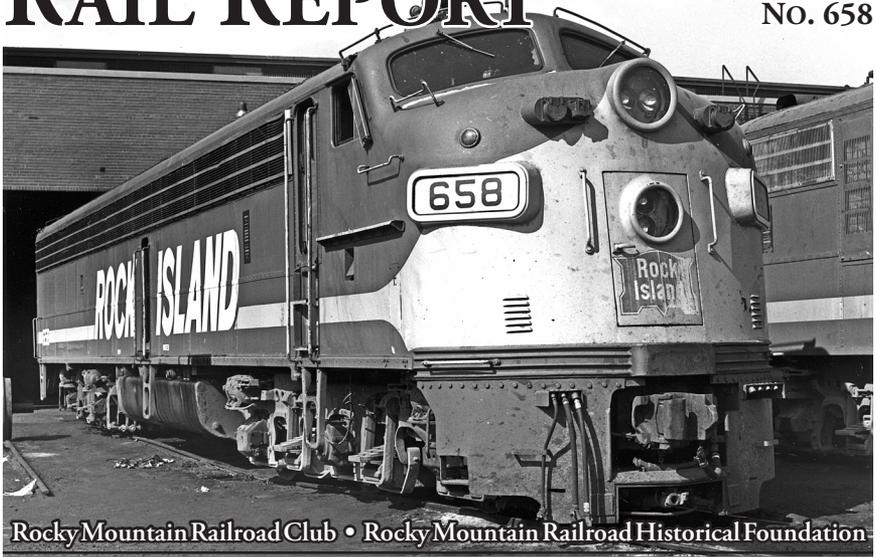


RAIL REPORT

May 2015
No. 658



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Creating the Silverton Railroad Historical Park

Presented by George Niederauer

May 12th, 2015 • 7:30 PM

Join us for a discussion of the Durango Railroad Historical Society's accomplishments to date and progress and plans for completing their major objectives:

- Restoration and operation of the 1895 locomotive D&RGW 315.
- Restoring a series of twelve narrow gauge freight and work cars.
- Informing the public through brochures, interpretive signs, and books
- Creating a railroad historical park in Silverton.

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.**

RMRRC 2015 Calendar

June 9th Meeting and DVD, "Chicago, North Shore & Milwaukee" introduced by Wally Weart.

July No Meeting. August 8th Car 25 Open House at the Federal Center.

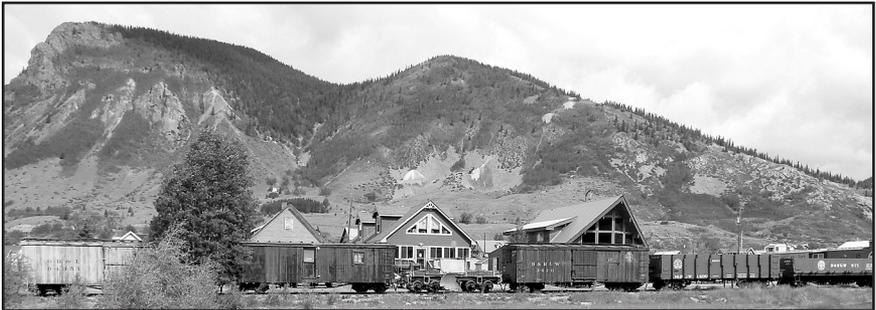
Due to circumstances beyond our control, programs and dates are subject to change without notice.

Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

Creating the Silverton Railroad Historical Park



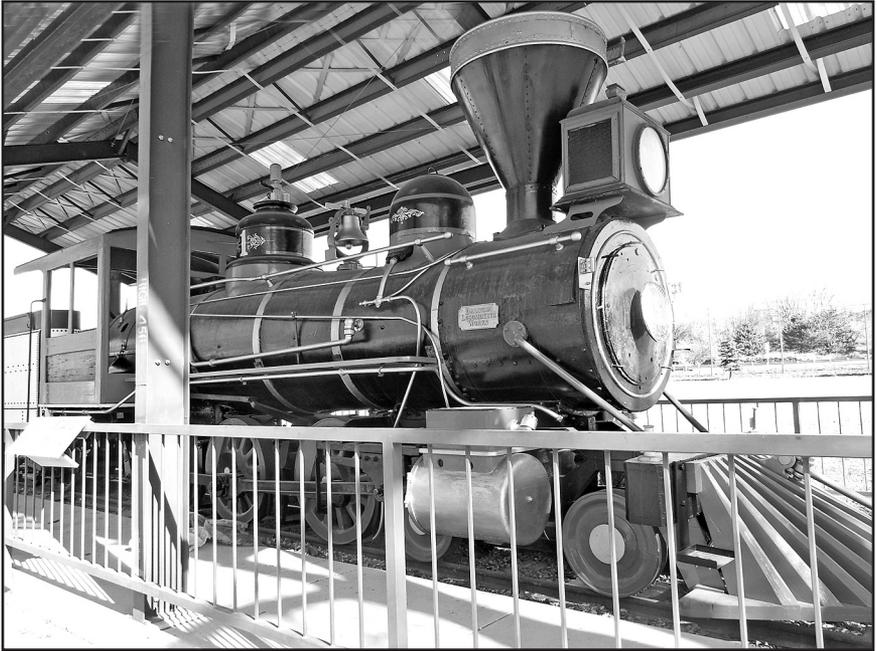
A Durango Railroad Historical Society project, the restored and operating locomotive D&RGW 315 on the Silverton trestle during the August 2010 D&SNG Raifest. – Photo © 2010 John West.



Durango Railroad Historical Society freight and work car restoration projects on the Silverton Northern track along Cement Street near 10th Street (to the right) in Silverton in July 2014: Tool Car 04351, Bunk Car 04432, Flanger OT, Boxcar 3670, High Side Gondola 1400, and Drop Bottom Gondola 871. – Photo © 2014 George Niederauer.

For Rail Report 658, the masthead photo features Rock Island engine #658 at Chicago, Illinois, on September 3, 1973, yes 1973!
– Photo from the Tom Klinger collection.

Notes From The President



A Durango Railroad Historical Society project, the full size model locomotive, Emma Sweeny, a very good replica of RGS 20, dressed for its role in the 1950 movie, *A Ticket to Tomahawk* for the railroad historical park in Silverton.
– Photo © 2015 George Niederauer.

Notes From The President

By Nathan Holmes

Summer is just about here, and by the time you read this, the deadline for applying to our 2015 Rocky Mountain Railroad Historical Foundation Mini-Grant will have passed. Now comes the hard part – trying to find the best five of the many excellent and worthy projects that have asked for our support. We're looking for places where our small grants can really make a big difference. We'll be evaluating the proposals based on such characteristics as the proposal's achievability, overall impact, and appeal to our members. The final decisions will

be made at the May board meeting, and the winners announced at the June 9th general meeting. Checks will be sent out ASAP so that the organizations can make the best use of the funds this summer.

We'll be asking the winners to come and give us a short presentation at some point this fall if possible, or if not at least share updates and photos so that we can all see the difference our grants make. One of our applicants – the Durango Railroad Historical Society – happens to be our May presenter, so we may get

Notes From The President

a sneak preview of their plans if they're selected. I think it's important for everyone to see what the Foundation is doing. So many folks just think of us as a group that gets together once a month and looks at slides or a video, and this will hopefully demonstrate our continuing commitment to preservation.

Just one last reminder – it's not too late to join us for our informal Raton Pass trip! By the time you get the newsletter, there will be only a few weeks remaining, but since the trip is do-it-yourself, you're welcome to join in at any time. We'll be riding Amtrak over Raton and down to Albuquerque on May 23rd, have Sunday in and around Albuquerque and Santa Fe, and then return on Monday, May 25th. You're welcome to ride out of La Junta or Trinidad (or anywhere else you might like). Trinidad is more easily accessed from I-25, but La Junta has lots of parking and you'll get more train time. Remember, tickets and lodging in Albuquerque are on your own, so make reservations soon. The extra-cheap "saver fare" seats are now sold out for the Friday trip down, but there's plenty of value fare seats left for only a few dollars more.

For those that do plan to go, please email me me@ndholmes.com or call me (719-235-1286) and let me know. I'll be on the trip, and if something comes up or we'd all like to meet for dinner, it would

be good to have your contact information so we can get everyone organized. I look forward to seeing many familiar faces on the train down and back.

