

RAIL REPORT

September 2016

No. 673



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Rail Photography From Across The Western US

Presented by Bruce Barrett

September 13th, 2016 • 7:30 PM

Bruce will show several short subjects featuring his photography which includes: an east to west tour of BNSF's Big Horn Subdivision (which runs from Gillette through Sheridan Wyoming and into Montana); a west to east tour of the Cumbres & Toltec Scenic Railway; BNSF's Curtis Hill (on the Panhandle Subdivision showing portions of BNSF's Transcon from Waynoka, Oklahoma, to Canadian, Texas); and other short works to fill out the evening. Bruce has been photographing railroads since 1964, and achieved his childhood dream of working for a railroad – which he did for nearly 40 years. After retiring from AT&SF/BNSF in 2013, Bruce moved back to Colorado, now residing in Pueblo West, and continues to be active in the railroad community as well as pursuing his photography.

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

October 15th Annual Banquet at the Denver Athletic Club.

November 8th Meeting and Program, "Photo and Video Potpourri."

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.

Rail Photography From Across The Western US



A colorful lashup from October 11, 2015, on the BNSF Big Horn Subdivision at Echeta, Wyoming, led by BNSF 5483, two NS SD70s (one being in the Illinois Terminal Heritage paint), a CSXT EMD, followed by a BNSF SD60 in the coal green/cream scheme. – Photo © 2015 Bruce Barrett.



A C&TS photo freight with K-36 #488 threads the north rim Toltec Gorge East of Osier on October 2, 2006. – Photo © 2006 Bruce Barrett.

For Rail Report 673, the masthead photo features D&RGW Engine 673 at Denver on October 25, 1939.

– Joseph Schick from the James L. Ehernberger Collection.



The City of Lakewood brought Denver & Intermountain car 25 out for its yearly open house, offering the public rides to the end of track. The car performed well except for some issues with the generator's fuel pump.

– Photo © 2016 Nathan Holmes.

Notes From The President

By Nathan Holmes

Just a reminder – we're only a month out from the annual banquet. If you're like me, you have no idea where 2016 has gone, and it's almost unbelievable that we're already closing in on October. So, before September slips away as well, now's the time to get those reservation forms in. Don't risk missing Steve Patterson's excellent retrospective on his 42 year railroading career and hobby, combined with what promises to be one of the best banquet meals in years. We'll also have a cash bar again this year, much as we had for the 75th and at the Oxford two years ago. Every year we get panicked calls from folks who put off signing up and then forgot, but unfortunately we

have to have a hard cutoff, as our caterers need a final count a few days before the event in order to buy ingredients, set tables, etc. The deadline is October 8th this year – don't procrastinate and risk missing out!

I regret that we had to change the program this month – I know many of you were looking forward to hearing Tom Klinger talk about the C&S narrow gauge in conjunction with the release of his new book on the Gunnison Division. Tom recently suffered some health issues, and everyone felt it would be better to postpone his talk. We all wish him a speedy recovery, and once he's feeling

Notes From The President



After taking 2015 off, the Durango Railroad Historical Society steamed up D&RGW 315 on Thursday, August 18. The engine and two Durango & Silverton coaches made several short trips out of Silverton throughout the long weekend as part of the D&S's Railfest 2016. The engine then was moved to Chama for several runs, and it will over-winter on the C&TS. – Photo © 2016 Nathan Holmes.

better again, we'll make sure to get him back on the schedule.

Thanks to my tireless and amazing VP Dave Schaaf, we've lined up Mr. Bruce Barrett to pinch hit for Tom this month. Bruce is a retired career railroader and talented photographer, and his polished photographic presentations never disappoint. Please be sure to join us for several of his short programs.

At the last board meeting, we realized that we haven't done a Slide Potpourri night lately, so we penciled in one for November. For those unfamiliar, Slide Potpourri is a Club tradition where we invite our members to show off some

of their own photography in what's essentially an open projector night. We encourage those interested to prepare 12 to 15 slides or digital images to share, or 3 to 5 minutes of video. For those with digital images, I'd ask they be emailed to rmrrc-slides@drgw.net at least a day or two before the show so that I can put them together and make sure everything is going to work. For those with physical slides, just bring a stack or a tray to the show and we'll get out the slide projector. If you'd like to show a bit of video, please get in touch with me using the above email and we'll work out the details. Slide Potpourri works because of our members, so be sure to pick out a dozen or so images and join in the fun.

