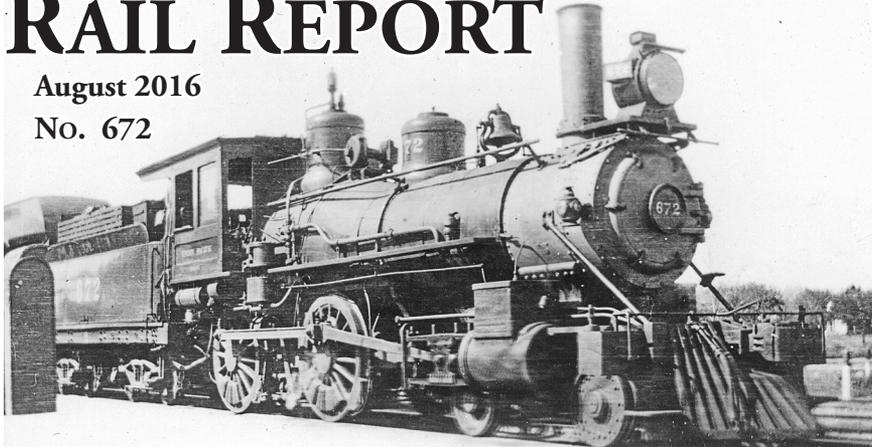


RAIL REPORT

August 2016

No. 672



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The 20th Century Limited

Presented by Richard Luckin

August 9th, 2016 • 7:30 PM

Join *Trains* magazine and documentary filmmaker Rich Luckin as we take you on board one of America's most luxurious passenger trains, the New York Central's 20th Century Limited. With red carpet and champagne, this train was the way for celebrities and business tycoons to travel between New York and Chicago during 1902 to 1967.

Actor Michael Gross is your host as we explore the train known as "Tiffany's on rails."

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 2016 Calendar

August 6th Car 25 Open House at the Federal Center.

September 13th Monthly Meeting and Program, "C&S Narrow Gauge Along Clear Creek."

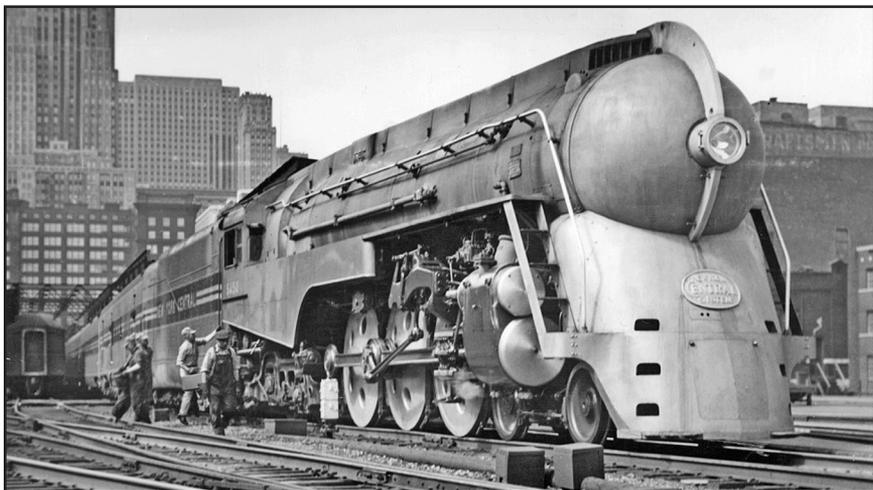
Due to circumstances beyond our control, programs and dates are subject to change without notice.

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

The 20th Century Limited



A 1938 test run of the streamlined 20th Century Limited.



New York Central LS1. – Two photos courtesy *Trains* magazine.

For Rail Report 672, the masthead photo features Union Pacific Engine 672 at Salina, Kansas, in 1912. – Photo from the James L. Ehernberger Collection.



A Passenger Train at the Creede, Colorado, depot, about 1924.
– Photo from the James L. Ehernberger Collection.

