivision may be double-tracked within 5 years.

Great Western Railway begins work this month to rebuild their line from Windsor to Greeley in Colorado. This track was built in 1882 for the Greeley, Salt Lake & Pacific. Later, it was Union Pacific, Denver & Gulf, then C&S to BN to GWR and will re-connect with the U.P. now that traffic is up. The town of Windsor is working to have more quiet zone road crossings.

Kansas City Southern generated record

revenue of \$643 million in the fourth quarter of 2014, up 4% compared with Q4 2013. KCS has had increased earnings per share for 5 years in a row.

Union Pacific is reporting record results in the 4th quarter as well, and will be adding over 200 locomotives this year. Last year, U.P. achieved the best annual employee safety performance in its history. The U.P. has moved J. Scott George to the job as director of the steam shop. He was their director of system locomotive facilities in North Little Rock. In this new role he will handle day-to-day administrative tasks associated with U.P. Steam. George's move to Cheyenne will free up time for Ed Dickens Jr., senior manager – Heritage Operations, to focus on setting the technical direction for

Information For The Railroad Enthusiast



D&RGW Jordan spreader AX45 was in the yard at Phippsburg, Colorado, on January 21, 2015. It was the last piece of snow fighting equipment that the Rio Grande bought before the mergers. – Photo © 2015 Dave Schaaf.



UP plow X-67 was built in 1950 and is stationed at Glenwood Springs, Colorado, here on January 10, 2015. – Photo © 2015 Dave Schaaf.

returning #844 to service and the restoration and eventual operation of the Big Boy, #4014.

Amtrak has gotten the Empire Builder back on its regular schedule. Last year, freight congestion on the BNSF north-

ern transcon line had caused persistent delays.

The San Francisco Municipal Transportation Agency will buy an additional 40 Siemens light rail vehicles in addition to 175 cars the agency ordered last year.

Information For The Railroad Enthusiast



At least twelve more of the 1930s-era semaphore signals along BNSF's Raton mainline are coming down. New signals are in place from the Shoemaker siding through the west siding switch at Watrous, here at west Watrous on January 24, 2015. – Photo © 2015 Nathan Holmes.

Early plans to build a rail connection to the Uinta Basin oil fields of Utah have been dropped. Research does not indicate a good return on investment, as the most likely line would have included an 8-mile long tunnel and dozens of bridges.

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.

Railroad History



D&RGW 480 eases a load of flux rock through the switchbacks below Garfield, Colorado, on the Monarch Branch. Used to feed the steel furnaces at Pueblo, Colorado Fuel & Iron's traffic kept this branch running until 1982, albeit as standard gauge after 1956. – Photo from the Nathan Holmes collection.

In Remembrance Arthur William Wallace

Arthur William Wallace passed away on January 10, 2015, at the age of 88 in Aurora, Colorado. Art was a 62 year member of the club joining in 1953 and at the time of his passing he held seniority number 9. He was well-known as the authority on William Mason and his famous bogie locomotives. After 50 years of research, he published a complete Mason locomotive story in the book, *Mason Steam Locomotives*.

Railroad History



Old meets new as a local pulled by D&RGW 5104 meets #492 and a returning pipe train empty at Estrella, Colorado, during September of 1963.

– Photo from the Nathan Holmes collection.



D&RGW's last experiment with self-propelled cars was a pair of two car stainless steel trainsets built by Budd in 1941, running as the original Prospector between Denver and Salt Lake. A mechanical failure in the Grande's rugged environment, both sets were retired and scrapped by 1945. Here is a rarely seen view of M2 testing outside the Budd plant on Pennsylvania's electrified mainline.

– Photo from the Nathan Holmes collection.

Current Railroad Happenings



Union Pacific 8894, rear distributed power unit on eastbound coal load, crossed Sand Creek near Denver's Stapleton neighborhood on December 26, 2014. The new Denver Regional Transportation District (RTD) East Rail Line now has overhead electric catenary installed. Commuter rail car testing is planned to start in May 2015. – Photo © 2014 by Chip.



