

RAIL REPORT

November 2014 • NO. 652

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Rollins Pass Rail History

Presented by Gary Edelmaier

November 11th, 2014 • 7:30 PM

Join us for the showing of *Rails Over Hell Hill*, a DVD originally produced in 1995 by Art Wainwright of Louisville, Colorado, for the Carnegie Branch Library for Local History in Boulder, Colorado. The DVD starts off with a brief history of the Moffat Road and is followed with an interview by Antoinette Rose with Brownlee Guyer who worked many years as a game warden for the Colorado State Game and Fish Department (now the Division of Wildlife). The bulk of the DVD is from 8-mm color motion picture film that was taken by Mr. Guyer in the early 1950s during a trip over the abandoned Denver & Salt Lake railroad bed from Tolland to Winter Park, Colorado, (the Moffat Road's "Hell Hill") via Rollins Pass. Many structures are shown 25-odd years after abandonment that are now completely gone.

Information about the Rollins Pass Restoration Association will be presented following the DVD showing.

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 Calendar

December 9th Annual 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.

Rollins Pass Rail History



The Needle's Eye Tunnel as seen from the ridge above Corona in 2010.
– Photo © 2010 Gary Edelmanier.



Inside Needle's Eye Tunnel in 2012. – Photo Courtesy of Rollins Pass Restoration Association and Deere & Ault Consultants, Inc.

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 9, 2014, 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

Renewal Season For The RMRRRC Is Here

This year the Club will again send a renewal invoice to each member. Some households will receive more than one renewal. Expect to see the renewal invoices in your mail box about November 17th or 18th. 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 the 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 greatly appreciate if all of our members renew by the end of year. We do allow for a month grace period in January. The re-sequencing of seniority numbers is performed the first week in February. If you wish to keep your seniority please make sure have renewed by then.

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

Watch For The Club's Test Email In November

Yes, next month we begin the season of membership renewals. As was done for the last two years we will be mailing to each member of the club a renewal invoice.

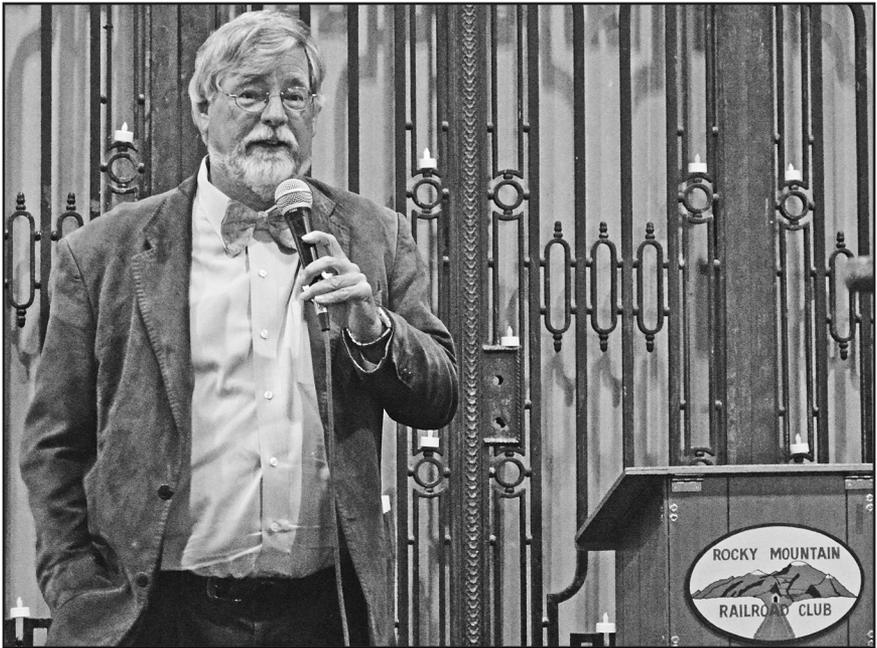
The membership renewal forms serve multiple purposes. The collection of correct addresses for the emails and mailings of the *Rail Report* is one of them. Please make sure we have your correct email and snail mail addresses. If the renewal form does not list an email address please add it if you have one.

