

RAIL REPORT

January 2015 • NO. 654

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Soo Line, Milwaukee Road and DSS&A

Presented by Ron Kaminen and Dave Rasmussen

January 13th, 2015 • 7:30 PM

Ron worked for the Duluth South Shore & Atlantic and Soo Line Railroads for over 40 years and collected a number of slides from friends and through railroad historical club sales. The slide show covers photos of the trains Ron worked on in Wisconsin and in the Upper Peninsula of Michigan including The “Copper Country Limited” – a train from Chicago to Calumet, Michigan on the Milwaukee Road and DSS&A, The Soo Line “Laker” from Chicago to Superior, Wisconsin, and St. Paul Minnesota and The “Empire Builder” from Chicago to Seattle and Portland. These are railroads that folks in the west haven’t seen in a long time.

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

February 10th	Meeting and Program, “Southern Colorado In The 1970s And 1980s” by Bruce Barrett.
March 10th	Meeting and Program.
April 14th	Meeting and Program.
May 12th	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.

Soo Line, Milwaukee Road and DSS&A



Soo Line engine #27 with two cars stopped at the Manistique, Michigan, depot. In September 1942, passenger trains #7 & #8 and #86 & #87 made a station stop here. Note the boy on a bike checking out the engine.

– Photo from the Tom Klinger collection.



Soo Line engine #4011 was captured in a formal pose at Enderline, North Dakota, on August 9, 1949. – Photo from the Tom Klinger collection.

Soo Line, Milwaukee Road and DSS&A



From the iron mines to the ore dock in Marquette, Michigan. The dock lead is on the right. – Photo from the Dave Rasmussen collection.



The Duluth South Shore & Atlantic Shoreliner RDC BUDD car at the Fifth Street depot in Marquette, Michigan. Bob Mullaly photo.



2015 Officers and Directors back row from left: Mike Tinetti (Director), Dave Schaaf (Vice President), Nathan Zachman (Director), Roger Sherman (Secretary), Pat Mauro (Director), and Andy Dell (Director). Front row from left: John Charles (2014 Outgoing Director), Keith Jensen (Treasurer), Don Hulse (Director), Nathan Holmes (President) and Dennis Leonard (Director). – Photo © 2014 Bruce Nall.

Notes From The President

Welcome To 2015, The Club's 77th Year!

By Nathan Holmes

I'd like to take a moment to thank retiring board member John Charles for his time on the RMRRRC board. John has been on the board since before I was first asked to be on some five years ago, and has contributed immeasurable time and effort to the club over the years. I wish him a well-deserved break as he steps back to just being a member. Also I'd like to thank the rest of my board and officers for re-upping for another year. It takes a team to run the organization, and I'm lucky to have all of your help.

While it looks like 2016 will be a bigger year with (hopefully) three RTD trips over the new lines, 2015 is a bit of a blank slate yet. There will be the usual monthly meetings with hopefully new and interesting programs for everyone, and we'll have the banquet on either the

second or third Saturday in October as always, but there aren't any trips or other events in the works yet. If you have something you'd like to see the Club do in the upcoming year, now's the time to bring it up to someone.

Do you know of a group in the area who has a worthwhile railroad history project but just doesn't have the money? The one new thing we are doing in 2015 is our mini-grant program through the Rocky Mountain Railroad Historical Foundation. I'd mentioned this briefly in a past column, but the idea is to use the Foundation to give out a set of mini-grants (up to \$1000 or so) each year to smaller organizations working on smaller, achievable railroad history preservation and education projects. Ideally, we're looking for Rocky Mountain

Notes From The President

region groups with a project they can finish this summer, but since this is our first time trying this, we're leaving it open to anyone who would like to submit a proposal. These small projects and organizations are often unable to go after the larger grants from History Colorado and other sources of funding, and we're hoping out use our charitable arm to fill that gap. As a 501c3 organization, the Foundation can act as tax exempt channel for helping these smaller groups, as long as they fit our overall charter of promoting railroad preservation and education.

We'd like all of your help in getting the word out to any groups you know that might have a candidate project. If you know of a project that you think would fit our program, please encourage them to visit the Club's website (<http://www.rockymtnrrclub.org>) for the application form and details. Submissions are due by April 30, 2015, at which point the board will review them and make a selection. Checks will then be presented at the June general meeting, and I'm hoping to get a representative from each of the groups to come and talk about their project and their plans for our grant.