Denver RTD received four new rail commuter cars including RTDX 4005 via BNSF on December 29, 2014, at Denver. BNSF 7217 passed the newly arrived cars in cold, snowy weather. Denver RTD received a late Christmas present but they're happy to see some of the 66-car order arriving. – Photo © 2014 by Chip.

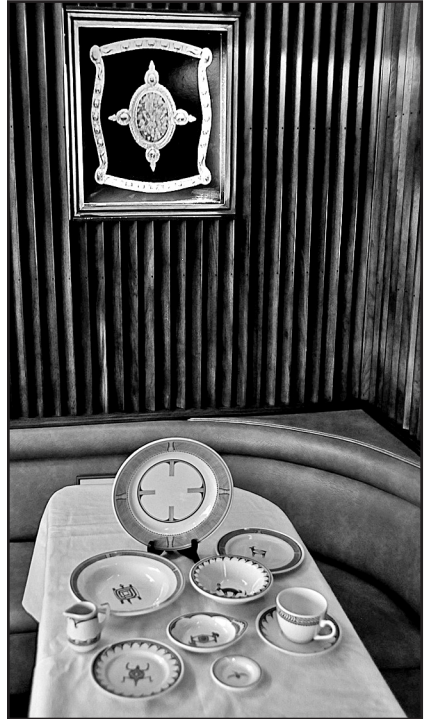
Arizona Railway Museum

By Richard Luckin

Recently I had the pleasure to spend some time at the Arizona Railway Museum in Chandler, Arizona. While the museum is not large it does have a wonderful variety of standard gauge equipment. What interested me the most were the passenger cars ranging from the last turn of the century to the 1950s. One of my missions visiting the museum was to photograph railroad dining car china. A couple of examples from the Santa Fe are shown here.



Santa Fe's Pleasure Dome #504 (photo above) was donated to the museum in March 2008. Only six of these cars were manufactured and all operated on the *Super Chief* between Chicago and Los Angeles. The cars were unique because they offered a private dining room called the Turquoise Room (photo to right) set with Mimbrenño china. The room could seat 12 people and reservations were required. The car operated adjacent to the dining car.



The Santa Fe used the California Poppy pattern (photo at left) which became the standard pattern for the railroad with the exception of Mimbrenño (above) which was used on the *Super Chief*.

– Three photos © 2014 Richard Luckin.

Events of Denver Streetcar History: The Street Car Stables

From the *Denver Tribune*, April 7, 1884

Research By Dan Edwards

At the foot of 17th Street and directly opposite the Union Passenger depot stands the new stable of the Denver City Railway Company. The building is a massive four-story stone and brick structure and has an imposing front, stately arches, and a look of general solidity. The street car company moved into the building a few days ago.

On the ground floor is located the office, which is a large well-lighted room finished in light cur-lod maple, the ticket counter safe, Superintendent's time-keeper's, cashier's and bookkeeper's desks. Water, steam and gas are among the conveniences of the office. The ground floor is the car repository and has the capacity to store away 50 street cars. A shifting table for changing the cars from one side of the barn to the other assists materially in putting away the 27 cars which are kept at this place. The oil room is located on the ground floor, as is also the "dry dock," where the cars are repaired.

On the second and third floors are the horse stables. There are 228 single stalls on these floors, besides a blacksmith's shop, harness repository, stable foreman's office and two feed rooms with feed shafts leading from the top floor. A tread-mill is located on this floor and runs cutting machines on the floors above. About the room are several fire hydrants and fixed hose of fire department size, so that in case of fire immediate relief may be depended upon. Stand pipes,

containing the pressure of the fire plugs in the streets, are always in readiness.

