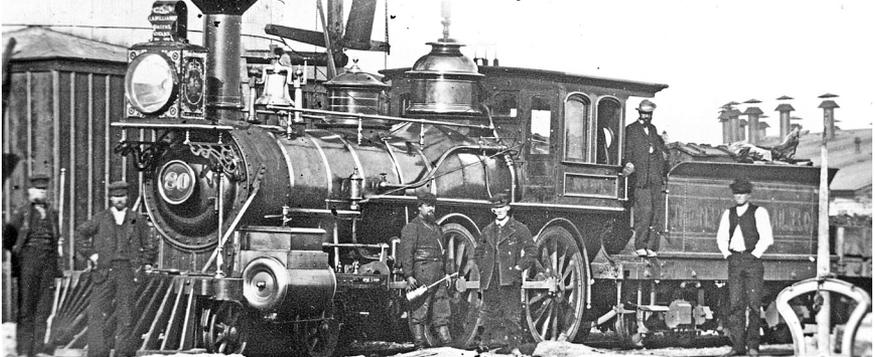


RAIL REPORT

February 2018 • No. 689



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

South Park Rail Society Como Update

Presented by South Park Rail Society Board Members

February 13th, 2018 • 7:30 PM

Members of the South Park Rail Society will discuss their progress so far and update and outline their future plans for the rebuilding and restoration of the railroad yard and structures at Como.

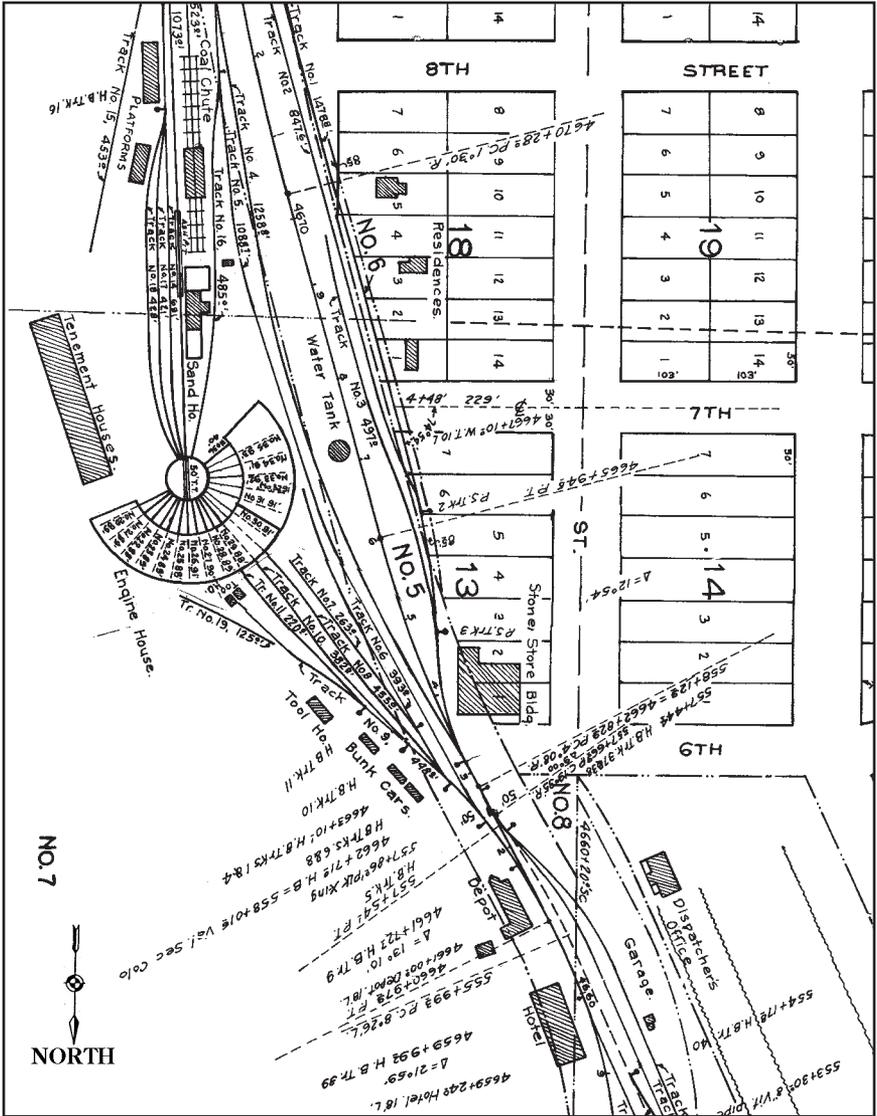
The February meeting will be in the “West Room” instead of our usual room.
Please enter through the triple doors to the west of our usual entrance.