Notes From The President

By Nathan Holmes

Welcome back! I hope you all enjoyed your July break, but it's August and time to get going again.

As we head into late summer, the Club's next major event will be the annual banquet. I'm happy to announce that our speaker this year will be Denver local Steve Patterson, a life-long railroader, rail photographer and highly entertaining presenter. He's been a Club presenter a number of times over the years and is no stranger to many of you, but this program is very special and certainly of "banquet quality." This program will be the one Steve presented at the Center for Railroad Photography & Art's "Conversations 2016" conference as a featured speaker. His program is an engaging look back at his career and his hobby, recounting stories and showing us some of his amazing photography.

Last year's return to the Arvada Center brought a few complaints, so thanks to the efforts of Denny Leonard, we're

continuing our efforts to find better (and historic!) venues. This year's banquet will be at the Denver Athletic Club. The DAC was founded in 1884 and has been a staple of the Denver scene for well over a century. It's easy to reach, the food is excellent, they have rooms sized for our typical attendance, it's accessible for those who may have trouble walking long distances or climbing stairs as the walk is short, level distances will be elevators, and they've offered us a special parking rate in their garage behind the building. Plus, given we're a bunch of railfans, it's a short walk from Denver's great light rail system – just get off at the Convention Center stop and walk about 3-1/2 blocks east. I hope you'll all join us again this year. It's always a great chance to socialize with your fellow club members and enjoy some of the best shows our hobby has to offer.

As you are all aware, though, costs of everything are rising. For the last few years, we've barely broken even on the

Notes From The President



Club members posing with the Silver Streak railcar just outside of Creede, Colorado. This trip on the Denver & Rio Grande was made in conjunction with the NARCOA group on June 24, 2016

banquet or even lost a little bit. While the banquet isn't supposed to be a fundraiser – it's meant as a yearly social get-together outside of the usual club meetings – nothing continues on that can't at least pay its own way. The reason we returned to the Arvada Center last year was because the Oxford raised their catering/rental prices some 50%, putting it beyond any reasonable ticket price, and no other venues presented themselves. The DAC is more reasonable and has an excellent chef, but banquet prices are going up a bit this year so we can cover costs. I think the DAC will provide a much superior experience however. Dave, Denny, and I had lunch down there a couple of months back, and the food was phenomenal.

Fall means election season will soon be upon us. No, not that election! The election I'm talking about is for next year's Rocky Mountain Railroad Club and Rocky Mountain Railroad Historical Foundation Officers and Board of Directors. Without these folks, the club and foundation would quickly cease to exist. They're the ones who line up programs and presenters, set up trips and the banquet, write the *Rail Report*, and take care of all the administrative details such as insurance, finances, meeting hall reservations, etc.

The club and foundation needs you! Our board is already running lighter than usual, and this will be my last year as President. Not only am I term limited, but my professional obligations

Notes From The President



A July trial run of Union Pacific 844 South of Speer, Wyoming, headed for Greeley, Colorado. – Photo © 2016 James Ehernberger.

have overwhelmed me this past nine months. Dave, Keith, Mike, and Roger have been serving in their officer roles as long as I can remember, and have done far more for the club than anyone could reasonably ask. There is at least one board member that will likely be stepping down due to moving out of state, and we are already short one Director. We need more people to step up and help fill these roles. If you care about the future of the club and foundation, this is

the time to step up and do your part to ensure it's survival and relevance. If you don't, then who will?

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.



Photo credit: Jim Sopp

DENVER & INTERMOUNTAIN INTERURBAN CAR NO. 25 OPEN HOUSE

10 a.m.–2 p.m.
August 6



**Denver Federal Center
Building No. 78, Gate 1**

*All adults need a government photo ID (i.e. driver's license)
to enter the Federal Center. Sorry, pets are not permitted.*

FREE RIDES
(Weather Permitting)

DONATIONS GRATEFULLY ACCEPTED

See this magnificently restored 1911 piece of local history!

