

RAIL REPORT

January 2017

No. 677



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Trains In My Life

Presented by Bill Robie

January 10th, 2017 • 7:30 PM

Bill Robie started photographing trains when he was in high school in the early 60s while growing up north of Boston. Most of his early photography was in the upper New England area. When he attended the Colorado School of Mines beginning in 1963, Colorado became the primary focus for railfanning activities which continue to this day. Bill's program highlights many of his favorite experiences, locations, and photos. Bill is a longtime Trustee at the Colorado Railroad Museum.

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) 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 2017 Calendar

February 14th	Monthly Meeting and Program: "Update on the UP steam program" presented by Ed Dickens, Jr.
March 14th	Monthly Meeting and Program by Jeff Badger.
April 11th	Monthly Meeting and Program.
May 9th	Monthly 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.

Trains In My Life



Sydney & Louisburg Railroad, Nova Scotia in 1960. – Photo © Bill Robie.



Edaville Railroad at South Carver, Maine in 1976. – Photo © Bill Robie.

For Rail Report 677, the masthead photo features CB&Q 677 at Galesburg, Illinois in 1905.

– Photo from the James L. Ehernberger Collection.



The new Ridgway Railroad Museum open-sided train shed.
– Photo © 2016 Jim Pettengill.

Ridgway Railroad Museum Completes New Train Shed

By Jim Pettengill, Vice-president, Ridgway Railroad Museum

The Ridgway Railroad Museum was awarded a \$1,000 grant in 2016 to assist with construction of a 150-foot by 35-foot open-sided train shed to cover its historic railroad cars. The protective cover had to be built in 2016 because the museum is expecting delivery this summer of a brand-new re-creation of an 1880 Baldwin 4-4-0 steam locomotive built by Mammoth Locomotive Works from the plans for what became the D&RG 93 and later the RGS 36. The building was designed by Rhino Steel Building Systems in Texas. The foundation was poured in June, the prefabricated building was delivered in July and was erected in two weeks by local construction firm Dallas Creek Construction, with completion on September 27, 2016. This \$65,000 project was also financed by generous contributions from

many of the museum's members.

“This was a really major project for our small museum,” said museum president Karl Schaeffer. “We have wanted to do this for several years, but didn’t have the money. The progress on the RGS 36 project made it necessary for us to do it this year. Many thanks to the Rocky Mountain Railroad Historical Foundation for their support. With your help and the generous support of our members we were able to get it done before winter, paid in full, and still have some money left in the bank to begin restoration work on RGS passenger coach 252. The train shed will help protect our work from the direct effects of rain, hail and snow, and allow us to have work sessions next season that are not interrupted by rain. This is a big step forward for us.”



John Braun torching off the pin head to remove the drive rod.
– Photo © Lee Witten

D&RGW 223 Restoration Update

By Nathan Holmes

The Golden Spike Chapter of the Railway & Locomotive Historical Society, based out of Salt Lake City, Utah, is restoring the D&RGW 223, a class C-16 narrow gauge 2-8-0 built by Grant Locomotive Works in 1881. It's one of only two Grant engines (of any road) to survive today.

When the Rio Grande retired 223, they removed the brass bearings that supported the drivers for use on their other locomotives and replaced the brass with wooden block substitutes. Given the unique nature of this engine, no patterns exist from which to make new bearings, and consequently the group requested and received a grant from the Foundation to help them make new patterns.