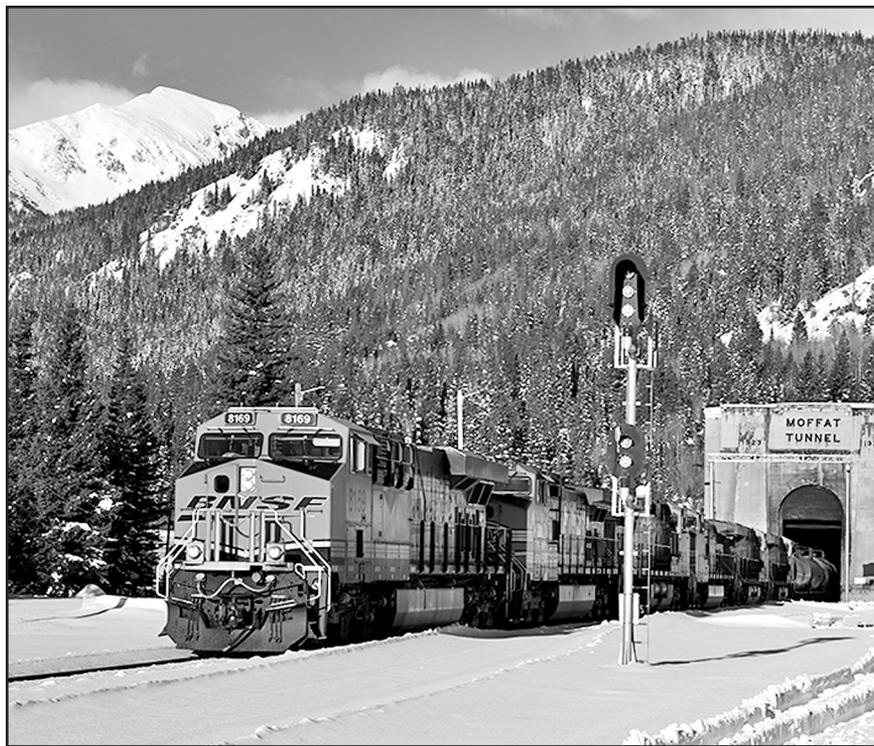
As for other upcoming events, we'll be taking a month off from our general meetings this summer. We decided at the last board meeting that this year, we'll be skipping our regular meeting for July. July is usually unpleasantly hot, since our meeting room isn't air-conditioned and the seasonal rains may not have started by that point, and many of our members are off on vacation or doing other things outside anyway.

When we get back together in August, we'll have one of our slide potpourri nights. This is a long-standing tradition where we encourage club members to find 10-15 slides or up to five minutes of video they'd like to share. Start thinking about what you'd like to show now – you've got all summer to dig through your collections and find some really interesting material to share. More details will be in the June *Rail Report*.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

In Remembrance Marjorie F. Braisted

Marjorie F. Braisted passed away on March 27, 2015. She joined the club in 1978 and was a 33 year member before becoming inactive in 2012.



Heavy snowfall in mid-April 2015 left almost 3-feet of snow at Union Pacific's Moffat Tunnel, East Portal, Colorado, when BNSF 8169, ES44C4, emerged on April 21, 2015. The BNSF Provo, Utah, to Denver train uses UP trackage rights to traverse UP's Moffat Tunnel Subdivision. – Photo © 2015 by Chip.

Information For The Railroad Enthusiast

By Dave Schaaf

Due to track maintenance on the Moffat line, Amtrak will have some detours coming up. The California Zephyr will travel between Denver and Salt Lake via Wyoming during the third week of May and also the first week of June. No passenger stops will be made between those cities, and the missed Colorado & Utah towns will have transfers via bus.

The Federal Aviation Administration prohibits the commercial use of drones, but BNSF Railway has been granted an

exemption from that ban. These small aircraft with cameras will help the railroad to inspect bridges, signals and track in places away from urban areas and airports. The rules will be that flights must be in daylight on calm days, within sight of the operator and below 400 feet. Other railroads are expected to pursue this technology soon as well.