The other half of the grant program is that to sustain it, we'll need to work on keeping money flowing into the Foundation. The Foundation was originally set up as a financial channel to support the Club's equipment. However, since all of our equipment has gone to new homes, the Foundation has floundered a bit. The Foundation is currently entirely sustained by donations and from our current resources, not by dues, which go exclusively to the Club for its operation. My goal with the mini-grant program is to once again give the Foundation a purpose and, in the process, hopefully make it attractive to future donors.

Hopefully you all had a wonderful holiday season with friends and family, and I look forward to seeing you all at the January meeting.

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.

Election Results For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

The election was held during the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 9, 2014, 7:30 PM, at Christ Episcopal Church, 2950 South University Boulevard in Denver.

Current officers Nathan Holmes (President), Dave Schaaf (Vice-President), Roger Sherman (Secretary) and Keith Jensen (Treasurer) and directors Andy Dell, Don Hulse, Mike Tinetti and Nathan Zachman were re-elected. Dennis Leonard, Charles Moffat and Pat Mauro will continue their term as directors.

Como Turntable Update



The Como turntable before removal for installation of an authentic 19th Century pivot recently obtained. Bill Kazel retrieved the turntable some years ago and put it in its pit in Como. The latest exercise was to remove the turntable from its pit in preparation for attaching the pivot. – Photo © Chuck Brantigan.



The authentic 19th Century pivot recently obtained for the Como turntable. Advice from anyone as to how the whole thing is put together would be welcome. They would like to complete the work when the snow melts.
– Photo © Chuck Brantigan.



Bob Schoppe excavating the pivot foundation in the Como turntable pit.
– Photo © Chuck Brantigan.

Information For The Railroad Enthusiast

By Dave Schaaf

Through 2014's first 51 weeks, U.S. railroads logged 14,924,384 carloads, up 3.8 percent, and 13,315,584 intermodal units, up 5.2 percent year over year. In that period, 13 reporting U.S., Canadian and Mexican railroads handled 19,856,118 carloads, up 3.5 percent, and 16,788,381 containers and trailers, up 5.4 percent compared with the same 2013 period.

Amtrak reported unaudited record revenue of about \$3.2 billion for the fiscal year ending September 30, 2014, the fifth consecutive year of revenue growth,

and the eighth out of the past nine years. In FY 2014, Amtrak covered 93% of its operating costs with ticket sales and other revenues, up from 89% the year before. Amtrak's federally funded operating loss of about \$227 million was the lowest since 1973, a 37% decrease from the prior year and 52% lower than in FY 2007. As a result of the company's operating performance, long-term debt reductions of about 61% over the past seven years to \$1.3 billion, and other contributing factors, Moody's Investor Service confirmed Amtrak's A1/Stable debt rating on November 12, 2014.

Information For The Railroad Enthusiast



The current status of D&RGW T-12 Locomotive #168 currently on display in Antlers Park behind the Antlers Hotel in Colorado Springs is that the Parks, Recreation and Cultural Services Department has unanimously recommended the proposal to lease out and restore D&RGW 168 to the City Council which will now have to authorize it. – Photo © 2014 Nathan Holmes.

Joe Theis retired at 82 as Amtrak's engineer #1 last fall. This most-senior man had hired out with the Santa Fe in 1951.

South Dakota announced that \$56 million in public and private funds will be invested in 4 rail projects across the state. This will include reconstruction of former Milwaukee Road trackage, and new grain handling facilities.

In Hawaii, work has started on a light-rail line that is expected to begin service in 2016 around Honolulu.

Two former Minnesota Zephyr F7s

will move to Alamosa, Colorado after purchase by Iowa Pacific. These had last been used by a dinner train, and there are no plans yet for them to operate.

The Grandt family is known for their narrow gauge reference books and model detail parts. Bob Grandt passed away in December.

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.

Information For The Railroad Enthusiast



The new Denver RTD Commuter Rail EMU sets on display at the RTD Fastracks open house in December. Up until now, RTD's train system on the Southeast corridor, Southwest corridor, Central corridor, West Rail Line and I-225 Rail Line has consisted entirely of light rail. The East Rail Line, Gold Line, the first segment of the Northwest Rail Line and the North Metro Rail Line currently under construction are being built for commuter rail. – Photo © 2014 Richard Nilan.