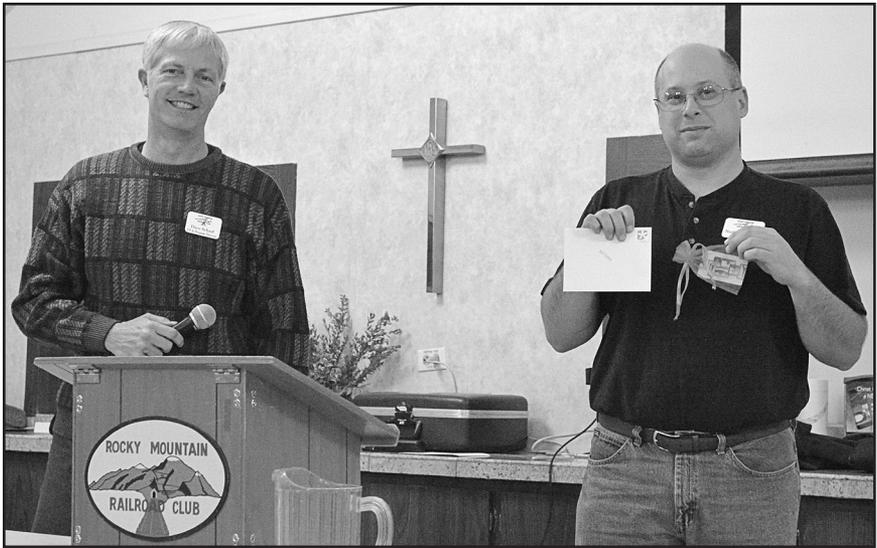
The group began the disassembly process in earnest earlier this year. One of the drive rods was bent, and was straightened by a local machine shop. However, also during the disassembly process, it was discovered that the bearings were left in the rods and drive pins, and after decades of exposure without lubrication, were heavily galled, seized, and beyond any hope of recovery. To finish disassembly, the drive pins were expertly cut apart by John Braun and the drivers and rods removed. In the coming months, while the frame is out being sandblasted and inspected, it's anticipated that they'll finally be able to turn their attention to new bearings and putting our grant to use.

Rocky Mountain Railroad Historical Foundation Book Auction

The book auction is back! The second group of 31 books for sale are listed as an insert in this month's *Rail Report*. This is a great opportunity to get a number of rare railroad books and help fund the grant activities of the foundation at the same time. Unsold books will be sold or auctioned to the general public.

Here are the key points you need to know:

- **Bids must be received by January 31, 2017, to be considered.**
 - This is a mail auction. You can bid any amount equal to or over the minimum bid on as many items as you like. If your bid wins, you agree to pay what you bid plus shipping charges, plus sales tax if you live in Colorado.
 - Unfortunately shipping large heavy items like books can be rather expensive, particularly if they're well packed. Most of these books are 9" x 12" and weigh 2-4 pounds. They'll be shipped via a method that provides timely service and tracking information, such as USPS Priority Mail. To give you an idea, a USPS Medium Flat Rate box that can accommodate 2 to 4 books costs \$13.45. Books may be picked up at a regular monthly meeting to save shipping charges.
 - You may email us your bid if you would like. Email bids should go to info@rockymtnrrclub.org, and should include your name, address, email or phone number, the item number, and your bid amount.
 - If you're the high bid, we'll contact you in the week after the auction closes. It's critical that you include current contact information. We would sincerely appreciate email if at all possible, as time to make phone calls can be somewhat limited, but we understand that some of you either don't have email or don't check it regularly. In that case, a phone number will be fine. If we don't hear from you within three days, we'll contact the next highest bidder.
 - We've listed the titles and descriptions in the newsletter, but if you'd like to see pictures, images of each book will be posted to the Club's website. Condition notes follow:
 - New:** The book is in the same immaculate condition as when it was published. This could be the description for a book that has been in a warehouse for years, never shelved, thumbed or even opened yet may still be some years old.
 - Fine:** A Fine book approaches the condition of New, but without being crisp. The book may have been opened and read, but there are no defects to the book, jacket or pages.
 - Very Good (VG):** Describes a book that shows some small signs of wear - but no tears - on either binding or paper. Any defects are noted.
 - Good:** Describes the average used worn book that has all pages or leaves present. Any defects are noted.
 - Fair:** Describes a book that is complete and readable, but may have damaged or marked pages.
- Winners will be contacted by email (preferred) or phone immediately following the close of bidding for a total of their bid plus shipping and tax (if applicable), and payment can be made by check. Books will be shipped to winners as soon as payment is received, or optionally may be picked up at a club meeting. If you'd like to pick up your books at a meeting, there will be no shipping charge but you must arrange this with Nathan Holmes at least 2-3 days in advance so that he can bring your wins to the meeting. The next auction list will appear in the March newsletter.