Notes From The President



As part of the Pueblo Railway Museum's Rail Fair 2016, Amtrak's Exhibit Train visited the southern Colorado city. Parked near the depot, the train explains the 40 year history of America's national passenger railroad system.

– Photo © 2016 Nathan Holmes.

Even if you don't want to show any of your material, they're fascinating shows to attend. Our members have travelled the globe in pursuit of their hobby, and many have collections with material going back a hundred years or more. You just never know what's going to show up at these presentations, so it's always a fun night of railfan photography randomness.

I'll end this with my usual plea – the club needs more folks willing to step up and participate in running it. I'm coming to the end of my term, and we're always short board members. Our other officers have often done their jobs for years, and I'm sure would like a break. I continue making this plea because the

club ends if nobody steps up, and getting folks to step up is nearly impossible. In all my years of asking for help on the board, we've only ever had a couple of volunteers. Your club needs you now. I step down at the end of this year, and I need your help to make sure the club is in good hands next year. Contact me or any board member if you even think you might be interested, and we'd be happy to talk to you about what's involved.

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.



Engine #111 test running on the Georgetown Loop Railroad.
– Photo © 2016 Jeff Badger.

Information For The Railroad Enthusiast

By Dave Schaaf

Georgetown Loop Railroad Engine 111, a Baldwin 2-8-0, is running again after a four year restoration. The 1920s steam locomotive that ran in Central America was purchased by the Town of Breckenridge, Colorado, for use as a static display with hopes for full operation. Those plans changed and the Colorado Historical Society now owns the 111.

Amtrak announced that the Ski Train will be running on the weekends between Denver's Union Station and Winter Park, January through March, 2017. Tickets will be sold through the Amtrak website and start at \$39.00 one-way. The route was operated for decades, but was shut down in 2009.

Caboose Hobbies on South Broadway in Denver will close on September 25, 2016. Caboose has been at the South

Broadway location since 1981, moving from 610 15th Street downtown. Duane Miller took over running the store from his father, Glen Brazelton, who entered the business in the 1950s, buying Hobby House in 1951. The name was changed to Caboose Hobbies in 1963. In January 2014, the Guinness Book of World Records verified Caboose Hobbies as the world's largest model train store. The store's lease is up and Joanna and Duane Miller decided it is time for retirement.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these web services. Please give it a try!

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

Current Railroad Happenings



Union Pacific Northern 844 with the Cheyenne Frontier Days train, P CYDV 21, on a deadhead move, Cheyenne, Wyoming, to Denver at Greeley Wye, Greeley, Colorado, on July 21, 2016. – Photo © 2016 by Chip.

Consist:

Union Pacific Northern 844 Steam Locomotive FEF-3

Water Car - Jim Adams

SD70ace - 1989

Tool Car - Art Lockman

Power/Dorm - Howard Fogg

Power Car - 2066

Business Car - Feather River

Business Car - St Louis

Dome Lounge - Harriman

Business Car - Lone Star

Dome Diner - Missouri River Eagle

Diner - City of Denver

Coach - City of Salina

Coach - Portland Rose

Coach - Sunshine Special

Dome Coach - Challenger

Rec Car - Council Bluffs

Coach - Katy Flyer

Coach - Texas Eagle

Dome Coach - Columbine

Dome Diner - City of Portland

Power Car - 208

Dome Lounge - Walter Dean

Dome Lounge - City of San Francisco

Business Car - Cheyenne

Current Railroad Happenings



Metrolink F125 action; BNSF Pikes Peak Subdivision. SCAX (Metrolink reporting initials) 904, F125, Tier 4 going to the Transportation Technology Center (TTC). BNSF moved SCAX 904 from Streator, Illinois, to Avondale, Colorado, as train J SXRAVC9 10. Ordered by Metrolink in May 2013, the F125 Spirit is assembled by Caterpillar subsidiary Progress Rail/EMD at Muncie, Indiana. Each locomotive is powered by a Caterpillar C175-20 diesel engine built at Lafayette, Indiana. NS 6999 SD60E passed near Pikes Peak International Raceway south of Fountain, Colorado, on the BNSF/UP Joint Line on August 10, 2016.

– Photo © 2016 by Chip.



Patrick Henry Creative Promotions lettered PV's Warren R. Henry (ex-UP dome built 1955 now dome lounge with rear platform) WRHX 800148 and Evelyn Henry sleeper WRHX 800149 moved west on Amtrak train 5, the CZ, on August 3, 2016, via UP's Moffat Tunnel Subdivision at Crescent, Colorado. The cars (based in Houston, Texas) had laid over at Denver for a couple of days.

