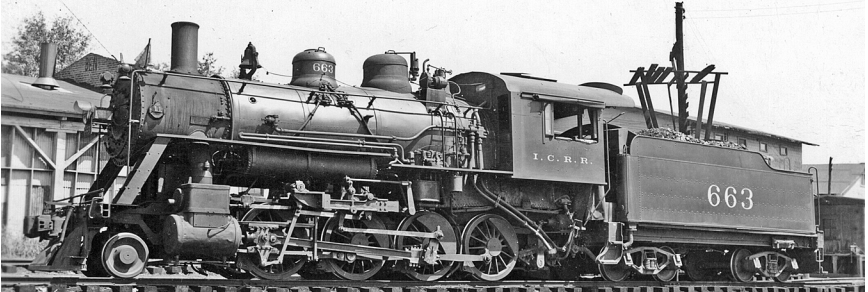


# RAIL REPORT

October 2015 • No. 663



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## The Rocky Mountain Railroad Club Banquet Luncheon

October 17, 2015

Socializing at 11:00 AM – Lunch At Noon – Program Follows

**arvadacenter**  
for the arts  
and humanities

Ballroom E • 6901 Wadsworth Boulevard • Arvada Colorado 80003

Featuring “The Photography of Peter Cox,” presented by Larry Green.

The late Canadian railfan legend Peter Cox traveled all over Canada and the US photographing trains, ships, planes, and all manner of other things from the 1950s onward. Larry Green put together an overview of Peter’s best work, capturing so many rare scenes that cannot be duplicated today.

The annual banquet is a great opportunity to socialize with your fellow club members, enjoy a good meal, and be part of a long-standing club tradition. It’s a great social outing – come join us!

### RMRRC 2015 Calendar

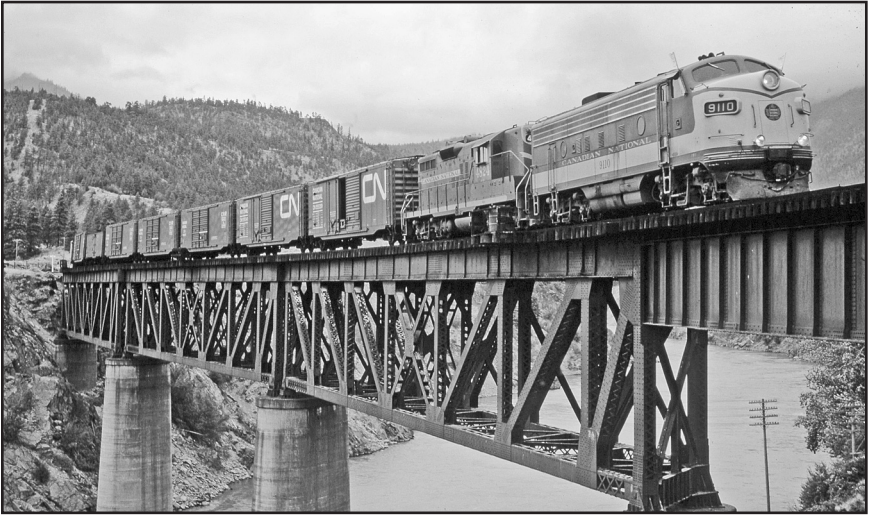
November 10th Meeting and Program, “Digitized 8mm Films With Joe McMillan.”

December 8th Annual Business Meeting, Program and Treats.

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 Photography of Peter Cox



CN 9110 and 4824 lead a westbound manifest over the Thompson River at Lytton, British Columbia, in June 1963. – Photo © Peter Cox.



British Columbia Electric Railway freight motor 970 and line car L6 sit side by side at Kitsilano, British Columbia during September 1959. – Photo © Peter Cox.

For Rail Report 663, the masthead photo features Illinois Central #663 at Laurel, Mississippi, in October, 1940.

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



Leadville, Colorado & Southern 1918 with tourists and our club president enjoying the late September fall colors. – Photo © 2015 Nathan Holmes.

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## Notes From The President

By Nathan Holmes

By the time you read this, the banquet will be only a week or so away. If you get the *Rail Report* before Saturday, October 10, there's still time to sign up if you've procrastinated or forgotten. Since only a small subset of members will get the October newsletter before the deadline, we're not including the form again this month. You can use one from the last two months, or download it off the Club's website.