The cost of mailing the *Rail Report* continues to grow as the post office in-

creases postage every year or so. As a long term goal the club would like to increase the use of digital communications to the membership. For this to happen the Club needs your correct email address. Even a single letter out of place in the address of record prevents our communications from reaching you.

This month, the club will send a test notice through a company called Chimp Mail. The email you receive clearly denotes it is from the Rocky Mountain Railroad Club. Please open the email when it arrives but you do not have to respond to it.

Happy Thanksgiving from the Officers and Directors
of the Rocky Mountain Railroad Club



“Dr. Colorado” – Dr. Tom Noel gave an informative talk about the early development of Denver and the “streetcar” suburbs. – Photo © 2014 Bruce Nall.

Notes From The President

By Nathan Holmes

I’m happy to announce that the annual banquet went off relatively smoothly. We sold 89 tickets, which is lower than the 75th anniversary last year, but still significantly higher than we’ve seen at other recent banquets. I’m going to take that as a good sign that the venue and the speaker appealed to folks. I know it wasn’t perfect – parking costs were higher than we’d been told, and it would have been good to have the banquet tables on the lower level. With any new venue there will be a few kinks to work out, and we’ll keep those in mind if we go back in future years. Ideally I’d like to find a number of interesting historic venues that we can rotate through in future years, keeping things a little different

every year. If you have any ideas for the 2015 banquet, let one of us know.

I’d like to thank Dr. Tom Noel for taking time to be our keynote speaker this year in his ever-entertaining yet informative style. I’d also like to thank the Durango & Silverton, the Cumbres & Toltec Scenic, the Rio Grande Scenic, the Georgetown Loop, Richard Luckin, Dave Goss, the estate of Milt Cowan, and Dick Lawrence for their generous door prize donations. I’d also like to thank Denny Leonard for doing much of the legwork with the Oxford Hotel, as without his efforts we probably would have been at a much less interesting venue.

Notes From The President



The annual banquet ended as usual with the door prize drawing. Donated books from Dick Lawrence, Dave Goss and the estate of Milton Cowan and donated DVDs from Richard Luckin were given away. Tickets donated by the Cumbres & Toltec Scenic Railroad, the Durango and Silverton Narrow Gauge Railroad, the Georgetown Loop Railroad and the San Luis and Rio Grande Railroad were also won by lucky attendees. Handling the door prize drawing from left, Dave Schaaf, Pat Mauro and Nathan Holmes. – Photo © 2014 Bruce Nall.

In October's column, I introduced an idea that the board kicked around briefly about using the Rocky Mountain Railroad Historical Foundation to give out several mini-grants for next year. I'm happy to announce that after further consideration this month, we are going to move forward with the program. Recognizing that many organizations would like to have the grants over the summer months, we've decided to accelerate the time line. Details on how to submit a proposal will come in January. I'll have something in the newsletter, but the application template will be on our website. The applications will be due by the end of April, and the board will deliberate on them and announce the winners at the June general meeting. If you know

of a small railroad history project that would be a good fit for this program, please let them know this is coming. As it's our first try at this, getting the word out will be crucial to make sure we find the best candidates.

Elections are coming up at the December general meeting and we are still looking for a few individuals who would be willing to serve on the board. It's not a huge commitment, but there's a fair amount of work that goes into making sure the monthly programs, the banquet, the newsletter, and the trips all run smoothly. I know many of you have already served as officers and on the board, but I have to believe that there are some folks who never have and now feel they

Notes From The President



After the banquet, several attendees walked down the block to tour the newly restored Union Station and Amtrak platforms. – Photo © 2014 Bruce Nail.

have the time and experience to be able to give back to the club. If you're at all interested, please contact me or any other board members and we'll be happy to answer any questions you may have.

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@endholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

In Remembrance George McKay

George McKay of Beavercreek, Ohio, passed away on Monday, February 24, 2014 at the age 80. George had been a Club member since 1966 and held seniority number 67. George was retired from Western Electric and served in the U.S. Army. He was actively involved with the Boy Scouts of America serving as a scoutmaster and was a member of the Dayton Model Railroad Club.

