

RAIL REPORT

March 2017 • No. 679



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

C&S Narrow Gauge Along Clear Creek

Presented by Tom Klinger

March 14th, 2017 • 7:30 PM

The Colorado & Southern narrow gauge line along Clear Creek traversed the farms between Denver and Golden on its way west. Beyond Golden, the line wound up the canyon through the towns serving the mines and mills along Clear Creek. Travel along with the freights and tourists from the “heydays” of the C&S narrow gauge to its demise and onto its present day shadow

**Look For Your 2017 Membership Card
Enclosed With This *Rail Report***

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) 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 2017 Calendar

The April Meeting Will Be Moved To The Third Tuesday – April 18th

- | | |
|------------|---|
| April 18th | Monthly Meeting and Program, “400 Years Of RR Family” by Gary Emmons. |
| May 9th | Monthly Meeting and Program by Jeff Badger and Phil Johnson. |
| June 13th | Monthly Meeting and Program, “Forging The West” by Jim Havey. |

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.

C&S Narrow Gauge Along Clear Creek



C&S #65 is dropping downgrade on the high bridge at Silver Plume, Colorado, on July 22, 1938. – Henry Griffiths photo from the Carroll Weis Collection.

Rocky Mountain Railroad Historical Foundation 2017 Mini-Grant Program

The 2017 Foundation Mini-Grant Program is now in full swing, with the Request for Proposals now available from our website. The deadline for applications is the end of April. If you know a railroad history or preservation-related project that could use \$1,000 for the summer of 2017, Please help spread the word and send them over to the website for more details.

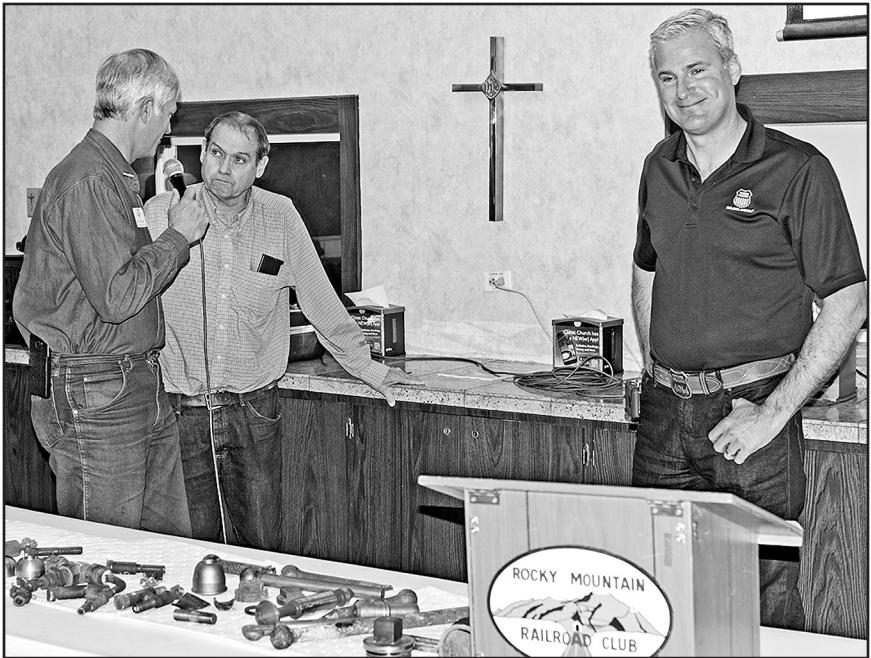
In Remembrance
Richard P. Miller

Richard P. Miller, a 62-year member of the Club passed away on New Year's Day 2017. At the time of his death he held seniority number 12.

Mr. Miller served in the Navy in World War II. After the war, he worked for the Burlington Northern Railroad as a locomotive engineer. He loved trains and built a model railroad in his basement and a garden railroad in his backyard.