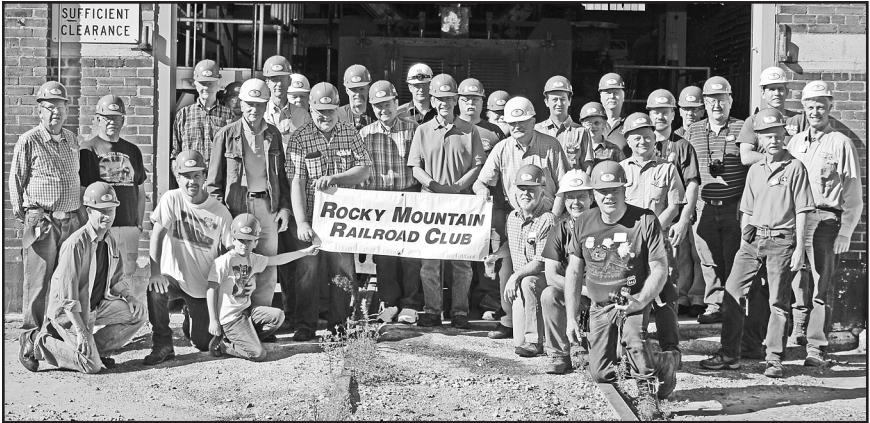
Now that I've gotten my last shameless plug for the banquet out of the way, it's time to move on to the future. It's hard to believe we're already well into the fourth quarter of 2015. I went up to ride the Leadville, Colorado & Southern recently, and while the color is still good, there are large stands of aspen that have already dropped their leaves. Most of our favorite historic railroads will be having

their last trains of the season shortly, if they haven't already. Winter will be here before you know it, unfortunately.

The club has had a reasonably good 2015, I believe. We've started what – I hope – will become an annual and self-sustaining grant program for smaller preservation projects. We've taken tours of RTD's new commuter rail dispatch and maintenance facility. We tried an informal Southwest Chief trip, and learned that just didn't work. We've run two trips up to Cheyenne to see what's going on with the UP steam program, giving everyone a first hand look at the work underway rather than being left to believe all the uninformed internet speculation. While it hasn't happened yet, I believe our banquet will come together to form a nice capstone on the year's events as we head into winter.



## Notes From The President



Club members in front of the UP #4014 during the Union Pacific Steam Shop Tour in Cheyenne on September 27, 2015. – Photo © 2015 James L. Ehernberger.

2016 looks to hold some exciting possibilities for our organization. Given the promising results we've seen from this year's program, we'll most likely take what we've learned and announce a similar 2016 grant program in late January, pending board approval. RTD has three new routes opening, and we'll be working with them to try to get club members our traditional "pre-opening" trip on each line. We're also looking to do some smaller trips. It's also never too early to start thinking about the banquet and our guest speaker. If you have ideas – or better yet, have ideas and are willing to help us coordinate – please contact me or another board member.

Our December meeting at the church will be the Club and Foundation's annual business meeting, as usual. This year, thanks largely to Dave Schaaf's tireless public relations work, we hopefully have all of the candidates we need for the board and I don't need to come begging and pleading. In addition, all of

the officers have offered to return, myself included. (2016 will be my third and final year if re-elected.) However, it's still up to the club members to elect us in December, confirming that we're taking the club in a direction that our membership approves, or offer other nominations from the floor as an alternative. There's also an opportunity to bring up new business if you have issues you believe the club needs to address. It won't all be business, though – there will be a couple short shows, an update on our grant recipient projects, and the usual soda and cookies. I encourage everyone who can make it to attend and be part of the organization's operation.

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

# Information For The Railroad Enthusiast

By Dave Schaaf

BNSF Railway has started to receive overhauled locomotives back into its fleet. A dozen EMD SD70MAC units are coming from Progress Rail in Tacoma, Washington. Twenty of their GE Dash-9 diesels are returning from a GE shop in Mexico as AC44C4M conversions, formerly with six traction motors each but now having four apiece. After testing, all of these should be in service by year's end.

Revenue for the shipping of coal by rail is down for BNSF, and even more so for the Union Pacific. Both railroads saved about 40% in fuel costs for the first half of 2015, but they earned less than a year ago. At UP several hundred management jobs are slated to be eliminated, and about 2000 union workers are on furlough.

The light-rail system in Phoenix opened a 3-mile extension to Mesa, Arizona, in August. This was completed 7 months early and on budget, and includes 4 new stations. Voters in the area also have approved a sales tax increase that should fund another 42 miles of trackage in the coming years.