Current Railroad Happenings



RGS motors 1 and 5 visited the C&TS for four days of sold-out runs in early October. Here, RGS motor 1 pauses below Cresco for a photo stop. RGS Motor 1 is the only one that did not survive, having been scrapped by the Rio Grande Southern around 1934. This RGS 1 is a faithful recreation built by Karl Schaeffer in the late 1990s. – Photo © Nathan Holmes.



On the return trip to Chama, RGS 5 pauses at the Cresco water tank for a run-by. – Photo © Nathan Holmes.

Information For The Railroad Enthusiast



Colorado Springs officials are considering the possibility of D&RGW T-12 Locomotive #168 currently on display in Antlers Park behind the Antlers Hotel going to the C&TS RR. Little if any restoration work has been done by the City due to concerns about vandalism now taking place in that park. The plan under consideration is to transport the engine to Antonito, restore the engine to operating condition with an estimated cost of \$600,000 and use it to pull the C&TS historic car fleet that is currently under restoration. The City intends to maintain ownership and have a say in the upkeep of the engine. – Photo © 2014 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

In New Orleans, the St. Charles Avenue streetcar line has been designated as a National Historic Landmark. The Louisiana line recently got a \$7 million update, and has operated continuously since 1835.

A new crude oil to rail loading facility opened last month in Casper, Wyoming. It can handle up to 3 trains at a time, loading a unit tank train in 12 hours, and will be served by BNSF.

The American Public Transportation Association has elected Phillip Washington as chairman. He is the General Manager of the Regional Transportation District in the Denver area. In the U.S. in 2013, 10.7 billion trips were taken on public transit – the highest ridership in 57 years.



The Como depot interior finishes are progressing well.

– Photo © 2014 Ann Lukacs.

Information For The Railroad Enthusiast



The Como eating house and the depot where restoration is well underway.
– Photo © 2014 Ann Lukacs.



The Como depot. – Photo © 2014 Ann Lukacs.

Engineer Mike Nichols retired from the Durango & Silverton in October. He had been with the railroad for 20 years, and with the SP for 24 more before that.

Union Pacific freight revenue increased 11% in the third quarter, at nearly \$6 billion. This reflects the record year that the other large railroads are having too.

In the 1980's, Marty Fischer worked on the engine crews of the C&TS RR. She was the only woman to have been promoted to engineer on either of the former Rio Grande narrow gauge lines.

Known for her skills with steam engines, she sadly died last month as a result of an auto accident in Illinois.

Steam preservationist Richard Hinebaugh founded the Mid-Continent Railway Museum and the Kettle Moraine Railway, both in Wisconsin. He recently passed away at 93.

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



A switch stand originally installed by the Denver Northwestern and Pacific (DNW&P) Railroad as a switch point derail near the east end of the house track behind the Rollinsville, Colorado, station after the railroad reached mile post 42 in late April or early May, 1904 is now on display in new exhibit in Hot Sulphur Springs with an obsolete switch point derail, manufactured in 1905, that had been removed from service at Hayden. The Grand County Historical Association now has an operating exhibit that approximates how the switch stand and point looked when they were in live use. Board member Don Hulse and member Jim Yust coordinated donations and installation of this display. – Photo © 2014 Jim Yust.



The Railpower GG20B, Generation IV GenSets – two US Army units (USAX 6003 had worked at Fort McCoy, near Sparta, Wisconsin, and USAX 6004 worked at Fort Bliss, Texas) were moved from Army posts to the Defense Generator & Rail Branch, Hill Air Force Base, Utah back in 2009-2010. The former USAX 6004 had been gutted and the body placed on a flat car on September 30, 2014. USAX 6004 was built in May 2006. – Photo © 2014 by Chip.

Information For The Railroad Enthusiast



During demolition of a Denver building, Bill Kazel discovered the original Como roundhouse turntable and had it returned to Como. – Photo © 2014 Ann Lukacs.



Preparing to place the Como turntable in position. – Photo © 2014 Ann Lukacs.

Current Railroad Happenings



Engine #481 finishes another day on the Silverton line in Durango on September 19th, 2014. – Photo © 2014 Dave Schaaf.



Utah Railway 5005, MK 50-3, and Utah Railway 6000-series units handled eastbound Intermountain Power coal empty to mine load out near Wellington, Utah, on September 29, 2014. – Photo © 2014 by Chip.

