

RAIL REPORT

February 2019

No. 701



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Adventure Trails on Colorado Rails

By Ron Ruhoff

February 12, 2019 • 7:30 PM

This program will begin with a series of Colorado steam train photos mostly from Club trips beginning in 1958. Ron will then cover most of the railroad rides available today. Appropriate music accompanies the photos including a couple of songs by John Denver with photos from a winter ride on the Silverton.

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.**

RMRRRC 2019 Calendar

- March 12: Monthly Meeting and Program.
- April 9: Monthly Meeting and Program.
- May 14: Monthly Meeting and Program.
- June 11: Monthly Meeting and Program: "Contemporary Steam Locomotive Restorations" presented by Jim Wrinn of *Trains* magazine.
- July: No Monthly Meeting.
- August 13: 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.

Adventure Trails on Colorado Rails



Burlington #647 enroute to Lyons, Colorado. – Photo © Ron Ruhoff.



Georgetown Loop #111 on the High Bridge. – Photo © Ron Ruhoff.

For Rail Report 701, the masthead features N&W #701 at Norfolk, Virginia, on September 3, 1949. – Photo from the Tom Klingler Collection.

Adventure Trails on Colorado Rails



Royal Gorge #403 under the Royal Gorge Bridge. – Photo © Ron Ruhoff.

Club Archive Program

By Nathan Holmes

In an effort to preserve the club's history and make it accessible to everyone, we've recently completed a multi-year program to scan and OCR (optical character recognition) any old *Rail Reports*, trip guide booklets, and other club paper ephemera that we could locate. Dave Goss compiled much of this amazing collection during his research for the club history book, and Nathan Holmes has been scanning it off and on over the past five years. In addition, all of the material has been run through OCR, so you can search the text. We'll get it linked into the club website soon, but for now

you can find the archive at:

<http://www.drgw.net/rmrrc/>

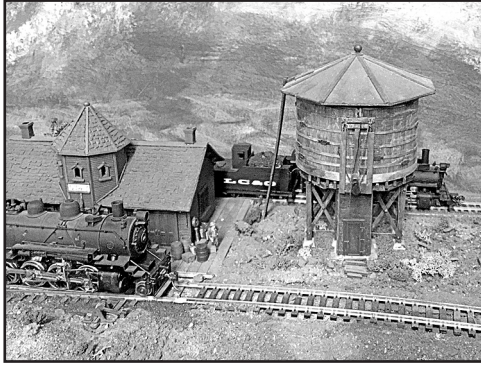
For those who would like their own copy, we hope to offer the collection on DVD in the near future for a nominal fee to cover duplication.

Do you have an old *Rail Report* or some club paper we don't have? We'd love to add it to the collection. Please contact Nathan Holmes (maverick@drgw.net) with details and he'll work with you to get it scanned and added.

Report From The President

By Denny Leonard

From Ouray on my Lake City and Ouray Railroad, a K28 starts up the mountain as a similar standard gauge train prepares to connect to the outside world on a cold January day as we look forward to our 81st year.



A scene on Denny's model Lake City and Ouray Railroad. – Photo © Denny Leonard.

In humility

I assume the Presidents chair which has been held by many incredible men whose leadership I have appreciated and some who have also been important authors in our history. I mention some names I know and not in any order nor to slight anyone: Charles S. Ryland, Ed Haley, Irv E. August, Bob LeMassena, Everett L. Rohrer, Mac C. Poor, Jim Ehernberger, Dave Gross, Jim Trowbridge, Ed Gerlits, James Ranniger, Darrell T. Arndt, John E. Dillavou, and certainly in recent times; Dave Schaaf, Dave Goss, Nathan Holmes, and Steve Mason.

I hope in their shadow and in some small way to continue their legacy and move our purpose forward.

As a member since 1982, and serving as a board member and secretary, my trip from a Lionel train set at six to this point in my life has been on track so to speak. With several good friends over the years, I have walked or driven hundreds of miles of abandoned roadbed in Colorado

continuing an education of mining, railroads and Colorado development.