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. 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 2018 Calendar

- February 24: Winter Park Express Trip.
- March 13: Monthly Meeting and Program by John Crisanti.
- April 10: Monthly Meeting and Program.
- May 8: Monthly Meeting and Program.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.



Como Station Map
 Park County, Colorado
 Platte Canyon and Gunnison Districts
 From C&S Valuation Engineer – June 30, 1918

For Rail Report 689, celebrating the 80th Anniversary, the masthead photo features Union Pacific engine 80 at Laramie in 1868.
 – Russell Photo from the James L. Ehernberger Collection.

ROCKY MOUNTAIN



80th Anniversary Events

Winter Park Express Trip Saturday, February 24th

A Club group will take the Winter Park Express Train from Denver to the Winter Park Ski Resort and return.

If you are riding, please call Steve Mason at 720-371-8536 or email stevemason647@gmail.com so he can make a list of riders.

Union Pacific Steam Shops – Saturday, March 17th

We have arranged a special tour of the Union Pacific Steam Shops hosted by Manager of Heritage Operations, Ed Dickens. We will get an update of progress on UP Big Boy 4014. This trip will be limited to 60 attendees. One group of 30 will start in the shop and the other group of 30 in the roundhouse. Both groups will see inside both buildings. Lunch is nearby on your own for those that are inclined. Transportation to and from Cheyenne is on your own. The cost will be \$20. Sign up will only be at the February and March Club meetings.

Union Pacific Maintenance Of Way Repair Shops – April

We are working on a tour of the Union Pacific Maintenance of Way repair shops on Pecos Street in Denver. UP did a lot of tie renewal last fall so some of that equipment will need maintenance.

Cheyenne Depot Days – May 19th

We will go to Cheyenne Depot Days May 19 and 20. Those of you unable to see 4014 in March will be able to see it then. The Sherman Hill Modelers sponsors this event and they have a nice train show at Frontier Park with tours of the Depot as well.

Klondike Kate at Como – May 26th

We are planning to ride behind 2-6-2, Klondike Kate #4, at Como. We will see two 80th celebrations since the last South Park train ran in Como in 1938.

RMRRRC Picnic

The RMRRRC Picnic will be held at either The Colorado railroad Museum or Lakeside Amusement Park. No matter which one is picked, the event will be a family event so plan on setting aside time for bringing your grand kids or kids.



80th Anniversary Events

Summer Work Day

We will go to Bailey in the summer and Pat Mauro will organize a work day for us.

Car 25 Open House – August 11

Leadville, Colorado & Southern Fall Color Train Ride September 8th (Tentative Date)

Colorado Live Steamers – September 15th (Tentative Date)

We will go to Byers to ride the Colorado Live Steamers trains.

Annual Banquet – October

The 80th anniversary Annual Banquet should surpass last year.

80th Anniversary “Signature Trip” – November

We have it planned, but not priced or confirmed and are working on additional details on this trip.

Annual Meeting – December 11th

We will put out a nice spread of cake, punch, cookies, Debbie’s delicious train chocolates. Oh yes, we will also have elections and a special program.

Watch For 80th Anniversary Event Updates

Since the Officers and Directors are continuing to plan the exciting events for the Club’s 80th year and due to circumstances beyond our control, events and dates are subject to change without notice.

Toy Train Show at Merchandise Mart – March 3 & March 4

The Rocky Mountain Railroad Club will have tables at the Merchandise Mart in March. We will have members of the board present to answer questions about the club and we will have merchandise for sale as well.