– Photo © 2016 by Chip.

Rocky Mountain Railroad Club No. 3



**UNION PACIFIC
STEAM EXCURSION**
DENVER, COLORADO
TO
LARAMIE, WYOMING
AND RETURN

Leaving Denver at 7 A.M., M.D.T., Sept., 25, 1966

Meals Included in Cost of Ticket

Half Fare If Punched

Fred S. McKee
President R. M. R. R. C.

CHEYENNE, WYOMING
TO
DENVER, COLORADO

LARAMIE, WYOMING
TO
CHEYENNE, WYOMING

Half Half

Big Steam Weekend in 1966

By Michael M. Bartels

In 2016 it is difficult to even imagine a weekend like September 24 & 25, 1966, even for those of us old enough to remember it. The Rocky Mountain Railroad Club offered a weekend of steam, starting with a trip on Saturday September 24th from Denver to Longmont, then back to Boulder where the annual banquet would be held at the Harvest House. Power was John Birmingham's ex-Great Western 2-8-0 No. 51. Departure from Denver was at 2 PM, with return about 11 PM. Then on Sunday September 25th, Union Pacific 4-8-4 No. 8444 would power a club trip to Laramie, Wyoming, and back, leaving Denver at 7 AM. The fare for Saturday was \$10 adults, children \$7. Sunday's trip, including three meals in UP's cafeteria-style diner, was \$17 adults and \$8.50 children. A combination ticket for both was \$24 (\$16 children). That sounds like an incredible bargain, but adjusted for inflation that would be \$178.55 today!

The 8444 had just returned earlier that month from its most extensive outing, to Boise, Idaho, and Portland, Oregon. And for the first time, it would operate out of Denver. All previous UP steam

trips since November 20, 1960, had used diesel power as far as Cheyenne. The usual procedure was to travel via the Dent Subdivision one or both ways. It was rare mileage and lack of other trains allowed more time for run-bys. The Dent operation lasted until 1982. Much of the line has since been abandoned and the south end is being converted into Regional Transportation District's North Metro Rail Line.

The October 1966 *Rail Report* said some 450 fans from 30 states participated. The Boulder trip was more lightly attended but was financially successful. The day was perfect Sunday, making for what was called one of the finest trips in club history. Today, the mainline excursions fans almost took for granted are all but gone. But who in 1966 would have imagined the 844 would be back in steam 50 years later, or that restoration of a Big Boy was planned. Or that the Georgetown Loop would be rebuilt, or that Denver would be a national leader for new light rail and commuter rail lines. Perhaps a fan in 2066 will pick up this newsletter and be amazed at all that was going on in 2016!

Union Pacific Motor Car Makes Its Final Run This Afternoon

Service Started Sept., 1873, To End Because Of
Auto, Bus Competition, Despite Boulder Protest

By FOREST CROSSEN

White-haired Conductor T. J. Miles, trim in blue serge uniform with shining brass buttons, stood beside the sleek green Union Pacific Motor this afternoon, eyes glued to his watch. As the minute and second hand ticked to 2:20, he gave the highball, turned and waved goodbye to the little crowd on the Boulder station platform. And on his face there was sadness.

In the cab, Engineer Roy R. McElhose advanced the throttle, and the big gasoline engine leaped to full-throated power. He also turned and waved goodbye, his kindly features sad. Then he eased out the clutch, and the M-18 clattered off down the track—on her last run out of Boulder.

The request granted by the Interstate Commerce Commission to the Union Pacific Railroad company to abandon passenger service from Denver to Boulder was in effect. A service begun Sept. 12, 1873, had ended, except for special trains.

Boulder's First Railroad

As I stood there watching the disappearing motor car, I thought of Boulder's first railroad—the Boulder Valley—the same line over which the car was now speeding away. I thought of the struggle by those restless pioneers to bring passenger service to their people.

The Denver and Boulder Valley Railroad company was incorporated Oct. 1, 1870, at Denver, with many prominent Colorado men the principal stockholders. Construction began at once, and the rails advanced rapidly to Erie. Here they stopped.

Boulder citizens waxed indignant, seeing at a glance that Denver's primary object had been achieved—tapping the rich Erie coal fields. They swore that Denver considered Boulder a dangerous rival and was using this method to throttle their town at the foot of the Rocky Mountains.

