

RAIL REPORT

March 2009 • NO. 589



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Last Steamers of the C&S

Presented by Dave Gross

March 10th, 2009 • 7:30 PM

Our March program will deal with the late 1950s and the end of steam operations on the Colorado & Southern. Although part of the larger Burlington System, the C&S was more like the local short line. Many who operated the railroad were known to the local rail enthusiasts and were also good friends. As steam around the country had passed into oblivion, 2-8-0s, 2-8-2s, 2-10-2s and 4-8-4s still traveled the C&S rails in Colorado and Wyoming. Come to the meeting and go back with us to a time when you could visit the roundhouse and yards and when you could be line side enjoying the railroad operations without being asked to vacate the property!

Please come 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 Calendar

- | | |
|------------|--|
| April 14th | World premiere of the RGS Galloping Goose program by Richard Luckin. |
| May 14th | Meeting, with program to be announced soon. |

The Club's future program listing will provide members adequate advance information for planning. Proposed 2008 meeting and event dates are shown. Due to circumstances beyond our control programing and dates are subject to change without notice. Please contact Joe McMillan at jmcmillan20@comcast.net or phone 303-456-4564 with program ideas.

Last Steamers of the C&S



The Club's C&S 374 excursion during a refreshment stop near La Porte, Colorado, on May 30, 1951. – R. H. Kindig photo.



The RMRRC drumhead on the rear car of the C&S 374 trip to Owl Canyon and Windsor. The C&S excursion was at Fort Collins, Colorado, on May 30, 1951. – R. H. Kindig photo.

Last Steamers of the C&S



C&S 909 on a special train in Denver on June 30, 1957. The engine was a USRA 2-10-2, one of five the C&S had. – R. H. Kindig photo.

From The President

By Dave Schaaf

The Club's Board is starting to plan the annual banquet and is working to find a day that does not conflict with many other events. The Colorado Railroad Museum will have several 50th Anniversary festivities in June and July, and we will have an open house with Car #25 in August. The National Narrow Gauge convention will be held in Colorado Springs in September, and the Colorado Railroad Museum will have three consecutive weekends of the "Thomas" event in September as well. Our banquet date will be in mid-October, and we will have a great program.

I have been giving some thought to how the Club can increase its visibility in the railfan community. We have had a web site for several years, but I will help work on promoting it more. Michael Tinetti is the Club webmaster,

and I plan to send him more up-to-date information that we can make available on-line. In case you haven't had a chance to look at it lately, there is a special page with photos that follow current railroad events.

We may be adding another page for images that go beyond just our region and current time frame. Please have a look now and then at

<http://www.rockymtnrrclub.org/>
There are several different topics to "click on" on the left side of the home page.

The RGS business car "Rico" should be inside the roundhouse at the CRRM by the time you read this. After reconditioning D&RGW coach #280, the shop forces will be working on restoring this former Rocky Club car.

From The President



The Silverton Northern Railroad engine house in Silverton, Colorado, in 1978.
– Photo © 1978 Bruce Nall.

Engine #20 continues its restoration in Strasburg, Pennsylvania. The Colorado Railroad Museum recently received a challenge donation of \$250,000 to help defray the costs of the restoration. They have received more than \$50,000 in donations to meet the match, but still have a long way to go. As friends of the museum, we would like you to please consider a donation to the Locomotive 20 matching fund. You'll have the satisfaction of knowing that your contribution helped restore this important icon of narrow gauge railroad history. Please call the museum at 303-279-4591 or toll free at 1-800-365-6263 with your pledge of support, or you can mail a check to the Colorado Railroad Museum, 17155 W 44th Ave, Golden, CO 80403. It will be great to see this engine in steam again in a couple of years.

Some good news that I found on the internet: about a month ago, the Durango Railroad Historical Society (DRHS) received word from the State Historical Fund of the Colorado Historical Society announcing that they were awarded a grant of nearly \$180,000 for their Silverton Northern (SN) trackage project. It is officially called the Rail Track Reconstruction, Engine House Rehabilitation and Interpretative Signage of the Silverton Northern Railroad (Segment) project. This is a joint project between the DRHS and the San Juan County Historical Society SJCHS, which owns the SN engine house and some grounds around it. The Town of Silverton owns the street on which most of the track will be laid and will provide an easement for the track.