For Rail Report 679, the masthead photo features Union Pacific 679 at Denver, Colorado, on July 15, 1990.

– Ed Fulcomer photo from the James L. Ehernberger Collection.



At right, Ed Dickens, Jr., Senior Manager of Union Pacific Heritage Operations based in Cheyenne, Wyoming, addressed the large member turnout at the Rocky Mountain Railroad Club February 14, 2017 meeting. From left are Club Vice-President Dave Schaaf and President Steve Mason. On the table are steam locomotive hardware and staybolts that Mr. Dickens had on display.

– Photo © 2017 by Chip.

President's Report

By Steve Mason

The January 14th meeting was terrific! Ed Dickens, Jr. presented a great program. He updated work on Big Boy 4014 and showed us work done on 844 to get ready for the Cheyenne Frontier Days train. UP corporate officers authorized an overhead crane as a reward for keeping to schedule. 4014 has to be done by 2019 to participate in the 150th anniversary of the driving of the Gold Spike at Promontory Summit. Union Pacific is sure to throw a big national party commemorating the event.

Our next program by Tom Klinger, "C&S Clear Creek District" should be another sure fire program. Tom finished his fourth book, this one on the Clear Creek line, last year and it is up to his high standards. This is a program to come out for.

I must congratulate Dave Schaaf for his efforts on programs. Ed Dickens was a bases-loaded home run. This is difficult to do. Dave gave us a run down on upcoming programs and they look good to me.

President's Report



A large crowd attended the February meeting featuring updates on the Union Pacific steam program. – Photo © 2017 Bruce Nall.

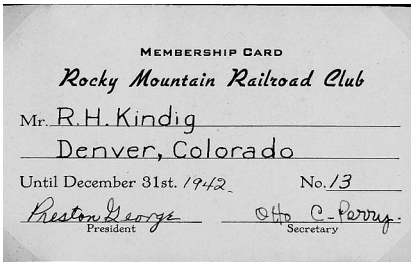
That brings us to Board meetings. Your Board meetings are the first Monday after a regular monthly meeting. We usually have supper at 5:30 PM at Nicolo's Pizza at 7847 West Jewell Ave. After we eat and visit, we have a short business meeting from about 6:30 to 7:30 PM. We handle Club and Foundation business. The President's report is first and if any member wants to bring new business to our attention they are inserted then. We go through reports from the Secretary, President, Vice-President, Treasurer and membership chair.

We received several emails from members and we addressed those. First, we had one from Tom & Sharon Sharratt of Wisconsin. They wanted to know if we could make a video of our meetings, combine meetings in multiples of 3, 6, 12 for sale for out of town and home bound members. Actually there was much discussion of this issue before the meeting and then in the meeting. A

summation of the Board's intent is this, "At this time we don't have personnel, equipment, duplication time for a limited demand, but we will post links to web sites related to programs presented on our web site." There are also licensing and copyright concerns with materials included in the programs. I am glad Tom and Sharon sent this email even if it is not the answer they wanted because I want the members to know we will address whatever concerns they raise.

Don Ziesch emailed and Dave Goss asked to have a consolidated financial statements in the newsletter. During the previous Board meeting the Board expressed agreement to that and again this time. The treasurer will have a consolidated financial statements for the April *Rail Report*. We closed out the books this month with completion of renewals and entering those amounts into the books. Don also said he had not come to regular meetings due to them being at night and

Club Past-President And Photographer Preston George



Member Michael Bartels noticed the early RMRRC membership card published in the last *Rail Report* had been signed by Preston George, probably Oklahoma's most well-known rail photographer. The University of Oklahoma Press has just published *Smoke Over Oklahoma: The Railroad Photographs of Preston George*.

President's Report

concerns with night driving.

We started the survey questions by email among us and we are going back and forth to get the questions framed to find out what you as members want us to do for you. One of the questions is going to be, "Would you want us to move regular meetings to daytime and if so when keeping mind that weekends really are a poor time to find a place to hold the meetings." We are willing if you want this. I know many of us are retired so it would not be a large imposition, but on those days no doctor appointments or golfing or anything else. Think about it, please.