Be sure to drop by if you are going to

the show. Parking is free but there is a \$10 per adult admission charge.

There are usually lines to get in so arriving first thing in the morning or right after lunch is best. There are lots of items for sale at the show, not just toy trains. Come look it over!



The first AMTRAK train of 2018, the east bound California Zephyr train #5, ran almost 5 hours late on January 1st. The train was approaching the Fort Morgan depot, pulled by engines # 69 and #179. – Photo © 2018 Marne Jurgemeyer.

President's Report

By Steve Mason

We are starting our 80th year. We just had Rocky Mountain Railroad Club night at Caboose with a lot of participation. Our January program on the Rio Grande in the Utah deserts by Rich Farewell was a big success. Many attended and the program covered the scope of the Rio Grande from the 3700s to the last Rio Grande painted diesel. Rich did an outstanding job with photography. Dave Schaaf is doing a very good job finding presenters. This month we will have members of the Board of the South Park Rail Society and they will explain what they have done and what their future plans are. You should plan on seeing this program.

We are planning on running a train and gondola in Como at the end of May.

The Club had an evening out at Caboose in January. Denny Leonard, Dave Schaaf, and myself helped man our spot throughout the evening. Matthew Lonie and Lori Adams made a space for us by the Caboose baggage cart. We identified members and Caboose provided name tags which entitled us to 10% discount and pizza. Kevin Ruble ordered large pizzas for us. Thank you Kevin and Lori! The best thing for me was visiting one on one with members. I hope Kevin felt justified in having us as we certainly were treated very well.

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolò's Pizza, 7847 W. Jewell Ave. in Lakewood. We eat dinner at 5:30 PM and the Board meeting starts at 6:30 PM followed by the Foundation meeting. Meetings last to around 8:00 PM. Any member / visitor wishing to address the Board will be inserted first into the agenda. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. We earnestly solicit your input! Before and after the meetings we informally visit and you are welcome to participate. You are always welcome!

President's Report



The Club has a history of tours of the Cheyenne Shops. Club members on another Cheyenne outing on May 5, 1946, included (from left to right): John Maxwell, Betty Maxwell, Joe Schick, Unknown, Everett Rohrer, Otto Perry, Ed Haley, Dick Kindig, Bill Van Patten, and Betty Logue.

– Photo by S. Les Logue from the from the James L. Ehernberger Collection.

It is a good way to start our 80th Anniversary events. Thank you Caboose!

At the Board meeting we decided to expand the Cheyenne Shops Tour into two groups of 30. Ed Dickens said he would find another docent so one group will start in the shop and the other in the roundhouse. Both groups will see inside both buildings. We can have lunch nearby as a group for those interested. This will be outstanding event. You must drive yourself to and from Cheyenne. A donation of \$20 will be collected.

We had a pair of members sign up for the Winter Park Express last week. You should go if you can. There is a three year contract to run this train. Last year's results showed, "on a fully allocated cost accounting" that the

train broke even running full. This year the train set will have eight cars and two power units but no lounge cars.

Amtrak is retiring the Pacific Parlor Cars off the Coast Starlight starting February first. This is the last of the old heritage equipment used on that train. Typically they were run just behind the diner and before the sleepers as a first class lounge. They would have different types of cheese on different days and different wines on alternating days. It really made first class, first class.

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.

President's Report



Donated DRG narrow gauge high side gondola #1499, was delivered to Pine Grove, Colorado on December 30, 2017. The gondola was placed on a section of track on the east end of the former DSP&P/C&S Pine Grove yard that was removed in 1938. This display came about through years of effort by several organizations, not the least with the donation of the gondola by Lindsey Ashby. The car is located east of the Pine Grove fire station at the Pine Grove History Park. – Photo © 2017 Tom Klinger.

D&RGW 315 Will Be On The C&TS For 5 Years

By George Niederauer

The Durango Railroad Historical Society (DRHS) and the Cumbres & Toltec Scenic Railroad (C&TS) are pleased to announce that locomotive D&RGW 315, owned by DRHS, will be residing on the C&TS for the next five years, through the 2022 season.