On the third floor the arrangement is about the same as that of the second. It looks odd to see horses stabled in the third-story of a stable, but no inconvenience or discomfort results, as the floor is reached by easy inclines which are wide enough to drive four hoses abreast. The fourth and upper floor of the stable is where the supplies and commissary are stored and is made convenient by an elevator. Here is the head of the feed shafts leading to the stables underneath. The shafts are accessible by means of a tramway upon which the chopped feed is conveyed from the cutting machine. All the feed for the horses is chopped and mixed, and Mr. J.L. Perry, the Superintendent of the line, says that the stock does much better on this kind of feed than on loose hay and grain. The big street clock has a room on this floor and is attended by a man employed exclusively for that purpose.

Since the 17th Street stables opened, all the streetcar lines of the city terminate there with the exception of the Larimer line, which has separate stables at 33rd Street. Under the new arrangements a car leaves the stables every two minutes, diverging to the various lines from the 16th Street double tracks. The Denver City Railway Company is in splendid trim to handle the traffic of the city, as the stables, lines and equipment are of sufficient capacity for a city of several hundred thousand people.

Events of Railroad History: Railway Precaution

From *The Republican-Advocate*, Sterling, Colorado, September 29, 1909

Research By Jim Ehernberger

Safeguarding the trip of President Taft over its line the Rio Grande Railroad was patrolled by track walkers every mile of the distance between Denver and Pueblo. The pilot train comprising six coaches, on which were officials of the road, preceded the presidential train by half an

hour, and ten minutes behind the president's party came a light engine to assist in case of accident to the special's engine. No releases of trains were made from any division point between the two cities while the special was en route.

Current Railroad Happenings



BNSF operated a seven car passenger special north from Trinidad, Colorado via Pueblo and Colorado Springs up the Joint Line on a snowy January 22, 2015. Up front was BNSF 8162. The train was headed for Sweetgrass, Montana.

– Photo © 2015 by Chip.

Photo Credit Correction

The photo of Bob Schoppe on page 7 of the January *Rail Report* should have been credited to Bill Kazel. Thanks to Bill for providing the photo and we apologize for the error.



Cumbres & Toltec Scenic Railroad 2015 Schedule

Daily Excursions operate from May 23 to October 18, 2015. Trains depart at 10:00 AM daily out of Antonito, Colorado, and Chama, New Mexico. The motorcoach leaves at 8:30 AM.

Special Trains And Operations

Geology Train – June 21, 2015.

4th of July Dinner Train.

Cumbres Sunset Trains
From June 29 to September 26, 2015.
Departs at 5:00 PM.

Labor Day Train Shoot-out!
Photo Freights with D&RGW Freight Cars!
October 24 and 25, 2015.

Colorado Railroad Museum

2015 Scheduled Special Operation Days

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

Dinosaur Express Train – July 18 & 19

Day Out With Thomas –

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

The Great Train Robbery – August 15 & 22

The Polar Express™ Train Ride –

Trick or Treat Train – October 31 & November 1

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:

February 6 – Life of a Railroad Station Agent
Telegrapher

April, 17 – Hell on Wheels: Wicked Towns
Along the Union Pacific Railroad

June 12 – I've Been Working on the Railroad:
The Life & Times of a Gandy Dancer

August 28 – Zephyrettes & Courier Nurses

October 9 – Railroad Stories: Otto Mears

November 13 – Railroad in the Rockies

Tickets include a beverage of your choice: beer, wine or soda and snacks. Doors open at 6:00 PM for early enjoyment of attractions.

Admission for events: \$12 for members and \$15 for nonmembers. Advanced Tickets Required, 21 and older only.

Advance ticket purchase is recommended and will be available shortly. Please call 303-279-4591 or visit our Online Depot General Store to order tickets.

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>.

Friday, February 20th, 2015 – Otto Perry: Master Railroad Photographer

Long-time chapter member Chuck Albi will present a program highlighting Perry's work.

Publishers Statement — Rocky Mountain Rail Report

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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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Rocky Mountain Rail Report
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E-mail: selectimag@aol.com

Items for the March Rail Report should be sent by February 13th.

ROCKY MOUNTAIN



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