Thanks to James Watt and John Wilkerson, the steam engine became reality in England. Then the steam locomotive, which is

loved and revered by many of us as the finest mechanical device ever built, was designed and built, accelerating the economic development of the United States and the industrialized world.

The Denver Pacific introduced the steam engine to Denver with the first train from Cheyenne arriving in Denver on June 24, 1870. From that point, the Denver and Rio Grande, Denver, South Park and Pacific and Colorado Central went south and west.

Our organization has preserved the history of these Colorado railroads and more whose descendants were still live entities in 1938 when the club was founded. Books, films, videos, digital medium and other communication types about steel rails have been created and published from that time to document and celebrate railroading history in the Rockies and other adjacent areas.

Indeed, equipment was owned by the

Report From The President

Club at one point, but today our size and age make a smaller footprint more advisable. I would hope to increase our support for knowledge, documentation and operation through partner and communication type relationships with various other groups who are doing important work. Again, not limited to but as possibilities, I will mention the South Park historical groups, a number of Denver and Rio Grande groups, Denver and Salt Lake Historical Society, the Georgetown Loop, the Leadville, Colorado and Southern and the Colorado Railroad Museum and other groups that carry on credible collections and operation.

Through the Rocky Mountain Railroad Historical Foundation, grants are provided each year to help fund a group of projects preserving our Colorado

Railroad history. We will start reviewing grants as the aspen leaves begin to bud this year.

Please let me know places or equipment that we should consider to support or visit such as Como. Is the old Chili line or the Moffat Road over Rollins Pass of interest? Trip chairmanships might await!

Who knows what the future holds for the Rocky Mountain Railroad Club in the upcoming years. I will work for and trust that we will be active, engaged and relevant.

Please feel free to contact me by email at denny@amerm.com or call 303-809-9430.

Union Pacific Events

Union Pacific's historic steam equipment including the restored Big Boy 4014 will embark on a journey to celebrate the 150th anniversary of the completion of the transcontinental railroad.

Join the Union Pacific Steam Club at www.up.com/heritage/steam/club/index.htm to be immediately notified by email of the latest steam news and schedules. There is also a UP Steam Facebook page at www.facebook.com/groups/UPSteamClub.

Renewal Status and News

When you read this the 2019 renewal season will have ended. The seniority sequencing takes place this month. The 2019 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

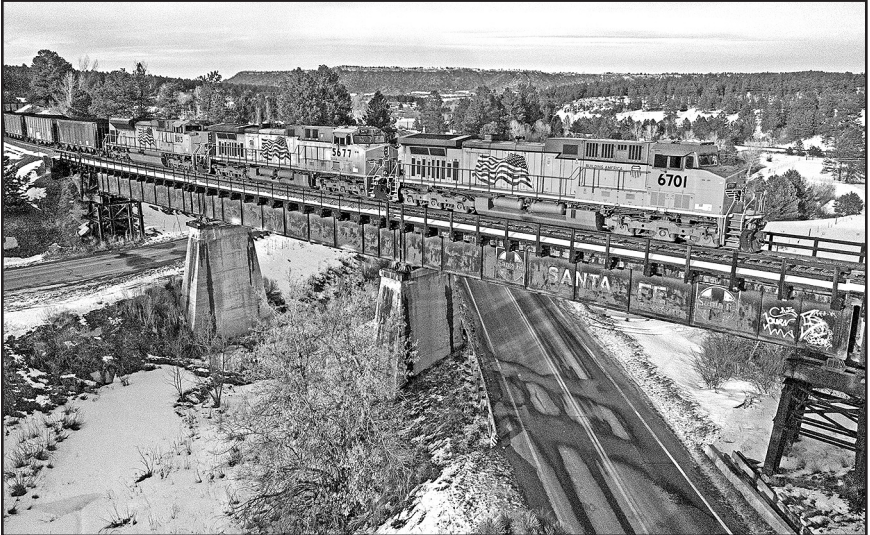
the processing, printing, and mailing of memberships. This takes time. If your check or credit card has not been cleared or billed as fast as you think it should this is the reason.