In 2022 the 315 will be due for its 15-year major inspection, per Federal Railroad Administration Regulations (49 CFR Part 230.17). C&TS offered to perform this inspection, and DRHS agreed to contract them to do so. Some of the 315 maintenance crew will help.

After operating on the Durango & Silverton Narrow Gauge Railroad in Au-

gust 2016, the 315 was transported to the C&TS and has been operating there occasionally for over a year.

DRHS policy allows the 315 to be operated only occasionally a few times a year. DRHS, C&TS, and the Friends of the C&TS will be scheduling excursions using the 315 during 2018 through 2022.

Charters with the 315 may be scheduled by contacting either Scott Gibbs, DRHS Chief of 315 Operations, at sgibbs908@gmail.com or Ed Beaudette, C&TS Manager of Engineering & Operations, at ebeaudette@cumbrestoltec.com.

Tie Replacement Work Along the U.P. Moffat Subdivision

By Linda Fike

Every couple of years the Union Pacific railroad brings in a tie gang to replace aging ties along its right of way. The following is a description of the more interesting parts of the process as it unfolded along the east end of the Leyden siding (milepost 12). It's a mostly automated process, but there are still some things that require the human eye, judgment, and muscle.



The following is a team effort description of the process as it unfolded: Initially, two machines remove spikes, with workers following to pull tie plates and knock out rail anchors. They are followed by two machines that remove the ties and lay them along the right of way. – Photo © 2017 Linda Fike.



The resulting hole for the new ties is deepened by an augur, and two machines that follow partially insert the new tie about half way in – their hydraulics are not strong enough to push the new tie fully into place. – Photo © 2017 Linda Fike.

Tie Replacement Work Along the U.P. Moffat Subdivision



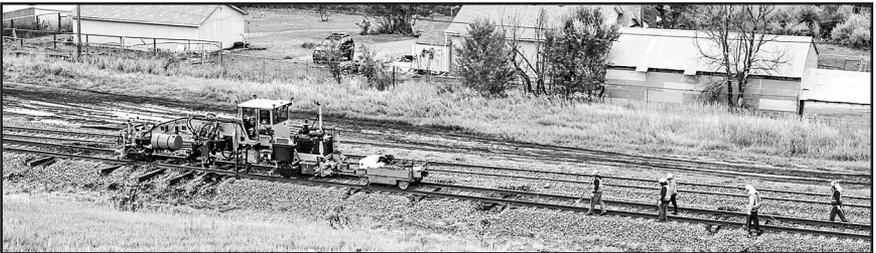
Two long machines follow to slightly lift the rail and properly insert the tie the rest of the way. – Four Photos this page © 2017 Linda Fike.



The tie plate gang follows behind and positions the tie plates for the tie plate inserter, kicks away ballast and uses sledge hammers to fine-tune the positioning of the ties. A tamper machine lifts ties to bottom of the rails.



It is followed by the tie plate machine which slightly lifts the rails to position the tie plates so its shoulder hits the outside of the rail.



Once the tie plates are in place, two spikers follow to insert the anchoring spikes. The spikes are manually fed by a crew member on each side into an angularly descending line of spikes that feeds the spike driver. A hole is spiked in one side of each tie, then the following spiker machine inserts the other two spikes. This is followed by about 8 crew members of the tie gang who use sledge hammers to finish any spikes not fully driven home.

To complete the work, a Ballast Plow grooms the stones by shifting the position of its plow blades to shape the ballast contours as it passes over the ties numerous times, grooming about a quarter mile of right of way at a time.

The Rocky Mountain RR Club – Mystic Knights of the South Park

Compiled by Dave Goss

Early members of the Club were particularly proud of Colorado's narrow gauge railroads. In fact, Ed Haley, in his first letter to artist Phil Ronfor said the following:

Dear Philip, Seeing that you are one of that small band of "Mystic Knights of the South Park," I feel free to use your first name. Believe me a South Park fan is a rather rare creature. Outside of Mac Poor, yourself and I, I can name but three or four. The fact that you being way back in New Jersey makes it even more amazing. I've been dreaming, sleeping, talking and eating South Park ever since the winter of 1933 when I made my first trip to Leadville over it. It was a case of love at first sight. Never in my life, either before or since, have I laid eyes upon such breath-taking scenery. I'd give an awful lot to go down to the depot Monday morning and be able to plunk down \$9.44 and make the round trip to Leadville again.