From The President



The Silverton Northern Railroad engine house doors in Silverton, Colorado, in 1978. – Photo © 1978 Bruce Nall.

The Durango & Silverton Narrow Gauge Railroad owns the track that will connect with the engine house and be used during special occasions. The Galloping Goose Historical Society of Dolores (GGHS) is providing 2,000-feet of track on permanent loan. The estimated value of the rails, ties, joiners, plates, and spikes for 2,000 feet of track is \$98,000 – the major savings in the cost of the project.

The purpose of this project is to reconstruct the central portion of the Silverton Northern track, from inside

the SN engine house to the D&S track and with a spur for displaying restored railcars. The intent is to store D&RGW #315 and the railcar Casey Jones in the engine house for the winter. The DRHS intends to display the #315 somewhere in Durango during the summer, but don't know where yet. The City of Durango still owns the #315 and is allowing it to be stored and displayed in Silverton for part of the year.

The SJCHS intends to display Casey Jones over by the jailhouse and mining museum in the summer. The main part

From The President

of the track would follow the old SN line for a few blocks along Cement Street and have a connection to the D&S Shenandoah Loop near the SN engine house. Part of the track will extend southward along Cement Street to form a section for storing and displaying railcars. All the track would follow the historic SN line. The engine house has two stalls, and track will be laid in both.

The goal is to complete this project before next winter. This project does not include restoration of the SN engine house itself, except as noted in the track substructure and the doorways. SJCHS intends to restore the building later in a separate project. The intent is to restore it as a living museum that displays railroad artifacts as well as to be a place to restore historic railcars owned by SJCHS, besides storing the Casey Jones and #315 in the winter. Between the two societies, they need to provide \$60,000 in matching funds.

News from the Cumbres & Toltec

Two parlor cars should be ready by the start of the season. The Chama train will run with a new concession car modified from one of the rider boxcars. Because this is a lighter weight car, it should allow them to pull one additional car up

the hill without double heading. The railroad will also have 2 new "tourist class" cars. They are modifications of the old parlor cars, and will have 30 individual chairs, along with carpeting and wood paneling. They will run just ahead of the parlor and behind the rider gondola in the train consist. The tourist tickets are priced in between the coach and parlor rate, and children will be allowed to ride (unlike in the parlor car). This new service is in response to the increasing demand for upgraded accommodations. Engine #463 is now in the shop, and overhaul work has begun.

The Midwest Central Railroad's SS&S #6 has entered the shop for major repairs. The boiler will be getting all new Stay Bolts and FRA Form 4 done in the coming months. At this time the project is expected to be completed for the 2010 Old Threshers Reunion in Iowa.

A modern diesel note, if you see a GE Evolution Series locomotive with a horn mounted so that 1 bell faces forward and 4 bells face the rear, this is the CORRECT mounting, and was done this way on purpose after much research to meet current federal requirements.

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

The Denver South Park & Pacific Historical Society

2009 Convention • Buena Vista, Colorado • September 11-13, 2009

In 2009 the DSP&PHS Convention returns to the Buena Vista area. The Arkansas River valley once hosted three different railroads. Join us to explore much of the roadbed in the area. There

is always a model contest specializing in items from the South Park lines.

Watch the Society website for details:
<http://www.dspphs.org/conventions>

From The President



A Union Pacific military train led by Kansas City Southern locos rolls through south Denver in this unusual scene on February 3, 2009. This move had entered the UP in Dallas, then north through Kansas and across the Limon subdivision before heading south to Fort Carson, Colorado. – Photo © 2009 Dave SchAAF.



On a snowy January 26, 2009, this late model EMD unit, BNSF 9378, leads a coal train up the old South Park branch of the C&S passing MP 5 at Denver's Ruby Hill Park, en route to the power plant in Englewood, Colorado. This line is part of the former narrow gauge line to Gunnison, Colorado. – Photo © 2009 Dave SchAAF.