The Main Differences between Commuter Rail and Light Rail

Commuter Rail

Powered by 25kV alternating current overhead electrical system.

Typically serves longer lines with fewer stations.

Can operate up to 79 mph.

Capacity of 90 seats, 140 standing.

Housed at the Commuter Rail Maintenance Facility.

Light Rail

Powered by 750 V direct current overhead electrical system.

Can operate along crowded, narrow streets.

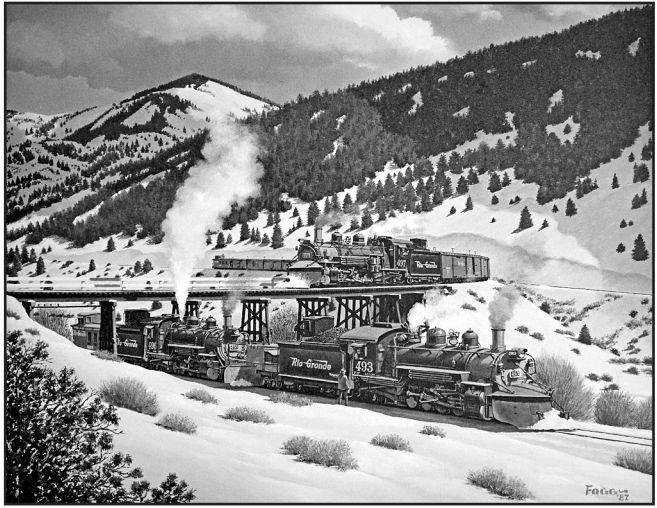
Can accelerate and decelerate quickly with a top speed 55 mph.

Capacity of 64 seats, 80 standing.

Housed at the Elati Light Rail Maintenance Facility.

Howard Fogg Print Gift

Reminiscent of the photographs Neal Miller gave as gifts to December meeting attendees for more than 40 years, a selection of Howard Fogg prints were provided by Al Chione as gifts at the December meeting.



Renewal Time is Running Out

The membership renewal invoices were sent to out in November. January is the grace period month for members who are late in renewing. If you cannot find your invoice please contact us by sending an email to rails@rockymtnrrclub.org and request a replacement. A new invoice will be sent to you. If you do not use digital media you can send us a request for a new invoice to the club post office box at Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391. You may also renew in person at the upcoming club meeting.

Each renewal form has spaces provided to correct any errors with your contact information. Members, if you have an email account please make sure we have the correct information. We plan on using an email notification service next year.

The membership year is January 1st through December 31st of each year.

There will be no increase in dues for 2015. To maintain membership in RMRRRC, your dues for the upcoming year should be paid by December 31st.

Multimember households should return each membership form, but a single payment for the household is desired.

The club would have greatly appreciated if all of our members renewed by December 31 of last year. This month is our grace period and time is running out. The re-sequencing of seniority numbers is performed the first week in February. In order to keep your seniority please make sure have renewed by then. It takes a several weeks to print and mail out the new year's cards.

Your membership card will be mailed to you in a mid-March. More information about this mailing will be provided in the February *Rail Report*.

Club Trips From The Past



On September 18, 1948, the Club ran its only trip up the D&RGW Crested Butte branch. Pulled by 494, the train had come over Marshall Pass that morning and would continue through the Black Canyon the next afternoon.

– Photo from the Nathan Holmes collection.



On a May 31, 1949, Club charter behind engine 361 on the Rio Grande line through the Black Canyon, the special pauses on the western-most bridge over the Gunnison River. – Photo from the Nathan Holmes collection.

Events of Railroad History: Winter Railroading on the D&RG

From the *Rocky Mountain News*, February 13, 1884

Research By Dan Edwards

The railroad men employed on the Denver & Rio Grande extensions from Leadville to Kokomo and Red Cliff narrate some interesting incidents that occurred during the recent snow blockade. When the six engines and a snow plow at length succeeded in cutting a clear track from Robinson to Leadville, they were without coal or water, and the engineers and firemen were compelled to utilize for fuel the loose ties and snow fences which they picked up along the line. Sometimes they had to cut a trail through the snow which was from 12 to 15 feet in depth on either side of the track to where they could tear down snow fences. None of the trainmen tasted food for 35 hours, and the trip from the Divide occupied 56 hours. It was a fight for life with them, and when they arrived Friday night, a more exhausted, hungrier or colder crowd never disembarked at the Leadville depot.