Depot East Of City

Determined joint action by Boulder men brought the tracks to the Wye, one mile east of the city, Sept. 12, 1873. Although indignant that the rails were not run to the center of Boulder City, they completed the service with four and six-horse stagecoaches and busses. There was a rush to take the train to Denver.

Little wonder that people did so, for a trip behind horses consumed a full day, a night and another day for the return. It was possible now to board the train at 2 p.m. and arrive in Denver at 5 o'clock—if all went well on the bumpy lurching trip. The next morning they could leave Denver at 9:15 o'clock and arrive in Boulder at 11:20. The distance to Den-

Boulder, Colorado, Friday, October 31, 1941

ver was 46 miles, the fare \$2.25, or about five cents a mile.

For many years the railroad had an excellent passenger business. With the coming of the Colorado Central, later the Colorado & Southern, it fell off. Then came the automobile, which further decreased revenues, and the bus.

But to return again to the motor car leaving Boulder for the last time, and to the trainmen whose hearts were sad . . .

The Motor Crew

Conductor Miles had been on the run, which was considered a prize job on the Union Pacific, three and one-half years. For thirty years he has served his company faithfully. His railroad experience goes back, however, to 1898, when he went out as a brakeman on the old Fort Scott, Kansas City and Memphis—later the Frisco.

"I feel bad about leaving," he had said. "I've made a number of friends here in Boulder, and it's always sad to leave your friends . . . Where will I go from here? As far as I know, I'll go on the Pony Express out of Denver for Green River. Yes, I'll probably take the Northwest—the Second—section."

Engineer Roy R. McElhose is another Union Pacific veteran, joining its service in 1911. He came to the Boulder motor run Feb. 7, 1941, when fatal illness seized George Finn, who had faithfully operated motor cars for 32 years, and who had many friends in Boulder.

"I came off a freight run out of Denver to take this job," said McElhose. "I'll go back to freight service." He sighed. "But I hate to leave Boulder. It sure is a friendly little city." Then his face brightened. "I've got lots of seniority. Maybe someday I'll get this U. P. freight run from Brighton into Boulder."

And so they departed, two fine Men of Transport, one to take charge of the long Pony Express hurtling through the day and night with its precious cargo of lives, the other to sit at the throttle of a giant freight locomotive with a thousand horses beneath his hand, pulling the trains without which we cannot live . . . As for us on the station platform, we were left behind with another bright page taken from the book of our lives.

The Last Run Of McKean Motor Car Service Out Of Boulder

By James Ehernberger

The last run of McKean Motor car service out of Boulder was 75 years ago on October 31, 1941. How times have changed — back then people switched to autos, and killed railroad service; now with highway congestion, they are bringing rail passenger service back to these communities.

Forrest Crossen (Club seniority card

holder #1) wrote an article about the last run for the Boulder Daily Camera. Forrest was quite colorful in his writing, and it is a pleasure reading what he wrote (reproduced on pages 10 and 11).

The motor that operated to Boulder was the M-18. This motor car originally was built for a UP subsidiary line, the Oregon Short Line in September of

The Last Run Of McKeen Motor Car Service Out Of Boulder



McKeen Motor Car M-18 as train #576 at Sand Creek Junction, Colorado, on June 29, 1940. – R. H. Kindig photo from James L. Ehernberger Collection.

1911, by the McKeen Motor Car Company of Omaha, as their car M-65. The UP acquired the car in October of 1917, and gave it the number M-18, which was a vacant number because the original M-18 was demolished in Kansas.

Jack Thode commented that it had a unique sounding engine. The McKeen cars were also unique in several ways. The front, or nose, was pointed to serve as a “wind splitter” to prevent drag, and help fuel consumption. The round windows were another feature found on the McKeen designed cars. Some trade journals stated these cars were “ahead of their time” in 1906. The first car was constructed at Omaha early in 1905, and proved that it could be developed further, primarily for use on branch lines, where steam trains handled two or

three cars with full crews. The economy of motor cars became popular after that time, and McKeen built over 150 cars.

However, McKeen stuck to a manual transmission, while the General Electric motor cars used a generator and electric drive, somewhat similar to present diesels. The McKeen’s reputation was not the best, and failures occurred often, but on a short run, like Denver to Boulder, and with the Denver shop forces handy, they could probably keep it going okay. The latter company’s cars became more popular, and by about 1917, McKeen had built the last car. Car M-18 was retired in July of 1942. Since the need for motor cars was dwindling along the UP system, it is doubtful that this motor car operated after the discontinuance of service between Denver and Boulder.