We received a nice, accurate Treasurer's report from Keith Jensen. Keith is very thorough although quiet at meetings up front to your right. Again, Keith will prepare a report to be published in the April *Rail Report*.

Mike Tinetti gave us a membership report on renewals which is startling. Last year in November we had 443 members in all categories. After renewals for 2017 we have 401 members in all categories with only six Associate members. About 62% of the members live in Colorado.

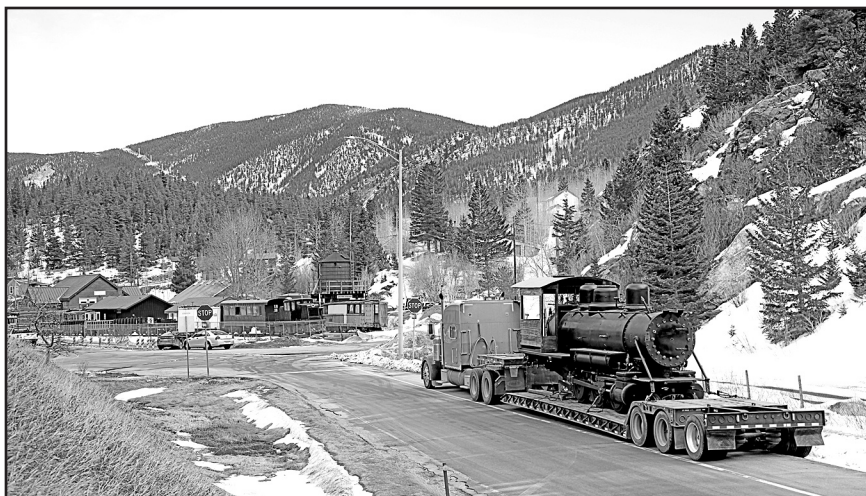
45 members did not renew. I am concerned by the number of long time members that did not renew. Two 60-year members did not renew but one of those is known to have passed away. We publish obituaries in the *Rail Report* for any members that have passed away. One 50-year member, six 40-year members, five 30-year members, one 20-year member and twenty 5-year or less members that did not renew. If you any information about a non-renewing member, please tell me, Mike, or one of the Board members.

Bruce Nall attended as well and was asked for input. When one thoughtfully considers how long Bruce has been doing the *Rail Report*, he has years of Club business knowledge.

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know. I am here for you. Many of you are my friends going back many years and it is a pleasure to serve you.

Keep your concerns coming to us.

—Steve



An S/D Enterprises, Inc. truck picked up ex-Klondike Mines Railway #4 from the Georgetown Loop RR at Silver Plume, Colorado, on February 21, 2017.

– Photo © 2017 Dave Schaaf.

A Klondike Locomotive For Como

By Dave Schaaf and Chip

The South Park Rail Society officially launched its funding page to raise funds that will help with the repair and transportation of its newly acquired locomotive for Como, Colorado. Depending on funding, the plan is to have the locomotive moved and steamed up in Como during Park County's 22nd Annual Boreas Pass Railroad Day planned for August 19, 2017. If this event goes well, they are considering having the locomotive steamed up again two weeks later while the 37th National Narrow Gauge Convention is being held in nearby Denver. The South Park Rail Society will be releasing more details as they develop. Their web site is www.southparkrail.com.

The South Park Rail Society locomotive is ex-Klondike Mines Railway #4, a Baldwin Locomotive Works narrow

gauge 2-6-2, built in 1912. This engine was unique among its roster in having been manufactured for the Klondike Mines Railway (KMRY). Operating for a mere two seasons on the KMRY, #4 and its tender were purchased by the White Pass and Yukon Route in 1942 and was their WW II Skagway Yard switcher. The locomotive moved to Wisconsin in 1955. The locomotive was used on theme park railways in the lower 48 states, most recently at the Dry Gulch Railroad in Oklahoma, where it started a long restoration. In October 2015, KMRY #4 was moved to the Georgetown Loop Railroad at Silver Plume, Colorado.