The new membership cards will be mailed in a separate envelope again this year. The cards are made of a synthetic paper that is resistant to tearing.

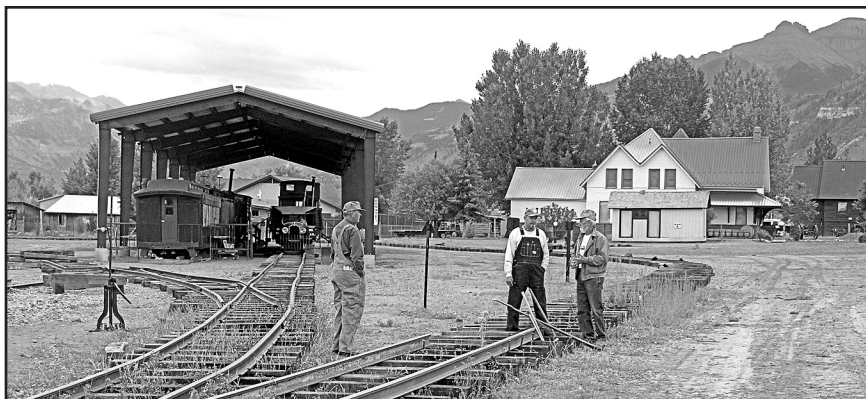
Current Railroad Happenings



Budweiser Brewery leases switcher SW1500, FTRL 1515. Foster Townsend Rail Logistics (FTRL) works north of Fort Collins, Colorado, on January 3, 2019.
– Photo © 2019 by Chip.



Union Pacific 6701 (US flag with Building America slogan fresh paint), AC4400CW ex-UP 9998, led a coal load to Martin Drake Power Plant in Colorado Springs. Here the train passed Larkspur, Colorado, on the Joint Line on January 20, 2019.
– Photo © 2019 by Chip.



Ridgway Railroad Museum volunteers work to complete their new half-mile narrow gauge loop in September with their newly-moved equipment and shed in the background. The building to the right is the former Ridgway depot, and will be part of the new museum campus.

– Photo courtesy of the Ridgway Railroad Museum.

The Rocky Mountain Railroad Historical Foundation Grant Report

By Nathan Holmes

The Rocky Mountain Railroad Historical Foundation, the Club's 501(c)(3) charitable arm, awards a number of small (\$1,000) preservation grants every spring. Typically I like to update our members on their progress at the annual meeting so everyone can see what our Club and Foundation are doing for the greater preservation community, but I'm running a bit late this year.

The busiest of our recipients this year was the Ridgway Railroad Museum. In March 2018, the Ridgway Railroad Museum (RRM) and the Ouray County Ranch History Museum issued a joint announcement that they had acquired a long term lease on a large plot of land adjacent to the old Ridgway depot. This new "museum campus" for both organizations allowed the RRM to build an operating loop of narrow gauge track, along with having more space to spread

out their equipment. As part of this massive expansion, they asked the RMRHF for a grant to help either with construction of the track, or to help fund a security camera system for the site.

As of the end of 2018, the RRM has completed the move. They've moved their 35' by 150' steel train shed, constructed the entire 2,800 feet of track for the loop and storage sidings, installed the security system, and moved in all the equipment that was previously by the fairgrounds. As if that wasn't enough, they've also started restoration of RGS coach 252, completing all of the exterior work as well as asbestos abatement. They've done a fantastic job this year and we look forward to seeing what project they propose next year. If you haven't visited them while you're on the western slope, I highly encourage it.

The Rocky Mountain Railroad Historical Foundation Grant Report

The Hinsdale County Historical Society received a grant to help acquire and move D&RGW narrow gauge combine car #211 to their Lake City museum. The car, previously in Don Shank's collection in Monte Vista, was originally a 44-seat coach built for the D&RG by Jackson & Sharpe in 1881. The car was commonly used on the Lake City Branch in its later years, so Lake City is the perfect home for it. In early July, the car was loaded up, trucked to Lake City, and lifted by crane onto



A crane sets D&RGW combine 211 on cribbing at its new home in Lake City, Colorado, on July 9, 2018.