On the Eagle River line to Red Cliff, similar experiences were had by the trainmen. The trains were snowed in for 52 hours near Mitchell's station, and many privations were endured.

Engineer Lew Frain, who had charge of locomotive No. 220, left the train and endeavored to walk to Tennessee Pass. He left his overshoes in the cab of his engine, and upon his return after a futile attempt to reach the pass, he experienced a strange numbness in his feet. It soon passed away, however, and he felt it no more. Nine hours later the train reached Leadville, and Frain went to a hotel, where he took a seat at the stove with some of his companions. They were recounting their various experiences during the blockade when Frain became sensible of the fact that although his feet were close to the hot stove they did not seem to obtain any warmth. He informed his companions of the strange fact, and one of them remarked that his feet were frozen. Frain's boots were pulled off, and the worst was realized. Both feet were frozen almost to the ankle and exhibited symptoms of incipient "sloughing" [gangrene]. A physician was summoned, and he saw at once that it was useless to attempt to save the feet. Frain was removed to his sister's residence at Salida, and his feet were amputated on Monday.

In Remembrance

Dale C. Hooper

Dale C. Hooper passed away on April 21, 2014 at the age of 83. He was a 48 year member of the club and at the time of his passing he held seniority number 64. He is survived by his wife and fellow Club member, Blanca who joined moments before Dale and holds seniority number 63.

Events of Railroad History: Winter Railroading on the D&RG

From the *Denver Republican*, January 19, 1905

Research By Dan Edwards

Durango, Colo. E.S. Miner tells a story of horrible suffering and death on a snowbound train last week. It was on the D&RG branch between Edith, a little village east of Durango, and El Wade, a small lumber camp 35 miles south of Edith. The train left Edith last Friday and got half way to El Wade when it stuck in the drifted snow. Connection was made with the telegraph wire and help was asked for.

A relief train was sent out which also stuck in the snow before reaching the first train. An engine was then sent out, and it too was stalled. The stormbound passengers were not reached until 48 hours later when a relief train with an engine and a snow plow pushed its way through a great drift, and suddenly striking the open where the party had shoveled out the engine, struck the caboose, badly damaging it and shaking up the men.

There were 22 men in the caboose and they were packed in so tightly that only a few could sit down at a time. They took turns at shoveling snow.

After being out a few minutes their clothes would freeze stiff. The snow was piled up to the car windows, and it blew a blinding gale all the time. The party was composed of the train crew, traveling men and employees of the saw mill. They were in one spot for 36 hours and were out 48 hours before reaching the station. All this time they had nothing to eat.

Four Mexicans started out to walk and one of them froze to death. Another was driven insane by his suffering. The frozen Mexican had on no underclothing, nothing but a shirt, overalls, jumper and shoes.

Engineer Henry Redman froze his feet, and it was feared for a time that amputation would be necessary, but it has been learned they will be saved. The engine of the first train which was stuck ran out of water, and the crew filled the tank with snow. Mr. Miner says that almost everyone in the party had given up all hope of getting out alive when rescued.

Winter Trains to Cascade Canyon on the D&SNG RR

The Durango & Silverton Narrow Gauge Railroad operates the Cascade Canyon Train in the Winter and Spring. A 52 mile, 5-hour steam train ride to the Cascade Canyon wye and back through the San Juan National Forest and along the Animas River in the comfort of heated coaches.

Winter Brunch Trains are also operated. The rear portion of the Cascade Canyon train is reserved for Brunch Train passengers with premium-class seating, a hot brunch buffet onboard the train, live onboard music from one of Durango's talented solo musicians and a special dessert on the return trip.

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.

Photo Freights with D&RGW Freight Cars!
October 24 and 25, 2015.

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

Cinder Bear Experience – A shorter ride that is great for small kids! Depart out of Chama with the normal train at 10:00 AM. The motorcoach brings riders back from Cumbres Pass.

4th of July Dinner Train.

Labor Day Train Shoot-out!

Colorado Railroad Museum

2015 Scheduled Special Operation Days

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

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 – Railroading 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, January 16th, 2015 – Chicago's Three Interurbans

Ron Vander Kooi will show a DVD covering interurban systems that served the Chicago area.

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

First class postage paid at Denver, Colorado.

Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>

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:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the February Rail Report should be sent by January 16th.



BOX 2391
DENVER, COLORADO 80201