In southwestern Colorado, American Heritage Railways Hotels shares management with the D&S NG RR, and has

Information For The Railroad Enthusiast



WAMX 3516, GP35, ex-Palouse River & Coulee City painted orange & black, works at Swan Ranch Industrial Park, Speer, Wyoming, south of Cheyenne along I-25. The industrial park had five locomotives in April 2015. WAMX 4200 sports a black with yellow nose paint scheme featuring Swan Ranch Railroad bucking bronco as its emblem (same as used on Swan Ranch Industrial Park water tank). – Photo © 2015 by Chip.

purchased the Grand Imperial Hotel in Silverton. They plan to make upgrades in the next year or so, and also promote overnight pricing packages with the train. Other changes include creating a first-class 1880s experience for guests, with dinner and evening entertainment, along with staff dressed in period attire.

The Durango Railroad Historical Society has made more progress in recent weeks. Former Rio Grande stock cars 5564 & 5627 have moved inside a shop, and refrigerator cars 39 & 54 have moved from Monte Vista to Durango. The annual Railfest in Durango is August 13 to 16, 2015.

In central Colorado, Boreas Pass Railroad Day is August 22, 2015, in and around Como. Open for tours that day are the roundhouse, depot, eating house/bed & breakfast, and historic schools in Como; Roberts Cabin, Swartz Cabin and the section house on Boreas Pass; and High Line Railroad Park in Breckenridge. An authentic reproduction of a narrow gauge handcar will be ready for visitors to ride and help power at Rocky Point on the east side of Boreas Pass. This is a free event.

In October of last year, Amtrak began sending out its first batch of “writers in residence,” a program that furnished 24 of them with meals, round-trip journeys

Information For The Railroad Enthusiast

and roomettes. The national passenger rail service then left the writers free to use their time as they wished. These fortunate journalists, bloggers and editors were picked from more than a thousand applicants.

The FBI is offering a \$310,000 reward for information that leads to an arrest and conviction of persons responsible for the fatal October 1995 derailment of Amtrak's Sunset Limited in the desert southwest of Phoenix. If you have a tip for them on this 20 year-old case, the number is 800-225-5324.

Central California Traction has 2 new Tier-4 two-engine BL12CG gen-set locomotives by Brookville Equipment. The short line will use these low-emissions switchers in the Stockton area.

GE Transportation has completed the first production test of its new GE Evolution Series Tier-4 engine that meets the new standards that took effect at the start of this year. The motor produces 70% less nitrogen oxide and particulate matter emissions than their former Tier-3 model. The Tier-4 engine features exhaust gas recirculation, a common rail fuel system and a turbocharger, and it does not require any after-treatment to meet emission targets.

Kansas City Southern will test GE Transportation's Trip Optimizer for the next several weeks. The technology, which works like a cruise control function for locomotives, is designed to improve fuel usage by calculating the most efficient operation based on train length, weight, weather and other factors, according to

GE. CSX Transportation and CN have also begun using this equipment.

Lower petroleum prices have caused rapid drops in railcar loadings recently. This includes crude oil in tank cars, sand for fracking, and some coal shipments too, since natural gas is also cheaper for certain power plants.

In a letter to customers, BNSF says it will work with them to phase out use of the older-model DOT-111 tank cars for shale crude service on its network within a year, and phase out unmodified CPC-1232 cars from shale crude service within 3 years. BNSF also said that it has slowed all shale crude trains to a 35 mph speed limit on their track through cities with populations over 100,000. Additionally, rail detection frequency will be increased near critical waterways – exceeding a voluntary agreement made with the U.S. Department of Transportation last year.

The Oregon Coast Scenic RR moved a Heisler geared steam locomotive from Fremont, California, to Tillamook, Oregon, in late April. They plan to eventually restore this 1913 engine, which had worked for the Pickering Lumber Corporation, and also Sunset Timber.

Cheyenne Depot Days in Wyoming are on May 16 to 17. Passes are \$10.

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.

RTD Commuter Rail Testing



On April 3, 2015, the first two RTD Commuter Rail EMUs were test moved from downtown Denver to Denver International Airport on the new 22.8-mile East Line. The cars will begin a year of testing before the opening of the line next year. The overhead wire isn't all in place yet, here at the 38th and Blake Station.