– Photo by Grant Houston, courtesy of the Hinsdale County Historical Society.

to Lake City, and lifted by crane onto cribbing next to the museum's already restored caboose, D&RGW 0588. Now that the car is secured, the museum will spend the next few years stabilizing and restoring it to how it appeared when it operated there in the 1920s and 1930s.

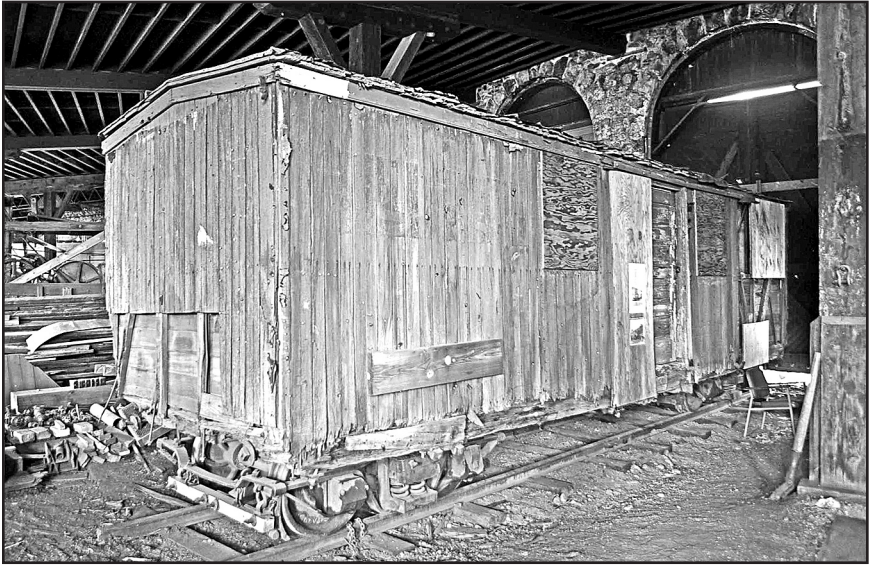
We awarded another grant this year to the Denver, South Park & Pacific Historical Society. They're another one of our serial grant recipients, having previously used our grant program to help fund things like the Como depot's interpretive sign. This year, they applied for one to help them restore DSP&P boxcar 608, the only known original piece of South Park freight equipment in existence. The DSPPHS has hired Mike Perschbacher, who specializes in historic restoration work, to restore the car. Bob Schoppe reports that stabilization work has begun, and Mike is expected to have the car completed by late this spring. We look forward to seeing it on a future

club outing.

The Denver Tramway Heritage Society, who runs the trolley along the South Platte in Denver, requested a grant to help them rebuild two of the traction motors on their car 1977. Long time Rocky Club member Pete West reports that both motors were successfully rebuilt and installed in the car on September 12, and the car is now running smoothly on all four motors again. Hopefully as a result of this, many more visitors will get to experience the joy of open air trolley travel in the Mile High City.

The South Park Rail Society received a grant this year to rebuild the air brake system on Klondike Mines #4, the steam engine in Como. We all got to see the fantastic work they've done up there on the club trip at the end of June, and are glad to continue supporting their efforts.

The Rocky Mountain Railroad Historical Foundation Grant Report



DSP&P 608, rescued from the elements but not yet restored, sits in the Como roundhouse. – Photo courtesy of the DSP&PHS.

Finally, the Salida History Museum received funds to help them sandblast and paint their small Porter 0-4-0 that worked the Koppers tie plant for years. They're last newsletter reports that they've now lined up all the money needed for the job (our grant was only roughly 20% of the cost, even with donated labor), and have a sandblaster and a painter lined up to do the work.

Their little 24-inch gauge steam engine should be looking good again soon.

If you'd like to be part of our efforts in preserving railroad history, the Foundation is always looking for contributions to help fund our grant program. Any donation, no matter how small, helps us save and preserve just a little more.