A new factory in Massachusetts will build subway cars for the Boston transit system. Construction starts next spring on this facility owned by the Chinese government. They have orders for more than 280 new railcars, in a contract worth \$566 million.

The Iowa football train is running locally again this season for games at the University of Iowa. The Rio Grande Ski Train had been used in 2004-5, but the

current 7-car Hawkeye Express began service in 2006.

A couple of Canadian Pacific 4-6-2 steam engines have moved back to the north. They did excursion service in Virginia and Maryland from about 1965 until 1993. Built in the 1940s by Montreal Locomotive Works, #1238 & 1286 are now in Winnipeg, Manitoba.

Charles W. "Wick" Moorman is completing his service as executive chairman of the board of directors of Norfolk Southern Corporation. He will retire at the end of this year.

A random telephone survey of 1000 Americans shows that 67% of them say that they would use high-speed passenger trains because of the benefits of time and cost savings.

Huge numbers of refugees from Syria now attempting to migrate to northern Europe have overwhelmed much of the passenger rail capacity on that continent.

The Museum of Science and Industry in Chicago is auctioning one of the oldest steam locos in the country, the "Mississippi," built in England in 1834.

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. Please give it a try!

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

## A New Life For D&RG 168



D&RG 168, a narrow gauge 4-6-0 built by Baldwin in 1883, has been on display in Colorado Springs since the Grande donated it in 1938. On September 23, 2015, the City and the Cumbres & Toltec signed an agreement to lease the engine to the railroad for the next forty five years. Colorado Springs mayor John Suthers (left) and C&T S Commissioner Dan Love sign the agreement that will lease D&RG #168 to the Cumbres & Toltec. – Photo © 2015 Nathan Holmes.



After loading the tender, locomotive 168 was winched onto a waiting trailer. – Photo © 2015 Nathan Holmes.



## A New Life For D&RG 168



Following the ceremony and official signing of the lease agreement, the first piece to move was the tender, which was loaded on a flatbed shortly before noon on September 23, 2015. – Photo © 2015 Larry Green.



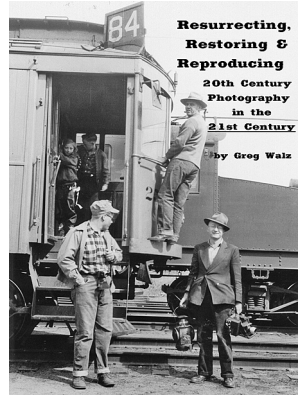
The convoy departed Colorado Springs for Antonito leaving just after dark. The engine will be torn down, evaluated, and rebuilt to operating condition. Current estimates are 2 to 3 years to rebuild the engine, provided that the railroad can raise the estimated \$650,000 needed to complete the work.

– Photo © 2015 Nathan Holmes.

## Club Members in Photo Identified

Cornelius Hauck wrote to identify Club members shown in the photo on page 2 of the September *Rail Report*.

Dick Kindig is on the right holding the classification lamp and “trademark” Graflex Speed Graphic camera. It looks like Ed Haley climbing on the front of the car – if the photo were in color he could be sure if the sweater is green! He is guessing that the member on the left in the plaid shirt is Bill Gordon. The event may have been the Club “farewell” trip for the 25.



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## November Membership Renewals Are Almost Here

The season of membership renewals begins again next month, a full year has passed once more. Here is a preview of topics and happenings which affect us all. The three matters worth a brief discussion are renewal invoices, digital emails, and volunteerism.

This is the third year we will mail a renewal invoice to each current member of the club. The membership renewal forms serve multiple purposes. The correct USPS addresses is indispensable if you are to receive *The Rail Report*. Though it will never win a Pulitzer Prize, it is our primary means of communication between the president and board of directors with the membership. Your preferred phone number is used for last minute notifications when there is a sponsored event. The last purpose is to collect our yearly dues, the life blood of any organization. The revenue covers the costs of the hall rental, publishing, mailing, insurance, etc..

The *Rail Report* mail costs can only continue to grow as the post office increases postage. A long term goal for the

club is to increase the use of digital communications. Beside our web pages we now have a Facebook page for members to “Join,” post on, and receive updates through. Last month the first e-notices were sent out. The email service we currently use is MailChimp and the sender clearly identified as the club. Your email address makes these e-notices work only if the data is correct.