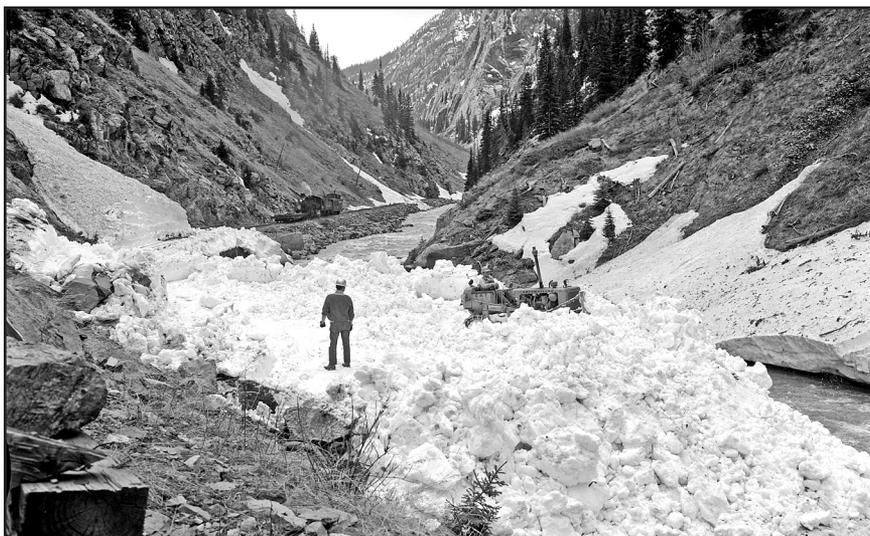
– Photo © 2015 Joe McMillan.



The first two RTD Commuter Rail EMUs at the 40th and Colorado Station. Since the overhead wire isn't all in place, they used a Trackmobile to haul the cars.

– Photo © 2015 Joe McMillan.

Snow Fighting In The Steep Canyons Below Silverton



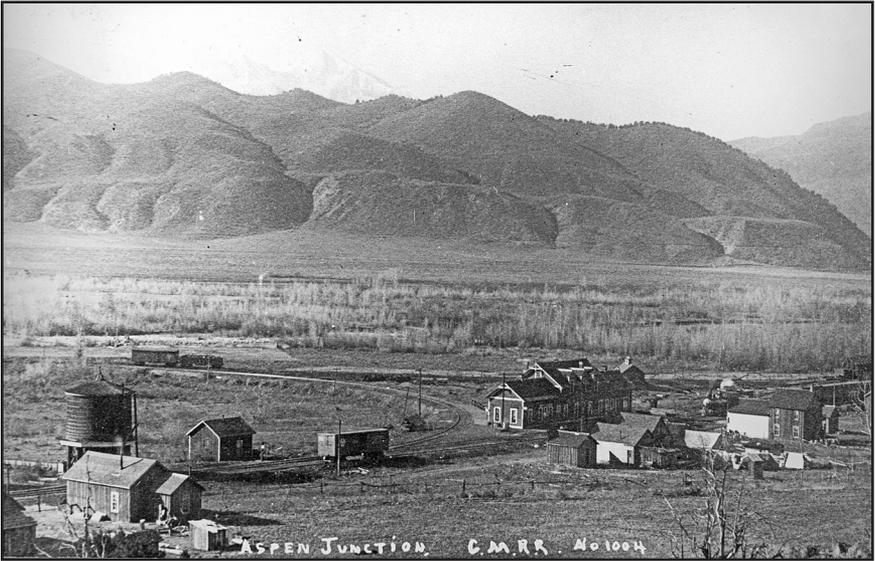
Snow slides in the steep canyons below Silverton were an eternal menace to trains, and one of the main reasons the line stopped operating in the winter. Here, 478 has brought up a Caterpillar D8 to help clear the slide at MP 492.

– Photo from the Nathan Zachman collection.