Looking Back – Lucius Beebe

By Jim Ehernberger

On Saturday, August 14, 1954, CB&Q engine 919 with tri-weekly Mixed Train No. 160 is seen with five cars approaching Campstool, Wyoming, after its departure from Cheyenne about an hour earlier. This was the Burlington's last active ten-wheeler and it was their oldest and smallest locomotive operating. The branch line from Sterling, Colorado, had a bridge restriction limiting the size of motive power. The train is making the 25 MPH speed limit on the 56-lb rail placed here in 1887. The fireman provided the smoke, something that would have been frowned upon by railroad officials. No officials were pres-

ent, so they need not worry about how much the extra smoke cost the company. It made good pictures. The last day for steam operation on this line took place on August 4, 1956.

Trains magazine published my first photographs in March of 1955 showing other scenes made along this route. Because of that, Lucius Beebe telephoned for photographs to be considered in his book *The Age of Steam*. I was a kid of only 17 at that time and I was floating on clouds to think a national author was interested in my photographs. That was the beginning of dealings with Beebe

Looking Back – Lucius Beebe

and he used additional images in other books too.

In addition to Beebe's talent for colorful phrases, and his beautiful and unique writing style, he had a tendency to skip facts and provide fiction. In *The Age of Steam*, published in 1957, the photo I've selected this month filled a full page, but the caption did not quite match the information furnished. The next paragraph is quoted as Beebe wrote it on page 244 of his book. I have underlined words where Beebe fictionalized.

“Across the lonely immensity of the Great Plains along the Wyoming-Colorado border, the last of the Burlington's race of stately ten-wheelers closes the books on its long years of usefulness as it seeks the Cheyenne yards on its last run from Sterling, Colorado, a noble smoke plume against the summer sky its oriflamme of ultimate defiance and at the same time its bid for pictorial immortality.”

Sometime later at a Club annual banquet, Carolyn Bancroft, a Club member, noted Colorado historian (and a meticulous researcher), had joined our group at our table. Door prizes were offered, and when a Beebe book was displayed as the next prize, she criticized Beebe and stated quite emphatically: “Who would want one of his books? They are histori-

cally inaccurate!” Other banquet attendees wondered why our group broke out in laughter when Carolyn's ticket was drawn for that Beebe book. No doubt the book probably rested on a bottom shelf in her massive personal library at her Capital Hill mansion in Denver.

In 1963 Beebe had completed *The Overland Limited* book. My photographs did not cover the great era of that train, but I did lead Beebe to the Stimson collection at the Wyoming Archives. As a token of his appreciation, Beebe invited me to join him for lunch in San Francisco during one of my western trips. At his suggestion we met at the Palace Hotel bar on lower Market Street. Most everyone there were in business suits, but spotting Beebe was no problem, because he was wearing a larger-than-normal western-style wide brim hat and knee-high leather boots! That was our final (but memorable) communication. Lucius died three years later at age 64.

Looking back, Lucius Beebe originated the large format pictorial publications, which I admired in our school library many times, and perhaps it was those first edition books, on nice enamel stock, that encouraged many of us into the art of photography. Having known him, and because of him, it provided me an opportunity which I had not quite envisioned before.

Thanks To All Who Renewed Their Rocky Mountain Railroad Club Membership For 2009

Membership card numbers have been assigned
and cards are scheduled to be mailed this month.

Otto Perry's Rio Grande Southern Video

Reviewed by Keith A. Jensen

Unavailable for many years, Sunday River Productions has recently re-mastered and re-released this video title on DVD. Originally released on VHS in 1988, this video features film from the Club's archives shot by Otto Perry. Interspersed are interviews with former employees of the RGS, local residents, and Club members.

The video starts with coverage of the steam powered freight trains on all parts of the railroad from Ridgeway to Durango. Discussion includes the different commodities hauled by the railroad over different parts of the line: ore concentrate on the north end; lumber and coal on the south end; and sheep between Rico and Ridgeway. I am impressed with how many freights Otto shot on this narrow gauge line. It looks like he covered most of the consolidations and mudhens used on the line in the last two decades of operation.