Events of Railroad History: Seven Roads Running Thru Denver Discuss Joint High Speed Service

Denver Post, December 11, 1936

Contributed by Dan Edwards

The battle for western railroad passenger traffic, which is being fought with finer and faster trains and shorter and speedier schedules, took a sensational turn in Denver Friday when officials of seven of the nine railroads serving Denver sat down together in a "war council" designed to unite the seven lines in a new super service network covering the entire west.

If an "entente" of the seven roads is effected which appears likely, Denver will be the hub of the network as the meeting place for trains coming from east and west and north and south.

The purpose of the council was to work out passenger schedules of the seven lines, so that principal trains will reach Denver in time to connect with the principal outgoing trains of other lines, so passengers can get the same thru service they might receive if all the lines were under one management.

The conference is in effect the answer of the seven lines to the recent announcement by the Union Pacific Railroad of a new streamlined train service between Chicago and the west coast which will start early next summer.

The Union Pacific and the Santa Fe railroads were the only ones not represented at the Friday council of war held in the office of the president of the Denver & Rio Grande Western Railroad. The Santa Fe apparently was not represented, because its southern route to California would not enable it to work to advantage with the other roads. Largest of the railroads represented in the meeting, the Burlington, already is operating the largest fleet of

streamlined trains in the country, including the two new Denver Zephyrs between Denver and Chicago.

Another of the lines represented, the Rock Island, will start operating streamlined trains between Denver and Kansas City next summer. Contracts for the trains already have been let. Still another road, the Missouri Pacific, half owner of the D&RGW, will soon announce that it will start streamlined train service between Denver and St. Louis next summer. Observers point out that if the Rio Grande and the Western Pacific should adopt streamlined train transportation, the speed service network focusing on Denver would be complete. Even if those roads should stand by steam power, their schedules might be speeded up to give the same result.

Passengers from the west coast would be whisked into Denver and would be given their choice here of three separate speed trains to Chicago, St. Louis or Kansas City. Passengers bound for the west coast would arrive in Denver on the three streamliners, possibly at about the same time, and would be whisked on west by the Rio Grande and Western Pacific.

The council of roads apparently was called by Wilson McCarthy, president of the Denver & Salt Lake Railroad and one of the trustees of the D&RGW. The Rio Grande and the Mofat Railroads would be important links in the speed networks if the seven lines should unite to give new and faster thru service to the west coast.

The last of the visiting officials arrived Friday morning, and thirty or

Events of Railroad History

more of them filed into the Rio Grande office at 10 a.m. to carry on their conference behind closed doors.

Representing the Burlington, which for some time has had its eyes set on a closer alliance if not ownership of the Rio Grande, were Edward Flynn, executive vice president; Albert Cotsworth Jr., passenger traffic manager; and R.H. Taylor, vice president in charge of traffic. Ralph Budd, president of the Burlington, had planned to come to the conference himself, but decided Thursday not to attempt the trip because of a slight illness.

Representing the Missouri Pacific were John Cannon, chief operating officer, and P.J. Neff, assistant chief traffic officer. It is reported that the Missouri Pacific plans to give overnight streamlined train service between Denver and St. Louis starting in May or June. Officials representing the Rock Island at the conference were E.M. Durham Jr.,

chief executive officer; J.D. Farrington, chief operating officer; and W.J. Leahy, manager of passenger traffic.

Representatives of the Western Pacific, which with the Missouri Pacific owns the Rio Grande, were J.F. Hogan, vice president in charge of traffic, and J.P. Quigley, superintendent of transportation. McCarthy, Henry Swan, the other trustee of the Rio Grande, and A.C. Shields, vice president of the Rio Grande, represented that road. McCarthy also represented the Denver & Salt Lake of which he is president. Robert Rice, vice president, represented the Colorado & Southern.

Before entering the meeting, the most any of the officials would say was that they were going to talk about passenger schedules for next summer. That is the time when the Union Pacific will launch its new seventeen-car streamliners between Chicago and the coast.

Note: Nine railroads were serving Denver in 1936, travel by rail was thriving, and new streamliners were being introduced. This development, however, helped lead to the end of steam, and did nothing to arrest the precipitous decline of rail passenger service within the next 25 years.

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>.
September 21, 2016 — Dinner Meeting at Red Lobster in Wheat Ridge, Colorado

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Club and Foundation Directors

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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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ROCKY MOUNTAIN



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