Events of Railroad History: Motorman Tries to Knock Locomotive off the Track

From the *Denver Times*, February 6, 1907

Research By Dan Edwards

At last has a tramway car come to grief. In the wild career of the death-dealing juggernaut of the streets 16 human lives were sacrificed last year, hundreds were crippled for life, and only a few weeks ago a fire truck was cut square in two by a street car.

All this that a few dollars might be saved the company, but this morning a tramway car essayed to put a locomotive out of business, and now the company which owns the streets of Denver is out the price of a new street car.

It is only by the smallest kind of a chance that the motorman and conductor were not also laid up for repairs. Presuming on the size of the little dinky engine, which is the only motive power on the narrow gauge Colorado & Eastern Railroad, Stout street car No. 179 ran into the aforementioned engine at 47th and Franklin Streets, in Elyria, this morning. A wrecking car crew is still busy picking up the pieces.

The locomotive is not much for speed, but the street car gave away too much weight and went down and out of the count. Luckily for the population of Elyria, there was no one on the car with the exception of the motorman and conductor. The motorman is still alive because the door behind him had been left open, and when he saw that a collision was inevitable he jumped back just in time to keep from being run through and through by a big thick splinter broken off from the front of the car.

When the accident occurred, the en-

gine with one car attached was running north at about its usual speed of two miles an hour. According to witnesses, the bell was ringing, but the motorman paid no more attention to the train than if it had been a wagon or some other vehicle that had got into his way. The street car was running east at a terrific rate of speed, and the crash which followed the collision could be heard for half a mile.

Engineer Pete Nelson brought his train to a stop before it had gone beyond the crossing and with his fireman, Harry Frazier, went to the rescue of the frightened tramway employees. They found them uninjured and trying to explain to each other just how it happened.

The conductor is known by the residents of Elyria as "Happy" Haffey and is the oldest conductor in point of service in Denver. The motorman said in explaining the accident that he did not hear the bell of the locomotive ring and that the sun blinded his eyes. The conductor did not say why he failed to get off of his car and walk across the tracks should ahead of his car.

If the car had been loaded with passengers as were all of the out-bound cars, there would have been a heavy loss of life.

The Colorado & Eastern Railway runs between Elyria and Scranton, 20 miles east. There is only one train a day.

A Call For Nominations For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

The election will be 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, Denver, Colorado.

Any member wanting to volunteer or nominate another member for either an officer or director position should contact the nominating committee, Andy Dell or Nathan Holmes at the November Club meeting or contact them through the Club website or by mail at the Club P. O. Box.

Colorado Railroad Museum

2014 Scheduled Special Operation Days

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

For the first time in the history of the Colorado Railroad Museum, the story of *The Polar Express*™ is being theatrically re-created so families can be immersed in the sights, sounds and intrigue of this classic children's tale. Train rides are Fridays, Saturdays & Sundays beginning November 21 and running through December 28, 2014, with additional train rides on November 26 and December 22 and 23. Times are 4:30 PM, 6:00 PM and 7:30 PM. Each train ride lasts approximately 75 minutes.

This event replaces Colorado Rails and Cocktails - The American Hobo and the Santa Claus Specials.

On Saturday, November 15, 2014, the Museum will open the grounds at 7:00 AM to allow early access to displays of railroad equipment so photographers can capture images in the early morning light.

"Shutterbug Special" admission also includes Event admission with rides and access to all of the activities from 10:00 AM until 4:00 PM.

Adult Admission (16-59) \$30

Child Admission (2-15) \$10

Senior Admission (60+) \$20

Members receive a 50% discount on all Shutterbug Special Admission fees and groups of 20 or more receive a 15% discount

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, November 21st, 2014 - "Streamliners at Spencer"

Keith Kirby will present his well-produced program about the event that occurred between May 29th and June 1st, 2014. Meetings are held in the International House of Pancakes at 5280 Wadsworth Bypass in Arvada. Dinner starts at 5:30 PM and the program starts at 7:00 PM.

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

John Charles, 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 December 2014 Rail Report should be sent by November 11th.

ROCKY MOUNTAIN



BOX 2391

DENVER, COLORADO 80201