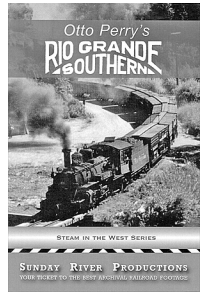
The passenger operations are discussed next with Club member Jackson C. Thode explaining the events leading up to the development of the Galloping Goose. Included are rare shots from on-board a goose Otto usually chased, and other Club members hamming it up for the camera. It also explains the reason for the name Galloping Goose, the rough ride waddling down the track. In the case of Goose #5, I spent three days riding it on the D&SNG and C&TS, and did not have anything close to the experience described by in this video. The RGS track combined with the light weight of the vehicle must have caused the waddle. Then again, the track condition on

the D&SNG and C&TS is much better now than the first time I rode over those lines in the early eighties. This video is a testament to the ability of the current group maintaining Goose #5, considering that the Club's first trip from Ridgeway to Durango required three different geese due to equipment problems.

Next, Jackson C. Thode and Richard Kindig discuss their memories of traveling with Otto on his trips to the RGS. Sort of like the Club program nights when Otto's films are the feature.

The program finishes with the Club's excursions, including those with locomotive #20. There are many shots of the final trip in 1951 with locomotive #74, pulling two cabooses, three gondolas packed with riders, and a passenger combine on the rear. Good thing the weather held as I do not think that everyone in the gondolas could have found shelter in the other cars.

The effort of Club members in the editorial production shows through in this video. It is packed with information and combined with Otto's excellent film makes this one of the best videos in my collection. The attention to sound really contributes to the production and is a great improvement over other re-releases from Sunday River. The DVD runs 84 minutes and is available for \$49.95 from Sunday River Productions' website: <http://www.sundayriverproductions.com>





Engineer For An Hour At The Colorado Railroad Museum

Now you can fulfill a lifelong dream!

If you've always wanted to be able to blow the whistle, pull the throttle and operate a diesel locomotive – now you can. The Museum is offering a once in a lifetime opportunity to operate Locomotive No. 4 for an hour!

It's a great way to celebrate a special occasion, or just to say you've done it! \$150 puts you in the Engineers seat.

Call 303-279-4591 for Reservations!

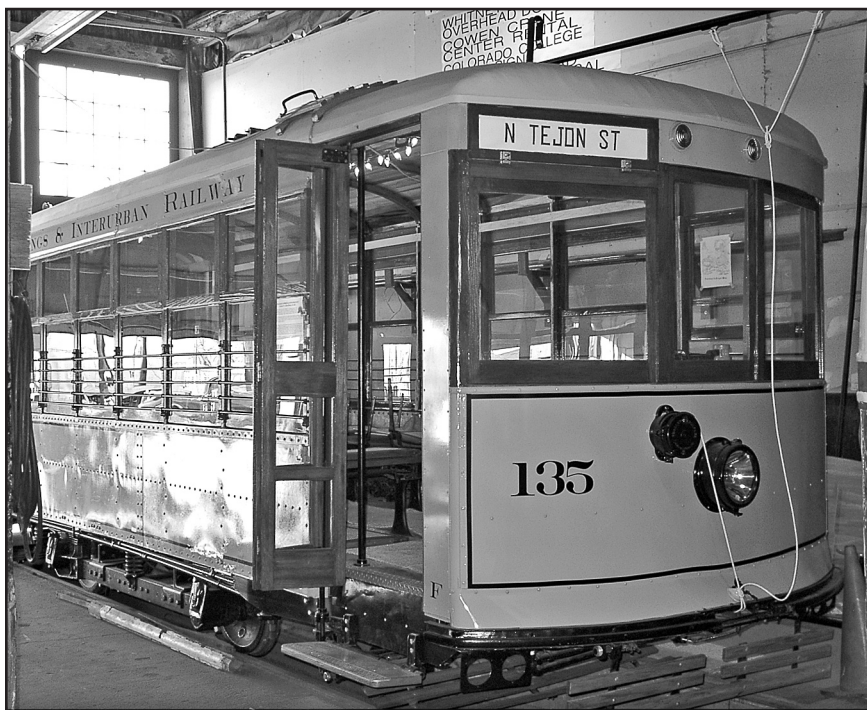
The Intermountain Chapter, NRHS Peavine Flyer Excursion To Celebrate Spring In The Valley of the Cranes Saturday, March 14, 2009

Hop aboard the fun and unusual San Luis Central Railroad "Peavine Flyer" to coincide with the 26th Annual Monte Vista Crane Festival, March 13-15, 2009. You don't have to be an ornithologist or amateur bird watcher to take this NRHS excursion. We just wanted to offer RMRRC members another perspective to enjoy the beauty of the San

Luis Valley as you ride the Peavine Flyer through it. Cost for this adventure is \$35 per person. The train pulls out from Sugar Junction in Monte Vista at 10:00 AM and returns by 4:00 PM. Please plan for cold weather and dress accordingly.