Vice-President Dave Schaaf (left) presented outgoing president and new director, Nathan Holmes with a thank you gift card. – Photo © 2016 Bruce Nall.

Information For The Railroad Enthusiast

By Dave Schaaf

The Winter Park Express will make daily round-trip runs from Denver Union Station to the ski area on weekends from January 7 until March 26. There will also be two Monday holidays with service. Announced last summer, the train was expected to transport at least 500 riders per day. Ticket sales have already been strong enough that Amtrak has added another coach for the season. State officials estimate that this train could remove about 400 cars from traffic on Interstate 70 each weekend. The regularly scheduled Rio Grande Ski Train stopped running in the spring of 2009.

A new assistant general manager trainee comes to the Cumbres & Toltec Scenic RR in February. Stathi Pappas has recently held supervisory positions at the Northwest Railway Museum and

the Mount Rainier Scenic RR in Washington state. He has extensive experience with machining, welding, boiler work, and restoration. Mr. Pappas has also taught at the university level in subjects such as industrial history, archaeology and anthropology.

German company Vossloh will acquire Denver-based Rocla Concrete Tie Inc. for over \$115 million. These two companies have worked together for many years as suppliers of track parts.

The Durango Railroad Historical Society is the group that restored D&RGW #315, along with many other pieces of rolling stock. One of the four founders, Fred Folk, died recently. Farther east, noted rail photographer and author Ron Ziel has also passed away.



Club and Foundation Officers and Directors for 2017. Back row from left: Directors Nathan Holmes and Michael Tinetti, outgoing director Nathan Zachman, Secretary Roger Sherman, and directors Andy Dell and Denny Leonard. Front row from left: President Steve Mason, Vice-President Dave Schaaf, director Nick Valdez, Treasurer Keith Jensen and director Debbie MacDonald. Continuing director Pat Mauro was not present for the photo. – Photo © 2016 Bruce Nall.

Election Results From The Annual Meetings

The election was held during the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 13, 2016, 7:30 PM, at Christ Church, 2950 South University Boulevard in Denver.

Steve Mason was elected President.

Nick Valdez and Nathan Holmes were elected as directors. Current officers Dave Schaaf (Vice-President), Roger Sherman (Secretary) and Keith Jensen (Treasurer) and directors Andy Dell, and Michael Tinetti were reelected. Denny Leonard, Debbie MacDonald and Pat Mauro will continue their current term as directors.

Information For The Railroad Enthusiast

The Utah Railway will run what may be it's last contracted coal train this month.

If his schedule allows, our presenter at the February meeting will be Ed Dickens

Jr. of the Union Pacific steam program. Ed will bring us up to date on the restoration of Big Boy #4014 as well as other aspects of the railroad's heritage equipment collection in Cheyenne.

William Abbott's Recollections Of The Midland Terminal Railway



This photo has been published in Morris Cafky's *Rails Around Gold Hill* and Mel McFarland's *The Cripple Creek Line*. It was taken in 1942 in Cripple Creek just after we arrived. I do not know the motorman's name (I was then only 11 years old), but I am there with my grandmother, my sister, and my cousin, now 94 years old! The trip was smooth and uneventful, but I recall that we could still see many fire hydrants on what had been the streets of Gillette. I missed the last trip on the MT but did ride on #59 to Bull Hill with Chuck Pressler, then light into Cripple Creek and back down Ute Pass (rather rapidly) on #55 with Mike Butler. Are there any other members who did that too? – Photo courtesy William W. Abbott.



Three photos of “derelict” car bodies are 1951. They were at a spot that I believe was about West Bijou & North 11th Street in Colorado Springs. – Three photos from William W. Abbott.

The shells for MT Motorcars 101 and 102 were stored for many years on a hillside just west of 8th Street in Colorado Springs, here in 1963. – Above photo courtesy Larry D. Dilts.

Nebraska Central Santa Train Recollections

From Michael M. Bartels

I was quite interested in the photo of the Santa train at Shelby, Nebraska, from 2001 on page 2 of the December 2016 *Rail Report*. I was standing next to Forrest Bahm when he took the photo, as we wound up an enjoyable day of chasing it from Stromsburg. It was a warm, pleasant Saturday afternoon. 2001 would be the last year for Nebraska Central Santa trains. Also making its last run in 2001 was BNSF's Alliance, Nebraska, Santa train, which was decorated with lights.