The locomotive left Silver Plume, Colorado, on February 21, 2017, and was trucked to Cheyenne, Wyoming, arriving at Wasatch Railroad Contractors, for service and repairs the next day.



The South Park Rail Society steam engine #4 arriving at Wasatch Railroad Contractors, Cheyenne, Wyoming, on February 22, 2017. At right, Dr. Charles 'Chuck' Brantigan, MD, watched the delivery. He and his wife, Kathy, purchased the steam engine in 2016 when it was displayed at the Georgetown Loop RR. -Photo © 2017 by Chip.

Information For The Railroad Enthusiast

By Dave Schaaf

Severe February weather in the western U.S. caused problems for several rail operations. BNSF had closures in Montana and Washington from mud and snow, and diverted a few trains over the Montana Rail Link and Canadian Pacific. Union Pacific had flooded lines in northern Nevada and California, also affecting commuter and long-distance passenger trains. Many days, the Amtrak California Zephyr only operated between Salt Lake City and Chicago. The Nevada State Railroad Museum in Carson City suffered flood, mud, and erosion damage to buildings and track.

For Colorado narrow gauge fans, we mentioned last month that steam is coming back to Como. Rio Grande Southern #20 should return to the CRRM in Golden this summer. These things will

give folks more reason to attend the 37th Annual National Narrow Gauge Convention at the end of August in Denver (www.37nngc.com).

The Nebraska 150 Express, a Union Pacific Streamline train, will roll across Nebraska in early August to help mark the state's sesquicentennial. This train carrying Nebraska celebrities and speakers will make eight 90-minute stops across the state, starting in Omaha. To keep the 3-day tour on schedule, no tickets will be sold and no public tours of the train will be offered. Power is expected to be the U.P. diesel E-units. Also, North Platte Rail Days happens September 15-17, 2017. This includes a bunch of local events, including Bailey Yard bus tours. (www.northplatteraildays.com)

Information For The Railroad Enthusiast



A Denver RTD 228 test train on the R Line at sunrise on February 8, 2017. The 228 is a Siemens LRV. A southbound test train was stopped at the right with car 305. The R Line opened on February 24, 2017, and is RTD's newest light rail line. The 10.5 miles of new light rail brings service through the heart of Aurora, Colorado, and connects the existing track at Nine Mile Station up I-225 to the Peoria Station on the University of Colorado A Line. The existing bus transfer facility (Centrepont and Sable) will receive a parking lot and a name change to the Aurora Metro Center Station with the opening of the R Line. – Photo © 2017 by Chip.

The largest coal-fired power plant in the West is the Navajo Generating Station (NGS) in northern Arizona. It is supplied via the Black Mesa and Lake Powell railroad from the Kayenta mine, and all of this lies on Navajo Nation land. The NGS is in danger of closing soon due to low prices for natural gas. The plant is also one of the biggest carbon emission sources in the country. Closing it could mean the loss of more than 800 jobs.

CSX Corp. has announced it will eliminate about 1,000 management employees “through an involuntary separation program” that will be completed by late March.

The Friends of the Burlington Northern Railroad (FoBNR) have opened registration for their annual convention in Denver this June. Visit www.fobnr.org

for additional information.

Track building should start in April for a streetcar system in Milwaukee, Wisconsin. A special April edition of *Model Railroader* magazine marks their 1000th issue.

The Denver and Rio Grande Western depot is not only one of Antonito's greatest historic assets, it is also key to the ongoing revitalization of the Colorado town itself. This station is constructed of quarried volcanic stone, and served this and surrounding communities as a social and economic hub until 1951. Its importance is highlighted by the interesting fact that all of Antonito's original buildings were constructed to face the station! Preservation work is in progress now, and the town will soon seek out a suitable occupant to bring new life to the depot.