For information call 303-298-0377
<http://www.cozx.com/nrhs>.

The Pikes Peak Historical Street Railway Foundation



Former Ft. Collins Birney No. 22, now renumbered CS&I No. 135
– Photo © Mike Walker.



The museum's operating former SEPTA car No. 2129. – Photo © Mike Walker.

The Pikes Peak Historical Street Railway Foundation



Los Angeles Railway PCC No. 3101 – Photo © Mike Walker.

Membership Invitation

From David Lippincott, President

The Pikes Peak Historical Street Railway Foundation, a Sec. 501(c)(3) organization, is pleased to extend a six month membership for \$1 to any member of the Rocky Mountain Railroad Club currently in good standing. Membership benefits include free admission to our museum, receiving our quarterly newsletter and the ability to work as a volunteer on one of several cars we will be restoring this spring and summer – a Denver Tramway snowplow car and with the Friends of the Cumbres & Toltec Scenic Railroad, an emigrant sleeper once owned by the D&RGW.

Any RMRRRC member wishing to take advantage of this offer should contact David Lippincott at lpnctt@aol.com

or call the office at 719-475-9508, and ask to speak with Howard Noble.

This spring, the Friends of the C&TS are relocating their restoration efforts to our facility at 2333 Steel Drive in Colorado Springs – just east of I-25 and south of Fillmore Street.

A streetcar feasibility study contract will be awarded in the next month or two, commissioned by the City of Colorado Springs' Mountain Metro Transit. Our proposed route will run north through downtown and eventually as far as the University of Colorado - Colorado Springs. We are anticipating that the study will assist us to begin construction of the system in a couple of years.

Colorado Railroad Museum 2009 Scheduled Special Operation Days

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

April 11 Bunny Express With Steam
May 9-10 Mother Goose Event
June 20-21 Father's Day Train
July 11-12 50th Anniversary Steam
August 8-9 Dog Days of Summer Steam
September 12-13, 19-20, 26-27
Day Out With Thomas
October 24-25 Halloween Train Steam
December 12-13 Christmas Train Steam

Saturday Special:

Ride in Goose 7 or in a 19th century passenger coach pulled by Locomotive No. 4. Rides begin at 10:00 AM Every Saturday, Weather Permitting
Adult / Senior Fare: \$4 per ride
Child Fare: \$2 per ride

Other Special Events:

July 11
50th Anniversary and Fundraising Dinner

July 24 through 26
Buffalo Bill Days
No Train But Lots Of Activities!

August 8
Wine and Cheese Fundraiser Event

Operate A Locomotive:

Call for Reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat for an hour!

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, telephone 303-279-4591.

Intermountain Chapter, NRHS

2009 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>

Saturday, March 14, 2009
"Train to the Cranes" Excursion
On The San Luis Central "Peavine Flyer"
in Monte Vista, Colorado

Join us for this unusual trip through the San Luis Valley. There will be sandhill cranes, plus other wildlife to be seen. If weather permits and participants choose, there will be photo run-bys. Picnic lunch in Center's railroad yard, as usual. Call the Chapter office for more information.

Friday, March 20, 2009
Dinner meeting at Lone Star Steakhouse

Two Denver rail fan friends, Steve Patterson and Trey McDowell – along with four others in their group, including Steve's wife – toured Switzerland for eight days in May 2007, all by rail, and they'll share their experiences and the scenery in their program. They'll cover most all of Switzerland, sharing many of its engineering marvels and attractions, especially the very popular meter gauge, Rhatische Bahn, with lunch aboard its "Glacier Express".

PLEASE NOTE: Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 PM and should end around 9:00 PM. Supporting the guest speakers also supports the Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

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Club Information

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Club Officers

	President	Dave Schaaf
	VP - Foundation	Darrell Arndt
	VP - Club	Pat Mauro
	Secretary	Roger Sherman
Web: http://www.rockymtnrrclub.org	Treasurer	Keith Jensen

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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Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Items for the April Rail Report should be sent by March 11th.



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