It was in its 13th year but became a victim of its own success. In canceling it the next year BNSF said its 10-day, 74-stop tour had become too big for volunteer support. I also suspect they were tired of the distraction, and the heightened security concerns after 9-11. A similar train had operated out of Springfield, Missouri.

W. H. Jackson Photo Of The Corkscrew Gulch Turntable On The Silverton Railroad



The Silverton Railroad's Corkscrew Gulch turntable and attached snow sheds.
– W. H. Jackson photo from the James L. Ehernberger Collection.

Current Railroad Happenings



Florida East Coast (FEC) #148, a 4-6-2 Pacific, is returning to the ownership of U.S. Sugar Corporation in Florida. The company plans to restore it to operation. Most recently, the engine sat in pieces for several years in Monte Vista, Colorado, after Don Shank with the Rio Grande Historical Society acquired it in 2005 for a planned restoration. The engine was sold to US Sugar, loaded in September 2016 and shipped, arriving at the Florida destination in early December 2016.

FEC 148 moved via the San Luis and Rio Grande (SLRG) to the UP at Walsenburg, Colorado, and was at UP's North Yard, Denver, from October 16 to 18, 2016, before departing on train M NYNP 18 (North Yard, Denver, to North Platte, Nebraska). The steam engine was moved aboard depressed flatcar QTTX 130576 and the tender was moved on HTTX 93970. The Union Pacific train passed Commerce City, Colorado on October 18, 2016.

FEC 148 is a relatively lightweight Pacific FEC class 151 that capped the Florida East Coast's acquisition of 87 4-6-2s of similar dimension from 1907 to 1922. Fitted with 11" (279 mm) piston valves, FEC 141 to 157 were superheated when produced in 1920 to 1922. Earlier locomotives, procured in 1910-1917, were all later superheated to the same standard.

One of these oil burners operated out on Henry Flagler's Florida Keys viaduct and just made it off the exposed line before the 1938 Hurricane swept the entire line away. Most of these engines were sold to other railroads in the late 1930s to the early 1940s.

– Photo © 2016 by Chip.

Current Railroad Happenings



UP and Hulcher crews replaced the busy Utah Junction diamond. This view looks north toward UP's Belt Line with a Denver RTD 2-car commuter train on Utah Junction flyover on downtown Denver to Westminster, Colorado's 6-mile B line.

The BNSF 23rd Street Brush Subdivision crossing diamonds (23rd Street Xing) were also replaced on December 13 and 15, 2016. The OWLS diamonds are on the BNSF's Brush Subdivision two main tracks where they are crossed by the single track Buck Main.

The One-Way, Low-Speed diamond or OWLS, in which a low-speed line (Buck main) ramps up and runs on its flanges across the railhead of a higher-speed line (Main one and two). The advantage of the OWLS (the diamond has this technology design) is the more heavily-used mainline track(s) has no running gap at all (except for a very small groove worn into the railhead by the crossing flanges). The disadvantage is that the crossing traffic has a few inches where the flanges are totally unconstrained in the lateral direction, and therefore is only safe for lower speeds in that direction. – Photo © 2016 by Chip.

Events of Railroad History: Railroads and Buses in Next Political War

Colorado Springs Gazette, June 25, 1925

Contributed by Dan Edwards

Every indication points to the next great fight in the political and commercial life of Colorado as being between the railroads and the truck and bus lines for the control of the motor business of the state. The railroads are beginning to realize that the trucks and buses are here to stay, and they are making application with the public utility commission (PUC) to operate exclusively the truck and bus lines between certain points.

The railroads have asked to operate trucks and buses between Denver and Boulder and also between Denver and Greeley. They are going in the near future to ask to operate them between Denver, Colorado Springs and Pueblo, and before very long the railroads will have applications in for the operation of trucks and buses between all the towns in the state where the trucks and buses compete with the railroads.