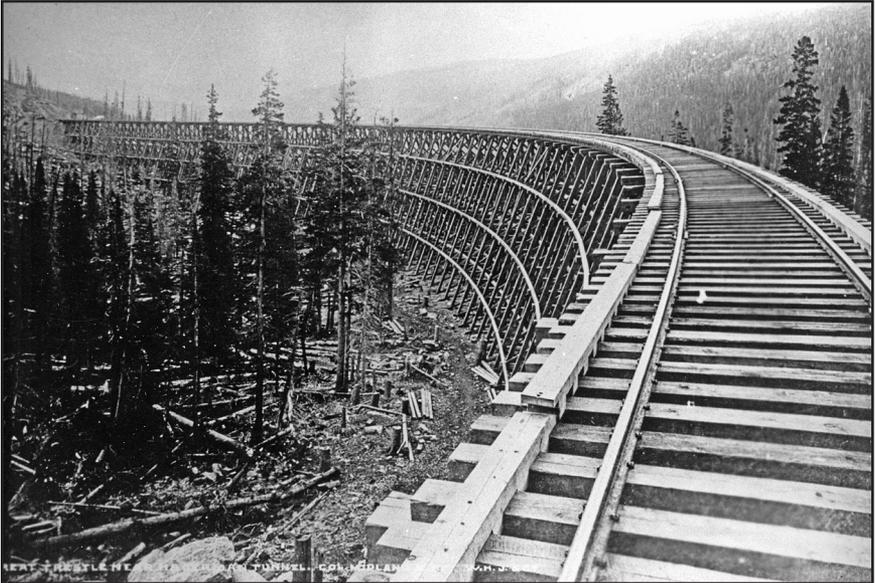


Some of the smaller drifts could be opened up by the engines alone, but it still involved shoveling off the pilot. Note the cardboard box protecting the headlight glass. – Photo from the Nathan Zachman collection.

Colorado Midland Railroad History



Aspen Junction in 1888, with the Colorado Midland depot.
– Photo from the James L. Ehernberger Collection.



Without a doubt the largest wooden trestle on any railroad in Colorado was this one approaching the tunnel area near the summit of Hagerman Pass on the Colorado Midland. – Photo from the James L. Ehernberger Collection.

Converted, Man Reimburses Railroad for Stolen Ride

From *The Sterling Democrat* - Thursday, February 2, 1911

Research By Jim Ehernberger

The "conscience" fund of the Colorado Midland railroad was increased by \$15 the other day. The money was sent to C. H. Speers, general passenger agent, by C. M. Keck, the company's agent at Glenwood Springs. Mr. Keck received it from a man who formerly lived at Aspen and sent a note of explanation therewith.

The note says the sender beat his way from Aspen to Castle Gate, Utah, ten years ago. Recently he became "converted" and the act has been hurting his conscience. The writer says his soul has been saved and he has been trying to pay his old debts and get ready for the judgement day. He sends the money in an effort to establish a clear record.



Denver & Salt Lake 405, along with a big D&SL articulated, stop at the west siding switch of Leyden to receive orders on their way down the hill into Denver.
– Photo from the Nathan Holmes collection.

Events of Denver Streetcar History: Street Railway War – Part II

From the *Denver Republican*, March 26, 1891

Research By Dan Edwards

Yesterday morning at 8 o'clock the Denver Suburban Railway Company put a force of men to work under the direction of Superintendent Thomas Cavanaugh, excavating in the street. Officer Patton appeared upon the scene shortly thereafter and, ascertaining that the Company had no permit, ordered the men to cease work. Superintendent Cavanaugh refused to comply with this order, and he was arrested. Before being taken away, he ordered the foreman of the gang to take his force to the Colfax avenue and the Eleventh avenue bridges across Cherry creek and lay a track across each bridge.

Mr. Cavanaugh was released on bond shortly after his arrest and immediately proceeded to the two bridges. He found that the men had worked industriously during his absence and had both bridges pretty well torn up. The men had not been working long when Officer Patton again arrived upon the scene and this time arrested, in addition to Superintendent Cavanaugh, the foreman of the Colfax avenue gang and his assistants. The men were taken to the station but again released on bail.

By this time an application for a permit by the Suburban company was made, and Engineer McIntyre consulted Corporation Consul Marsh, who told him to grant the

permit. Hence the two permits were granted.