As the club is getting older, the world is changing. The digital information age may provide us with new way of life but for the present volunteerism drives our operations. The time to ask for new volunteers to step up is here. New volunteers with fresh insight are needed to join the board or serve as an officer. We can use your talents on anything, from helping with programs, submitting photos/articles to the web page and *Rail Report*; sponsoring, organizing supporting travel outings or work days at historic venues. Please consider volunteering your help while filling out your renewal forms. Talk to a current director or officer who will be glad to help you become involved.





## Granite Wreck

By Nathan Holmes

Without a doubt, timetable and train order operation could be perilous, and was far from what we would consider a “fail safe system” today. Ninety years ago, the flawed nature of the system cost two men their lives and injured over a hundred others.

At around 3:00 PM on Thursday, August 20, 1925, the east and westbound Panoramic Special trains collided head-on just east of Granite, Colorado. The eastbound was lead by D&RGW 778, and the westbound was lead by 759 with 787 behind. Two men were killed in the wreck – the firemen on 778 and 787. In addition, 96 passengers, 19 Rio Grande employees, and 2 Pullman employees were injured. One of the firemen killed was C.E. Phelan (reported in the *Wet Mountain Tribune* from Westcliffe,

Colorado, on August 28, 1925), and the name of the other is unknown.

The ICC found the cause to be the failure of the Tennessee Pass operator F.G. Recklau to deliver an order moving the meet from Pine Creek (east of Granite) to Granite, causing the eastbound to pass the meeting point with no knowledge anything was awry. Additionally, blame was placed on dispatcher S.L. Smith for not following proper procedures to detect the oversight.

The Rio Grande began installing automatic block signalling on their mainlines only a few years later to help prevent this sort of disaster. Salida to Minturn was one of the early sections completed, receiving ABS signals in 1928.



Otto Perry photographed Rio Grande locomotive 485 on the Gunnison turntable on October 10, 1952. The heavy Powder River Roundup stock loadings, and coal shipments from Crested Butte were being handled eastward over Marshall Pass at this time. Engine 485 was built by the Baldwin Locomotive Works in August of 1925, under construction number 58580. Of the ten locomotives of this class, the 485 was the only one scrapped, while the other nine remain on the Cumbres & Toltec Scenic and the Durango & Silverton Narrow Gauge railroads.  
– Otto Perry photo, James L. Ehernberger collection.

From *The Salida Daily Mail – Record*

Tuesday, December 8, 1953 • Research By Jim Ehernberger

## Narrow Gauge '485' Walked, Crashed Into Turntable Pit

Monday afternoon at 1:30 Denver and Rio Grande narrow gauge engine 485 made its first solo trip and ended up on its side in the turntable pit, a broken little engine. In railroad parlance engine 485 "walked off," traveled about 200 feet when it came to the turntable, and crashed into the pit.

Leonard Abbott, a roundhouse employe, was on the engine when the walk started but jumped to safety. No one was hurt but pro-

perty damage could be quite extensive. No figure could be given today on damage but railroad officials said it might run into several thousand. Total replacement cost on a steam narrow gauge engine would be about \$25,000.

Crews were busy this morning with a crane and shoring material trying to right the engine so it can be towed out of the pit. The turntable may be out of commission for two or three days officials said, but general opera-

## Narrow Gauge Engine 485



Club member Neal Miller passed through Salida in early 1954, photographing the 485 in a mangled condition after being removed from the turntable pit. Neal noted on the reverse side of his photo: "Tussle with the turntable pit." In Bob Richardson's *Narrow Gauge News* dated December, 1953, he stated the engine was so "badly damaged it is to be scrapped." In the Colorado Railroad Museum's book published in 1980, *Locomotives of the Rio Grande*, the date the locomotive was dismantled is stated as January 24, 1955, more than a year after the incident took place. – Neal Miller photo from the James L. Ehernberger collection.

tions will not be greatly hindered. Six narrow gauge engines are maintained in this yard some of which were not in the roundhouse at the time. Service on Monarch will not be interrupted.

E. R. Moran, division superintendent from Grand Junction, said today an estimate of damage would not be possible until the engine was righted and taken from the pit. Whether it will be rebuilt or not will depend upon the damage. Damage to the turntable includes a completely demolished control house and damage to the electric controller unit.

Asked if the accident was unusual, Moran said he had seen many engines in turntable pits but never one where the engine was completely in on its side. In this instance the turntable was over just one notch from the rails occupied by the engine which permitted the engine to run down the ties of the table before toppling into the pit.

Moran said an investigation would be held to determine the cause of the runaway. Normally air brakes are set when an engine is parked and it does not move off by itself, he said.