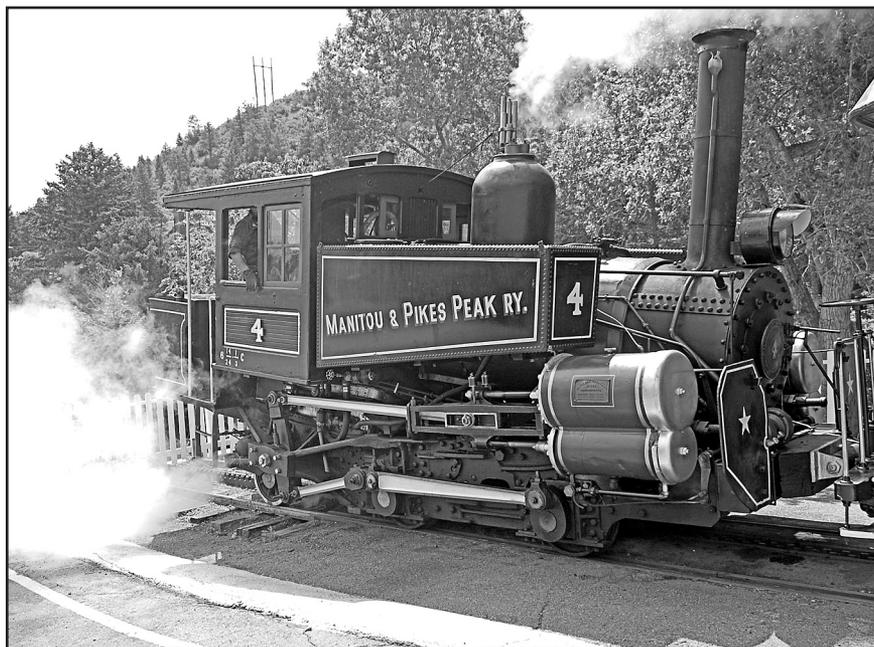
Lakewood.org/HistoricTransit • 303.987.7850



Lakewood
Heritage, Culture & the Arts



Alliance
Enhancing H.C.A.



Steam in Manitou Springs, Colorado, on June, 30, 2016.
– Photos © 2016 Gus Mocilac.

Information For The Railroad Enthusiast

By Dave Schaaf

August 20th is the annual Boreas Pass Railroad day around Como, Colorado.

Special operations are planned for the Cumbres & Toltec Scenic Railroad in late August. These include RGS Geese #5 and #7, D&RGW engines #315 and #463, and pile driver “OB.” For information, call 575 219-3301.

The steam engine #476 rebuild has begun in Durango, Colorado. This Rio Grande loco has been out of service for many years.

On June 22nd, a grass fire ignited tumbleweeds beneath a five-span wood-trestle east of Haswell, Colorado. The

trestle was consumed, once again severing the former Missouri Pacific “Towner Line”.

Denver’s RTD B Line opened on July 25, 2016. The 6 miles of commuter rail transports riders from the historic center of Westminster to Union Station in less than 15 minutes. The Westminster Station is just west of West 71st Avenue and Federal Boulevard. Grand opening celebrations were on Saturday, July 30th.

The Strasburg Rail Road shop in Pennsylvania will soon be expanding by more than 12,000 square feet and 6 more employees. Demand from outside the railroad is driving this growth, as other

Information For The Railroad Enthusiast

rail operations depend on the specialty services provided by Strasburg.

A new study by Amtrak indicates that adding Pueblo, Colorado to service by the SW Chief could bring an additional 14,000 passengers a year. The current theory involves a stub train between La Junta and Pueblo. We will let you know if this idea develops further.

The Metrolink commuter rail system in southern California has started to receive diesel units that meet the Tier 4 emissions standards. These come from Electro-Motive's plant in Muncie, Indiana, and have the model designation of F125. They have a 4700 hp Caterpillar engine, and are capable of pulling up to 10 cars at a maximum speed of 125 mph.