With this permit, the Suburban Company again proceeded to Fifteenth and Champa and went to work once more. The City Cable Company, hearing of this, sent out their men. The Tramway officials were not slow either, and it was not long before they had 20 cars standing on the tracks. Three of them were placed over the disputed crossing. Many were the attempts to dislodge the cars from their mooring, and it was then that the comical scenes took place. Neither side had gained an advantage when Chief of Police Farley, acting at the request of the city engineer, took the permits away from both companies.

Col. Randolph and his counsel, J.F. Vaile [of the City Cable Co.], then repaired to Judge Bentley's court and obtained a temporary injunction against the Suburban people. The bill of complaint stated that the plaintiff [City Cable], acting under its charter, had just built a new double track line on Champa street to connect with two lines running on Fourteenth and Seventeenth streets. The charter of the plaintiff company allowed it to lay its tracks on the level of the streets as they stand. The Suburban people, in digging down to the official grade, had excavated under plaintiff

Events of Denver Streetcar History: Street Railway War – Part II

company's tracks, to the great injury of the same. An injunction was granted under bond of \$2,000.

At 5 o'clock [men] representing the two contesting companies appeared before Judge Bentley to carry out a truce [stipulating that no further work on the disputed territory be done until further order of the court].

While the controversy was waging at Fifteenth and Champa, the men at the Colfax and Eleventh avenue bridges had lost no time, and when the injunction was served preventing them from finishing the Champa street track, they had finished the track across the Eleventh avenue bridge and also had nearly finished one over the Colfax avenue

bridge. The track was constructed for 150 feet on each side of the two bridges, and men worked all night endeavoring to complete the work.

About midnight last night, Denver Tramway attorneys appeared at the residence of Judge Graham and secured a temporary injunction against the Suburban Company, restraining the latter from interfering with the Tramway's trackage at Fifteenth and Champa.

At 1 o'clock this morning the Suburban Company had a large force of men scattered about the Eleventh avenue and Colfax avenue bridges. It was stated that steps were being taken to lay tracks on California and Arapahoe streets.



Union Pacific 2001, SD70M in Winter Olympic scheme, with UP 9751 were assigned to loaded ballast train at Greeley, Colorado, on April 1, 2015. Ballast was dumped after UP 902055 ballast cleaner RM 80-UHR cleared Greeley Subdivision main north of Greeley Siding. – Photo © 2015 by Chip.

Denver & New Orleans – C&S Falcon Line

Saturday, May 30th

Two Performances: 9:30 AM at the historic Gates Mercantile building in downtown Elbert and 6:00 PM in the Elizabeth Middle School auditorium.

The Elbert County Historical Society hosts James R. “Jim” Jones, author of *Denver & New Orleans: In The Shadow Of The Rockies*, presenting “Here Comes The Flood, There Goes The Train, Denver & New Orleans / C&S Falcon Line” on the 80th anniversary of the flood that changed the face of Elbert County and the railroad forever.

Colorado Railroad Museum

2015 Scheduled Special Operation Days

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

Dinosaur Express Train – July 18 & 19

Day Out With Thomas –

September 12, 13, 19, 20, 26 & 27

The Great Train Robbery – August 15 & 22

The Polar Express™ Train Ride –

Trick or Treat Train – October 31 & November 1

November & December

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:

June 12 – I’ve Been Working on the Railroad:
The Life & Times of a Gandy Dancer

Tickets include a beverage of your choice: beer, wine or soda and snacks. Doors open at 6:00 PM for early enjoyment of attractions.

August 28 – Zephyrettes & Courier Nurses

Admission for events: \$12 for members and \$15 for nonmembers, 21 and older only.

October 9 – Railroad Stories: Otto Mears

Advance ticket purchase is required. Please call 303-279-4591 or visit the Online Depot General Store to order tickets.

November 13 – Railroading in the Rockies

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, May 15th, 2015 – Trolleys in Denver

Robert Williams will present DVD’s about Car 25 and the Platte Valley Trolley operations up the Lakewood Gulch route, now part of the RTD West Light Rail Line.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Don Hulse, Dennis Leonard, Pat Mauro,
Charles Moffat, Mike Tinetti, Nathan Zachman.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year.

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

Board Meetings

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

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the June Rail Report should be sent by May 12th.

ROCKY MOUNTAIN



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