## Narrow Gauge Engine 485



Engine 485 tumbled into the turntable pit at Salida on December 7, 1953 landing on its right side. The post card image (above) contained the following message: "This is the 485 that run in the turntable pit. Geo. had just spent \$10,000 on an overhaul job. It is still in the back shop. They have not said if they are going to fix it or junk it." – Two photos from the James L. Ehernberger collection.



The engine had just returned from serving as a helper on the Monarch run. Frank Frantz was the engineer and E. D. Stephenson, the fireman, but neither was around when the engine began moving.

Other railroad officials who are here today include H. V. Meek, assistant division superintendent, and B. C. Converse, division engineer, and H. W. Extrum, division mechanical foreman, all from Grand Junction.

# Conductors vs. “Spotters”: Employee Performance Reviews, 1883

Research By Dan Edwards

In the days before security cameras, iPhone cameras and online ticket sales, Denver, South Park & Pacific conductors often collected fares from passengers on their trains. Human nature being what it is, some conductors were dishonest and pocketed those fares. Management, probably suspecting them all, hired private detectives or “spotters” to ride the trains and report on the behavior of its conductors, crew members and other employees. The following is the generic questionnaire given to agents or spotters hired by the Union Pacific in 1883. The spotter was to respond to the following and elaborate as necessary in the “Notes” section of the form.

- Description of train consist
  - Did Conductor cancel your ticket?
  - Did Conductor cancel all other tickets? (In Notes state points from and to which passengers rode whose tickets were not cancelled.)
  - Did Conductor note cash fares on collection?
  - Was Conductor uniformed, and if not, what part of uniform was not worn?
  - Were Brakemen uniformed, and if not, what part of uniform was not worn?
  - How many Brakemen were there?
  - Was the car clean and urinals inodorous [sic]?
  - Was the car properly lighted, heated and ventilated?
  - Did any of the crew smoke or drink on duty?
  - Were all stations distinctly announced? (If any exceptions to above, explain in Notes.)
  - Was station you started from open 30 minutes before train time?
  - Was there anyone at stations to check freight in and out of cars? (Gives names of stations where there was no one.)
  - Did Conductor check freight into and out of cars?
  - Was baggage carefully handled? (If not state where and particulars.)
  - Did car have a supply of good water?
  - Did anyone ride on engine except crew?
  - Any familiarity between Conductor and crew?
  - Were ashes emptied while in motion?
  - Were any of the crew suspicious of test [i.e., you as a spotter]? (If any suspicion, explain fully in Notes.)
- (The above questions should be answered by Yes or No, and if there are any violations or omissions on part of crew, explain fully in Notes at conclusion.)
- Number of free passengers (In Notes describe free passengers and give points from and to which they rode.)
  - Average speed of train (When in excess of rate allowed by time card, give points between which it occurs, and exact time made. Familiarize yourself with time card rules and report violations.)
  - Manner of Conductor, Brakeman and Newsagent
  - Efficiency of Conductor and Brakeman (If any manner or deficiency was defective, explain in Notes in what respect.)

The report of one such “agent” riding from Leadville to Denver will be given next month.

## Colorado Railroad Museum

### 2015 Scheduled Special Operation Days

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

Trick or Treat Train – October 31

The Polar Express™ Train Ride –  
November & December

Day Out With Thomas –  
September 12, 13, 19, 20, 26 & 27

#### 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:

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>.

### Holiday Annual Banquet at the White Fence Farm Restaurant

6263 West Jewell Avenue in Lakewood, Colorado

Wednesday, October 21, 2015

Social Hour (Cash Bar) starting at 5:30 PM, Dinner at 6:30 PM

Program and Presentations at 7:30 PM

#### Guest Speaker, Jim Wrinn – *Trains Magazine*

Jim Wrinn has been the editor of *Trains Magazine* since 2004. *Trains Magazine* is celebrating their 75th Anniversary this year! He worked in daily newspapers for 21 years before going to work at *Trains*. He has written or co-authored five books. He has been a volunteer with the N.C. Transportation Museum at Spencer since 1986, and is a vice president there. He also served on the Fire Up 611! Committee.



## **Publishers Statement — Rocky Mountain Rail Report**

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### **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, 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](mailto:selectimag@aol.com)

**Items for the November Rail Report should be sent by October 16th.**

ROCKY MOUNTAIN



BOX 2391

DENVER, COLORADO 80201