Club Historical Notes

By Dave Goss

Recently, the Club received a number of historical items from the Jim Ehernberger collection, which included a small scrapbook from Richard H. Kindig. In this scrapbook, Dick collected a few photographs as well as some newspaper articles about Club activities and books. During 2017, we will include a few of these items to highlight the Club's past. One of the items in Dick's scrapbook are two typewritten pages, undated and without an author's name. The text is transcribed below:

As the midpoint of the 20th century was reached the curtain was falling upon the final phase of steam locomotive operations in North America. In a comparatively short time the steam locomotive had changed the United States from a small country with a few seaports, and with towns and settlements little farther inland than river navigation permitted, to a great nation covered with cities and spanning a continent. Now, by the 1950's, owing to the emergence of another type of motive power, steam engines are becoming obsolete and their days are numbered.

No future generation would experience the thrill enjoyed by its predecessors. No future American could stand awed beside the track and behold the majestic onrush of the iron horse, be deafened the blast of the exhaust, the crash of steel on steel, and the hiss of escaping steam or be momentarily shaken as the locomotive thundered past in a blurred flash of connecting rods, valve mechanism, and thundering wheels.

The Rocky Mountain Railroad Club was formed in 1938 to participate in the era of the steam engines, and to preserve a portion of this wonderful era in the form of photographs, paintings, books, maps and railroad records. Excursions are sponsored by the club, and regular monthly meetings are held, where slides, movies, and lectures increase the knowledge of the membership concerning the subject of railroads.

The club was subsequently incorporated under the laws of the State of Colorado as a non-profit organization, and has shown continuous growth from year to year with a current membership of 560 persons. Although the majority of the members reside in Colorado, there are numerous associate members in other states and scattered through countries all over the world. Books and pamphlets published by the Rocky Mountain Railroad Club help keep both local and associate members informed on subjects of interest concerning Colorado railroads.

Although undated, we believe the text to have been written in 1954 or 1955, as in 1959 Club membership was 660. The author's reminiscing of the passing of steam locomotives resonates even today. However, who would have imagined then that 60 years later we'd be seeing a rebirth of steam in the form of locomotives 4014, 611, 1309, 2716 and many more. Could the author have envisioned one locomotive, UP #844, never being retired? We are fortunate today, but we must not lose sight of preserving today's history be it through photography, videos, books, the Internet and other sources. Maybe we should start keeping some items for a scrapbook, too.

Events of Railroad History: Railroad History Made as Zephyr Glides out of Denver

Denver Post, May 26, 1934

Contributed by Dan Edwards

The departure [of the Burlington Zephyr], originally set for 4 a.m., was delayed more than an hour by a last-minute emergency. Late Friday at the Burlington shops as mechanics went over every inch of the machinery, it was discovered that one of the roller bearings on the traction motor armature was damaged. A wire to Omaha resulted in a replacement bearing being placed aboard a plane for Denver. It did not arrive until shortly after midnight. Crews worked feverishly thruout the night to install the part and finished their job, so that the train was finally parked at the union station shortly before 5 a.m.

On Track No. 1 at the Denver Union Station, C.J. Ince, general manager of the mountain division of the Western Union Telegraph company, stood with a green flag in his hand, the same flag that has started racers in the last eleven Indianapolis speedway races. He dipped his flag sharply, and the Zephyr moved. It broke a stretched tape attached to a clock. The clock stopped at 5:04:40 a.m. [May 26], the hands bearing witness to the exact historic moment of the start of the run.

As the Zephyr cleared the Denver yards, gathering effortlessly the speed which is to devour the 1,015 miles from Denver to the Halsted Street Station of the Burlington in Chicago, it met the rising sun. The stainless steel train is expected to reach Chicago in less than

thirteen hours, breaking all records for nonstop and speed runs.