The railroads take the position that they are entitled to this business. That they own the railroads which in many cases are operating at a loss. That the railroads in most cases must remain and operate trains and that they are entitled to whatever profit may come from the operation of buses and trucks in conjunction with the trains if the operation is done as cheaply as it could be done by private parties.

There is another angle to it. One by one the railroads are making application to abandon certain branch lines.

This is done where the trucks and buses have captured all the business except the heavy freight business, which is not enough to pay for the operation of the railroads. In every instance where they have asked to abandon railroad lines, they have coupled the request to abandon with the proposition that they either be allowed to abandon or be given the right to operate the trucks and buses between the places.

A look at the railroad map of Colorado will show a dozen towns on branch lines of railroads that are served almost exclusively by trucks and buses. This is especially true of the mining towns. About the only time the railroad is used is to haul in coal and heavy machinery and to haul out ore.

Last summer Attorney General Wayne Williams made the startling statement that the D&RGW was getting ready to abandon all of its narrow gauge tracks. The Rio Grande has already asked to abandon its tracks between Alamosa and Salida and connecting branch lines. With its request went the suggestion that it be allowed to operate the buses and trucks. More than one-fifth of the railroad mileage that Colorado had in 1910 has since been abandoned, much because of trucks and buses.

Of course the private interests that have built up trucking and bus lines are going to fight and fight hard. It promises to be the great battle of next year.

Events of Railroad History: Railroads and Buses in Next Political War

And along with this battle will be the other question of giving the PUC the power to collect from the trucks and buses a per-mile per-ton or per-passenger charge for the use of the roads.

That something must be done is recognized by all. One week ago last Sunday 487 automobiles passed a given spot just north of Colorado Springs in one hour. These machines averaged four passenger to the car. Over 3,000 passenger-carrying automobiles passed that spot in 10 hours. Six buses passed this same spot in the same length of time and carried 132 people

between Colorado Springs and Denver. The morning train (between the two cities) carried 11 local passengers; the evening train brought 17 back. More were carried between the two towns, but they rode on coupons from tickets off foreign roads. It's a safe bet to say that the buses carried as many local passengers between the two cities as the trains. This is even truer in other sections of the state. So it is almost a matter of self-preservation for the railroads to get possession of the trucks and buses.

Current Railroad Happenings



Ex-Milwaukee Road, passenger coach RPCX 660 moved on November 16, 2016, from the Kyle Railroad in Limon, Colorado, where it has been parked in recent years. It was acquired when the Cadillac & Lake City operated this former Rock Island line. Milwaukee Road 655 and 660 were acquired by the Milwaukee Road Historical Association and moved on Kyle RR to BNSF at Courtland, Kansas. – Photo © 2016 by Chip.

January Reprieve for Late Renewing Members

The membership renewal invoices were sent to you in November. January is the extension period month. 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 by email to you. If you do not use digital media you can send us a request for a new invoice to the club post box at Rocky Mountain Rail Report, Membership Renewal, PO Box 2391, Denver, CO 80201-2391. You may also renew in person at the upcoming club meeting, or renew electronically at our club website www.rockymtnrrclub.org.

The renewal forms provide spaces to correct any errors with your contact information. Members if you have an email account please make sure your correct or preferred address is listed. We are using an email notification service now.

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

There will be no increase in dues for 2016. To maintain membership in RMRRC, your dues for the upcoming year should have been paid by December 31st.

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

The club greatly appreciates all members who renewed by December 31 of last year. This month is our allowance period and time is running out. The resequencing of seniority numbers takes place the first week in February. To keep your seniority please make sure we have your renewal received by then. It takes a several weeks to print and mail out the new year's cards.

Your membership card (s) will be mailed to you with the March *Rail Report*. Additional information about this mailing will be provided in the February *Rail Report*.

Colorado Railroad Museum

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

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>.

Wednesday, January 18, 2017

Dinner Meeting at Red Lobster, 4455 Wadsworth Blvd., Wheat Ridge, Colorado

Dinner at 5:30 PM – Meeting begins at 7:00 PM

Street Car by Bryan Bechthold

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Club Information

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Club and Foundation Officers

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

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. New members who join in-person at a meeting will be given a free copy of the Club history book

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Items for the February 2017 Rail Report should be sent by January 20th.



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