Dallas Area Rapid Transit (DART) has reached the 20th anniversary of its light-rail system, along with the TRE commuter counterpart.

In 2012, General Electric opened a locomotive factory in Fort Worth, Texas. This plant has now put out over 1000 units, with about 3/4 of them going to the BNSF.

MotivePower Inc. has laid off about 200 people at the company's locomotive manufacturing plant in Boise, Idaho. Since the 1970s, MPI has built or re-built more than 2500 diesel units.

Two BNSF trains collided head-on in late June east of Amarillo, Texas. Three crew members were killed, and a fourth was injured.

Long-time CRRM library volunteer Chuck Yungkurth passed away this summer.

In Switzerland, the new Gotthard rail tunnel has opened with twin bores over 35 miles long through the Alps.

The nationwide newspaper *USA Today* recently posted results of a survey that may interest you. Here are the rankings:

Best Train Ride:

1. Cumbres and Toltec Scenic Railroad
2. Durango and Silverton Narrow Gauge Railroad
3. Cass Scenic Railroad
4. Napa Valley Wine Train
5. White Pass & Yukon Route Railroad
6. Great Smoky Mountain Railroad
7. Mount Washington Cog Railway
8. Western Maryland Scenic Railroad
9. Grand Canyon Railway
10. Empire Builder

Best Transportation Museum:

1. Lake Superior Railroad Museum
2. Simeone Automotive Foundation Museum
3. Union Pacific Railroad Museum
4. National Museum of the U.S. Air Force
5. Railroad Museum of Pennsylvania
6. Indianapolis Motor Speedway Hall of Fame Museum
7. Petersen Automotive Museum
8. National Automobile Museum
9. Maritime Museum of San Diego
10. Illinois Railway Museum

In Remembrance

Bob Stull

Bob Stull, a Club member for 63-years, joined the Club in 1953. He held seniority number 5 at the time of his death on July 16, 2016.

Bob was a fine O-Scale model railroader who laid scale trackwork that was not only impeccable, but legendary. In the 1960s, a group called “The Dirty Dozen” would meet monthly at Bob’s on “Stull night” to operate on Bob’s excellent trackwork. Bob is remembered as one of the nicest guys in the world in or out of the hobby.

Bob collected Mining industry publications and was very knowledgeable on Clear Creek Mines and Colorado Mining. He “four-wheeled” to many old mining areas and sites all over the state, many times with other mining and history enthusiasts. As miners say, 3 Bells, Hoist Away.

In Remembrance

Robert “Bob” Wallace Andrews

Bob Andrews, 93, of Denver, Colorado, joined the Club in 1963. He held seniority number 36 at the time of his death on June 4, 2016.

Bob served in the Army in WW II, helping to rebuild Pearl Harbor. After his service in the Army, he worked for the US postal Service at Stapleton Airport for more than 30 years.

He went on Club excursions as early as 1949 with his parents, Clinton & Margaret Andrews, who were also Club members. Bob was a great collector of train books & photos, Post Office postmarks from all over the US, stamps and the list goes on. Bob is survived by his wife of 65 years, Dorothy, who was very patient with his train hobby. Also survived by his 4 children, 2 sons-in- law, 4 grandchildren and 3 great grandchildren, one of whom also loves trains as much as Bob did.

In Remembrance

John L. Fike

John Fike of Arvada, Colorado, a 79-year-old member of the Club, held seniority number 402 at the time of his death on May 26, 2016.

Current Railroad Happenings



On June 19th, the first two new Siemens Charger SC44 passenger locomotives – IDTX 4601 and 4602 – made their way across Utah and Colorado on the eastbound California Zephyr. The two were delivered to TTCI near Pueblo a week later for break in and acceptance testing. When testing is complete, they will be delivered to Illinois for use on in-state passenger trains – Photo © 2016 Nathan Holmes.