The main line of the Burlington which the Zephyr will follow into Chicago was clear from end to end. Fast passengers and fast freights were on sidings. Aboard the Zephyr was a distinguished company of the men who had conceived and built the Zephyr, which is the Burlington's answer to the demands of a high-speed modern age. [Passengers included Ralph Budd, Burlington president; Edward Budd, Budd Manufacturing company president; H.L. Hamilton, Winton Engine Company president; a staff of technical experts from various companies; and a Denver Post reporter.] Also on the train is a huge bouquet of flowers, cut at 3:30 a.m. in City Park, which will be delivered to Mayor Kelly in Chicago.

No such long-distance run or such sustained speed has ever been attempted before in railroad annals. With steam trains it would be impossible, but the 600 gallons of crude oil—the Zephyr's fuel—is more than sufficient to make the run. This oil costs 4 cents a gallon, and the total fuel cost of the run is not expected to exceed \$22.

The right-of-way of the Burlington thruout Colorado, Nebraska, Iowa and Illinois is being carefully guarded with watchmen at all grade crossings, by an army of 2,000 men. Police in all towns have made arrangements to keep crowds back from the tracks as

Events of Railroad History: Enthusiastic and Proud Father of Speed Train

the train speeds thru. Omaha will be by-passed by the Oreapolis cutoff to avoid slowing up.

Burlington offices here and at all points along the line have been besieged by insistent persons, who for days have offered premiums of all sorts for a chance to be a passenger on

the run. More than the 72 persons the train will seat are making the trip, and it was necessary to place extra seats in the baggage and mail cars to accommodate all who had to be taken. [The story of the *Zephyr's* run to Chicago will be continued in next month's *Rail Report*.]

Current Railroad Happenings

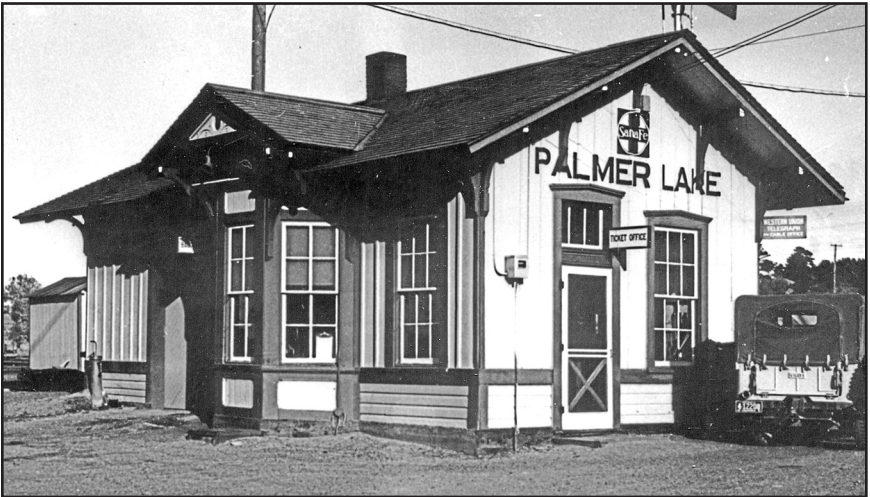


Amtrak Winter Park Express action on the UP Moffat Tunnel Subdivision. Amtrak 165, & 161, P42DC, train 986, Winter Park Express, kicked up snow at milepost 50, East Portal, Colorado, on February 4, 2017. Passengers load at Winter Park Ski Resort with a 4:30 PM departure for the trip to Denver Union Station.

– Photo © 2017 by Chip.



The track side of the early Santa Fe depot at Palmer Lake, Colorado.