The South Park line to Leadville ran its last train to Denver on April 10, 1937. It was during the post war years that Ed Haley and the Club's officers were convinced that the best way to document the Denver, South Park & Pacific line was to publish a book. Ed's letter to Ronfor was to request the use of one of his paintings of D.S.P. & P. R.R. locomotives No. 54 and No. 87 for the cover of the book being written by M. C. (Mac) Poor, then living in Chicago. This first large scale publishing venture for the Club marked the beginning of a number of seminal histories of railroads in Colorado.

As stated in the brochure announcing the impending book, "If one railroad is to be chosen as a single outstanding representative of Colorado's mountain railroading NO other choice than the great old Denver South Park and Pacific is possible...The story of the South Park is a frontier epic...Those were the golden days of railroading...But the old South Park is not dead. It still lives within the pages of the *Denver, South Park and Pacific*."

This volume was published in 1949, accompanied by the *Pictorial Supplement to Denver South Park & Pacific* in 1959 and then republished as the *Memorial Edition, Denver South Park & Pacific* in 1976. In an undated typed set of notes found in the archives, the author recounts that because the advanced subscriptions for the first edition did not cover the publication costs, over \$2,000 was personally guaranteed by the directors and officers of the Club. However, by 1950 the first edition was sold out and many asked for additional copies, which could not be provided. These same notes explain that World Press had melted down the type from the first chapters in order to have enough metal for the remaining parts of the book, otherwise, eight tons of metal would have been required, increasing costs significantly.

Subsequent publications cemented the Club's publishing reputation and these books are considered by many to be the definitive works for the Denver, South Park and Pacific, the Colorado Midland, the Denver and Salt Lake, the Denver, Northwestern and Pacific, and other railroad subjects from Colorado.

The Rocky Mountain RR Club – Mystic Knights of the South Park

Current Club member Dan Edwards has, on his own, added greatly to the history of the South Park line by his eight volumes that explore and record details not available to Mac Poor when the first book was written. Dan's research into the files of the Interstate Commerce Commission, the Colorado Public Utilities Commission, the Western History Collection of the Denver Public Library and the Colorado Railroad Museum has added more depth and understanding to this historic railroad line that at its peak operated 355 miles of trackage between

Denver, Gunnison, Leadville, Dillon, Como and nearby communities.

As a footnote, Phil Ronfor provided the cover painting for Morris Cafky's book, *Colorado Midland* as well as his well-known "Photo Stop, 1947" the original of which is at the Colorado Railroad Museum and was used on the cover of the Club's history *Journey to Yesteryear* published in 2005. Correspondence between Ronfor, Ed Haley and other members of the Club typified a decade's long relationship among Colorado rail fans.

Renewal Status and News

When you read this the 2018 renewal season will have ended. The seniority sequencing takes place this month. The 2018 membership cards are printed near the end of the month or the first part of March. For those who have not renewed this is your last copy of the *Rail Report*.

We are a volunteer organization. Those who are currently on the board perform the processing, printing, and mailing of memberships. This takes time. If your check or credit card has not been cleared or billed as fast as you think it should

this is the reason.