D&RGW engine #346 celebrated it's 135th birthday in steam at the Colorado Railroad Museum on July 9, 2016. – Photo © 2016 Dave Schaaf.

Double Headed Action at the Colorado Railroad Museum



Engines 346 and 491 run double headed at the Colorado Railroad Museum on June 18, 2016 for the Museum's first annual "Steampunk At The Station" event.
– Photo © 2016 George Lawrence.



Engines 346 and 491 create the perfect backdrop on June 18, 2016, for the popular Steampunk genre of "science fiction meets the 19th century Industrial Age" found in music, clothing, art and lifestyle.
– Photo © 2016 George Lawrence.

Events of Railroad History: Mac Poor Researching the South Park

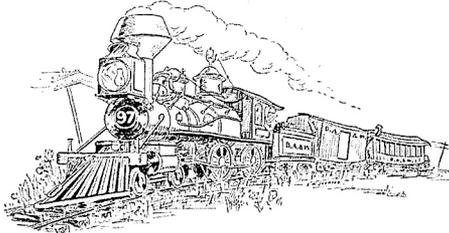
From History Colorado
Contributed by Dan Edwards

M. C. "MAC" POOR
PRESIDENT & GENERAL MANAGER

MEMBER: RAILWAY & LOCOMOTIVE
HISTORICAL SOCIETY,
ROCKY MT. RAILROAD CLUB

BROKEN AXLE & WESTERN R. R.

WE OPERATE WHEN THE SPIRIT MOVES US



A NARROW GAGE
17 MILE PIKE
OPERATING BETWEEN
RED DCG & SULPHIDE,
COLORADO

SHIP AND TRAVEL
VIA THE
BROKEN AXLE

EXECUTIVE OFFICES

4883½ N. PAULINA ST., CHICAGO, ILL.

Nov. 25, 1940
Mr. A.T. Million
Colorado & Southern Ry.
Denver, Colorado
Dear Mr. Million:

As I promised you last summer, I forwarded to you last Sep't. a copy of all the narrow gauge C&S locomotive roster material that I had compiled up to that time. Since then I have accomplished a great deal more along this line of roster material. A lot of research work, letter writing etc. coupled with some of the nicest co-operation you ever saw on the part of the locomotive builders themselves has produced wonders.

I now have practically the complete story of every engine the South Park had. There is the matter of South Park engines No's. 1 & 2, and C&S No's. 1, 2 & 3. No one seems to know anything about these 5 engines, although we have a hot lead on DSP&P No. 2. Now if you will return that roster to me, I will be more than glad to fill in all those blanks. You will then be able to see just what little is missing. I suppose it never will be complete, as the records are lost somewhere.

Regarding the history proper of the South Park, that is coming along pretty darn good. I think this winter will find me getting close to the end. You promised me last June that you might be able to dig up some data as to the construction of Alpine Tunnel. I am just wondering if you have by chance run across any information as to the exact dates the tunnel was started and finished and when the first train went through. Or should I ask for the Moon and be more sure of getting it. I doubt if this tunnel data exists.

Let me know about the filling in of your roster. Again thanking you for a lot of past favors, I am

Cordially yours,
M.C. Poor

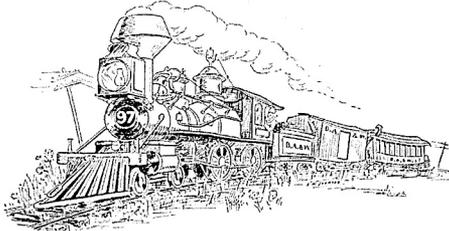
Events of Railroad History: Mac Poor Researching the South Park

M. C. "MAC" POOR
PRESIDENT & GENERAL MANAGER

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BROKEN AXLE & WESTERN R. R.

WE OPERATE WHEN THE SPIRIT MOVES US



A NARROW GAUGE
17 MILE PIKE
OPERATING BETWEEN
RED DOG & SULPHIDE.
COLORADO

SHIP AND TRAVEL
VIA THE
BROKEN AXLE

EXECUTIVE OFFICES
4883½ N. PAULINA ST., CHICAGO, ILL.