The Santa Fe depot at Palmer Lake, relocated from Pring, Colorado. The 16 by 24 foot depot was built in 1888 and moved to Palmer Lake in 1936. – Two Santa Fe Railway depot photos, Russell Crump collection, <http://www.atsfry.com>

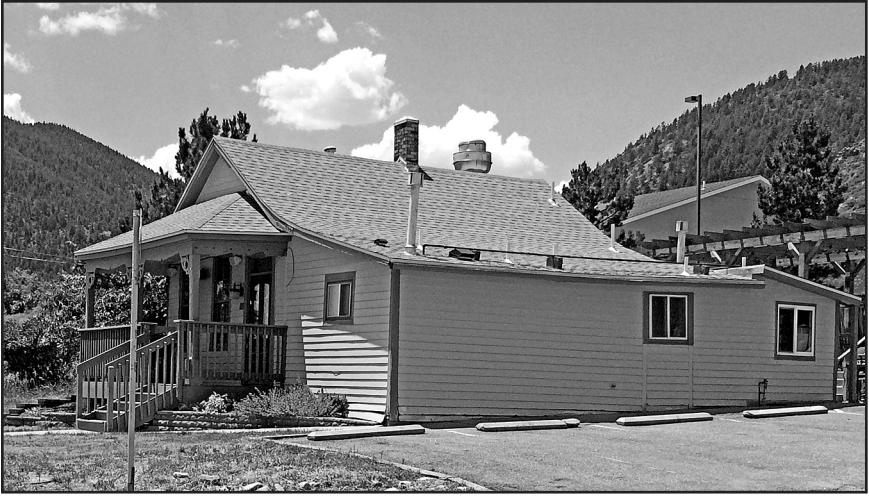
Fifty Years Ago at Palmer Lake, Colorado

By Michael M. Bartels

Fifty years ago, the Santa Fe depot at Palmer Lake was closed at the end of business on March 31, 1967. On April 1st, a Santa Fe crew boarded up the building. The April 16, 1967, Colorado Springs *Gazette Telegraph* pictured station agent Lou Nova and his dog Rusty

in front of the depot on the last day. A lengthy historical article about Palmer Lake and its depots noted the current building had been moved there from Pring in 1936 and one of the bay windows came from the demolished Santa Fe depot at Greenland.

A Short History Of Palmer Lake, Colorado



The D&RG Palmer Lake Station Agent's House, built in 1883, while extensively remodeled still stands and will soon be used a restaurant.

– Photo © 2016 Bruce Nall.

Communities Of Yesteryear

Along the New Santa Fe Regional Trail – Part Four

An Excerpt From The June 2005 *Rail Report* Article By Jack Anthony

The Palmer Lake community and lake were not always known by that name. On September 29, 1871, the D&RG track reached the drainage divide between the South Platte and Arkansas Rivers. The train station there was originally called Divide. In 1872, Camillus A. Weiss became the station's telegraph operator and postmaster.

For the next 15 years, the post office was called Weissport. The station went by several different names. Maps and rail-road schedules made between 1872 and 1888 refer to the station by the names Divide, Divide Lake, Loch Katrine or Lake Station. Some folks did unofficially call it Weissport. In December of that same year, Dr. William Thompson

and Arthur Visick established plans for a small town they named Loch Katrine which occupied about 320 acres east of the lake.

In the next month, they also established plans for the Glenside Addition in the area southwest of the lake. The original intent of the founders was not to name the town after the region's famed General William Jackson Palmer. One of the town's trustees suggested the name, and in late 1883, General Palmer reluctantly agreed to it by telegram from New York. On November 27, 1883, the town of Palmer Lake was planned, mapped out and established. The name Palmer Lake stuck forevermore. General Palmer never did live in his namesake town!

Communities of Yesteryear – A Short History Of Palmer Lake

The lake was a critical water supply stop for the D&RG steam engines. Palmer Lake also experienced many name changes – Summit Lake, Divide Lake, even Loch Lomand. Icehouses were built on the south end of the lake and provided ice to the railroad for use in refrigerator and dining cars. In 1882, the lake was enlarged to its current ten-acre size. Much of the lumber used to build both railroads in this area came from the mountains west of here – logging ended before the turn of the century and reforestation occurred over time.