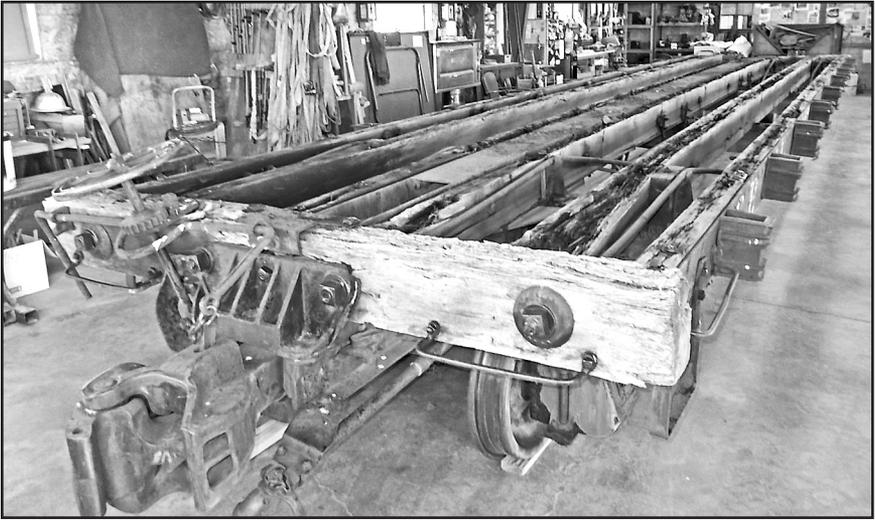
The new membership cards will be mailed in a separate envelope this year. The cards are made of a synthetic paper that is resistant to tearing. The cards generate static electricity and that caused them to stick to the envelopes last year. Several members took out the *Rail Report* then tossed the envelope with the cards still inside. This caused requests for replacement cards. Even though there will be costs for postage, the separate mailing hopefully will eliminate the problem.

Foundation Seeking 2018 Grant Projects

The Rocky Mountain Railroad Historical Foundation is pleased to announce that we're looking for candidate projects for this summer's mini-grant program. For the fourth year in a row, we're looking for up to five railroad-related preservation, restoration, or education projects that could use up to \$1,000 for their 2018 project. Help us spread the word and find the best projects for

the Foundation's help this year.

If you know someone or a group who could use one of our grants, please direct them to the RMRRRC / RMRHF website – <http://www.rockymtnrrclub.org> – for complete application details. All applications must be received by April 30, 2018, and recipients will be announced at the June 2018 regular meeting.



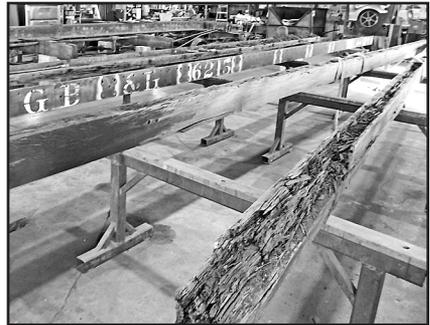
Flatcar 6215 in Timberwrights shop before disassembly on December 7, 2017.
– Photo © 2017 George Niederauer.

Durango RR Historical Society Flatcar 6215 Restoration

By George Niederauer

Work began in December 2017 when the car was moved inside a shop at San Juan Timberwrights near Arboles. They disassembled the car and examined the sills sitting on the large angle irons, and the sills were found to be very rotted where water had pooled between them and the metal. Timberwrights is cutting new timbers and decking. They saved most of the original bolts and nuts and new ones were ordered to replace damaged and cut off ones. The steel center beam was bent at one end, damaged from a collision. Rusty's Welding & Steel cut small wedges and welded the beam together to straighten it.

The Durango RR Historical Society received grants from the Gates Family Foundation in Denver and the El Pomar Foundation in Colorado Springs to support our railcars display track project.



Flatcar 6215 after disassembly on December 27, 2017.
– Photo © 2017 George Niederauer.

In the fall, Goff Engineering surveyed the area for the new tracks between the D&S depot and the SN engine house in Silverton. We are reviewing the drawings with D&S and the San Miguel Power Company and plan to have the roadbed and track constructed this summer.

Events of Railroad History: Reminiscences of a Veteran Employee of Early Days in Denver & Rio Grande Service

The D&RGW Magazine, August, 1926

Contributed by Dan Edwards

In looking back even thirty years, those of us who have been in constant service with the D&RGW railroad can realize that a wonderful growth and development have been taking place.