October 10, 1941
Mr. A.T. Million
Colorado & Southern Ry.
Denver, Colorado

Dear Mr. Million:

I suppose the fellows in your office have reported to you of my most enjoyable visit with them. They gave me every bit of help that one could ask for, and I appreciated this assistance a great deal. I was sorry you had to be away that week. I wanted to buy you a nice dinner and a bottle of Budweiser. [Note: Poor was in Denver the week of Sept. 22-26 inclusive.]

All things considered I feel that I had a very successful trip and accomplished a great deal. I located much valuable data regarding the very early history of the old South Park at the Denver Library and a small amount at the Colo. State Historical Society. I guess all I have to do now is to start compiling a collection of 5 years' notes into a decent historical paper. Mr. Thompson very kindly took me down to the shops to see Mr. Lundberg, where some good locomotive roster material was located. Mr. Chas. A. Fisher, the President of our [Railway & Locomotive] Historical Society at Boston, is now taking up some small details with the Union Pacific offices at Omaha regarding some early locomotive information. As soon as this data is located, our C&S roster will be just about 100% complete from the very beginning. You will be pleasantly surprised when I send you a copy of this roster and can see for yourself how much material I have gathered in. This roster will also include all 15 of the old narrow gauge Colorado Central engines.

Now I want to work on your good nature Mr. Million and make a request for a few blue prints of some valuation maps. I have purchased all the U.S. Government Survey Maps that are printed in Washington, that show the old narrow gauge C&S lines. However the Gov't. survey does not cover all your lines. Therefore if I am not asking for too much, would you please have Mr. Bob Hix run off some of the following blue prints for me.

What I need most are the maps covering the right-of-way through Trout Creek between Garos and Macune. Then if you would kindly overlook my nerve, would it be possible to get a tail end print of section number 14 showing that part of the line between Alma and London Hill mines. Quite a bit of interesting historical material has cropped up covering these old mines and the railroad around London Hill and Leavick. Then on your section number 15, could I get a print of Number's 2 and 3? This covers the locality around Macune and Schwanders. Incidentally Mr. Million did you ever see the mouth of Trout Creek Pass where the right-of-way emerges from the creek-bed out onto the Arkansas River Valley? I walked down Trout Creek about 3 miles to the mouth or Gap, as the inclosed photograph shows, then down to Schwanders and back up to Buena Vista. This was extremely interesting to me.

When the Society publishes this South Park history, I want to include some small AUTHENTIC maps of the old lines. In an effort to show some of my appreciation to your organization for various favors, I managed to bring in a little business to Mr. Cooper in Mr. Budd's office this past summer. On two occasions I got Mr. Cooper some passenger business between Chicago and Denver.

In closing, please remember me to Messrs. Hix, Thompson, Brewster, Edmonds and Hutchins up in front. They were all just as nice to me as could be. I wanted to buy Mr. Brewster a ham sandwich, but he would not go with us. Once again thanks for everything.

Very sincerely yours,
M.C. Poor

Note: Mac Poor's history of the Denver South Park & Pacific was published by the Rocky Mountain Railroad Club in November 1949. Club members Ed Haley, Dick Kindig, Jack Thode, Charles Ryland, Morris Cafky, John Maxwell and others helped with the preparation of the manuscript, maps, charts, photo captions, and proof reading. All 1,000 copies were sold by April 1950.

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>.

August 17, 2016—Dinner Meeting at Red Lobster, in Wheat Ridge, Colorado

The program will include Convention News from the July National Convention in Denver.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>
Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

| | |
|----------------|---------------|
| President | Nathan Holmes |
| Vice President | Dave Schaaf |
| Secretary | Roger Sherman |
| Treasurer | Keith Jensen |

Club and Foundation Directors

Andy Dell, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael 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 September Rail Report should be sent by August 19th.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