Palmer Lake was quite an attraction back in those days. Trainloads of people would come on both railroads to visit it and experience the beautiful area and the colorful wildflowers. On February 23, 1889, the town of Palmer Lake had been built and grew and was incorporated. Since then, Palmer Lake has prospered and flourished into what we see today

as a wonderful community with a rich history.

The Palmer Lake Historical Society and the Lucretia Valle Library and Museum provide outstanding information and references on the Tri-Lakes region heritage. The museum and their comprehensive web site, along with the special speakers and occasions they host, make it a must-visit for anyone living in the Colorado Springs region. They have wonderfully captured and preserved the history of this area.

Railroad enthusiast, Wilbur Fulker, who grew up in Monument recalls that in the winter during the 1920s and 30s when the rails would get icy, the locomotives and their cars would have trouble getting up the grade in Monument. They sometimes would roll back as far as Pring and make a run up the grade to get past Monument and into Palmer Lake.

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>.

Wednesday, March 15, 2017

Dinner Meeting at Red Lobster, 4455 Wadsworth Blvd., Wheat Ridge, Colorado

Dinner at 5:30 PM – Meeting begins at 7:00 PM

N&W / BRAC Strike of 1978

Presented by Peter J. Rickenhauser

Did the strike change railroad history? Did the lessons it provided matter?

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Club and Foundation Officers

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

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. New members who join in-person at a meeting will be given a free copy of the Club history book

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

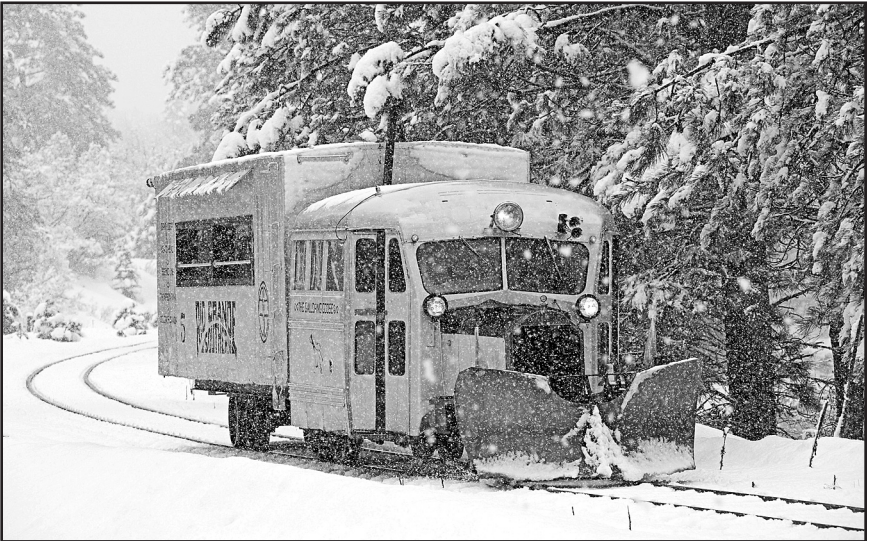
E-mail: selectimag@aol.com

Items for the April 2017 Rail Report should be sent by March 17th.

Rio Grande Southern Goose 5 Tests A New Snow Plow



For the first time since the RGS ceased operations in early 1950s, RGS Motor 5 hauled revenue passengers in the winter on February 17, 2017. Outfitted with a new plow made using Motor 6's as a pattern, the Goose was ready for any weather. – Photo © 2017 Nathan D. Holmes.



The trips were billed as “Snow Goose” trips, and the weather thankfully obliged on Sunday, February 19th. RGS 5 operated in conjunction with the D&S’s annual Winter Photographers’ Special and participants were treated to a healthy dose of fresh snow in the morning. – Photo © 2017 Nathan D. Holmes.