From the viewpoint of the engineer and fireman let us recall some of [those changes.] In the '90s, engineers and firemen, aside from their present duty, had to be partly hostlers and machinists. The engineer attended to the adjusting of wedges, filling the old plunger rod cups with soap and oil; or perhaps he would be found cleaning head-light reflectors to get the best rays of light from the head-light oil lamp. These and numerous other attentions he gave to his engine. The fireman attended to the cleaning and polishing on his engine of everything above the running-boards. He also filled lights and lubricators in readiness for his next run. Thus when anyone wished to see an engineer or fireman in those days, they were usually to be found in the roundhouse at work on an engine. Each one had a regular engine and took a secret pride in competing with others on its looks and performance. Many will recall the "72" and the way "Lovey" kept her shining. He kept the branch pipes well scoured, and the boiler-check castings were so highly polished they looked almost like ivory when heated. He took as much pride in the appearance of this engine as if it had been his personal property.

At that time firemen had an opportunity to see so much of the repair work done on locomotives that they became acquainted with all the different kinds of break-downs. They learned to block, disconnect, and get engines to terminals after an accident. This practi-

cal work was the only book the fireman had with which to qualify himself for promotion as engineer.

The crew whose regular engine was in good condition were indeed fortunate. They could work as steadily as they wished, for the sixteen-hour law had not come into effect. Those who had a weak engine were out of luck. When their engine was tied up, they were tied up with it, unless it required more than ten days to complete the work. It was a frequent occurrence for engine crews to be out of service from one to five days while their engine was being over-hauled. Today men have no regular engine assigned to them. So much capital is invested in power that it must be kept in constant use as far as possible. This brought about the institution of the pool system with first in, first out turns.

Those of us who have worked on the desert have enjoyed no change more than the greatly improved water condition. We used to leave Grand Junction with poor water as a starter, and before we had crossed the desert we exhausted our entire supply of adjectives in attempting to describe it. It was something like this: Poor, very poor, bad, more bad, worse, terrible, fierce, and at Farnham [Utah] the limit. You boys who have followed the rails over that territory will readily recall the last act generally staged after taking water at Farnham. One or more dead engines in almost every west-bound train could be seen in the vicinity of Price at that time. This is also a thing of the past. We certainly used to resort to all known schemes to stop the leaks and get our engines into town. We would feed her bran and torn shreds of paper as well

Events of Railroad History

as trying another formula that many of you know.

Going back to 1898, the time of the boomer's rush, many will remember some of the outstanding characters of that time. There were Patrick "Straw-Hat-Kelly," and Will Hoggan, or Poetical Willy as he was called, and numerous others who were just as happy when broke as with money. There was "Humpy Fisher," who always carried a large wallet. This wallet contained references from practically every railroad in the United States, as well as some from Canada and Mexico. The story

goes that when "Humpy" applied for a position and was asked for a reference he would produce the wallet, asking from which railroad they preferred to hear first.

Many changes have taken place since the latter part of the '90s in track, power, and rolling equipment. We, as men, must not allow ourselves to get into a rut. We must be alert and progressive and open to helpful suggestion. In looking back to "those good old days," it seems but yesterday. Thus it brings to our minds how short the trip or run over the division of life really is.

Colorado Railroad Museum 2018 Special Events

March 31st – Bunny Express Train
May 12th – Steampunk At The Station
July 18th – Dinosaur Express Train
October 27th – Trick Or Treat Train

Day Out With Thomas:
September 8, 9, 15, 16, 22 & 23
The Polar Express Train Ride:
November and December

Colorado Rails and Cocktails

March 2 – Rails and Art at the American Museum of Western Art
May 4 – Otto Perry, Master Photographer
August 3 – Colorado Rails and Cocktails: Locomotive 20
September 7 – A Ticket to Tomahawk!
November 2 – Train Wreck!

Admission includes two beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30PM and the bar opens at 6:00PM. The presentation starts promptly at 6:30PM and the doors close at 8:00PM. Admission: \$20 for members and \$25 for non-members.

RESERVE TICKETS ONLINE – 21 and older only. – Advance tickets required.

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

Colorado Railroad Museum Admission

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.

Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Dinner Meeting at Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado

Wednesday, February 21, 2018 – Dinner at 5:30 PM – Meeting begins at 7:00 PM

Program: "Canadian Rails, Vintage Scrapbook" a Charlie Smiley Production.

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	Dennis Leonard
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, 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
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PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the March 2018 Rail Report should be sent by February 16th.



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