2019 Mini Grant Applications

Do you have a railroad history-related project that could use a small grant for this summer? The Rocky Mountain Railroad Historical Foundation is looking for up to five individuals or organizations who have a summer project that could use up to \$1000.

form can be found on our website: www.rockymtnrrclub.org/index.htm

Applications must be received by USPS or email no later than April 30, 2019. The board will review applications at the May board meeting, and the 2019 recipients will be announced in the June 2019 *Rail Report*.

Full details and the application



Colorado & Southern 8027 currently stored in Kansas.
– Photo courtesy of the South Park Rail Society.

Bringing C&S 8027 Home To Como

By Jason Midyette and Tim Bain

Colorado & Southern 8027 is the sole known survivor of a group of 40 such cars built in December 1898 by the St. Charles car Company of Missouri. Ordered by C&S predecessor Union Pacific Denver & Gulf, the cars were built the month the C&S was formed and were delivered lettered for the new Colorado & Southern and numbered 8025 to 8064. The “St. Charles” boxcars were wood framed, 30-foot long and rode on standard arch bar trucks.

The cars survived long enough to receive major overhauls at the C&S’s Denver shops around 1930 and a few survived to the end of most C&S narrow gauge operations in 1941. C&S records

indicate that 8027 was “Dismantled,” in Denver in January 1939. Stripped of its metal parts, the carbody was sold to a farmer east of Boulder where it was used as a calving shed and for general storage until early 2005. Acquired by a private owner in 2005, the car was slowly re-stored over the next several years.

C&S 8027 has been donated to and is now owned by the South Park Rail Society (SPRS). Their goal is to perform some repairs to the car and move it from its present location in Kansas to Como. With funding, the SPRS Plans to have C&S 8027 on display in Como this summer!

Bringing C&S 8027 Home to Como



Colorado & Southern 8027 when used as a calving shed and for general storage.
– Photo courtesy of the South Park Rail Society.

The SPRS is excited by this opportunity to return a piece of Colorado & Southern rolling stock to Como on a permanent basis. The first task is to finish the cosmetic restoration of No. 8027 and return it to Como where it will serve as both a display and a place to store and organize the amazing amount of artifacts that have been and are being uncovered as work continues in Como. To house the car, a short section of Track No. 5, which once ran behind the west wall of the roundhouse will be rebuilt. This will allow the car to be both prominently displayed as well as easily accessed from the roundhouse.

In order to accomplish this project, The SPRS needs to raise \$7,000.00. \$5,000.00 is for the move from Kansas to Como and \$2,000.00 will be to ready the car for display. Plans are to work on the car in its present location and then move it to Como.

Donations will be used to accomplish the following restoration and repairs:

Change out the body bolsters, allowing the car to sit correctly and be moved around.

Install needle beams, queen posts and truss rods.

Repair some rot damage to the siding.

Repaint and letter the car to a circa 1930 look, with the C&S “Button Herald”.

If you would like to help return C&S 8027 to Como, Please consider a donation and mark your donation “C&S 8027” Checks or money orders can be sent to:

South Park Rail Society
2253 N. Downing St.
Denver, CO 80205

A Busy Year – 1965 Part 1

By Dave Goss

The 1960s were some of the Club's banner years. Excursions and book publications were particularly notable, and 1965 was no exception. Ted McKee was President, Herb O'Hanlon, Vice President, with Dick Kindig serving as Secretary and Ane Clint as Treasurer. Jack Thode was the newsletter editor. The Club had 949 members. In March, the Club published the landmark history *Colorado Midland* by Morris Cafky. At a pre-publication price of \$12.00 and a regular price of \$14.00, total sales were over 6,000 copies. Including the original paintings by Howard Fogg and Philip Ronfor, the cost to the Club was more than \$60,000. However, the break even point was approximately 4,750 copies. It was a printing success!

Also in 1965, Jane Fonda and Lee Marvin starred in the western *Cat Ballou*. Club Member John Birmingham owned ex-Great Western steam locomotive Number 51 used in the movie. On May 2nd, the Club, in partnership with "Singing Rails" (doing business as Boulder Scientific) used Number 51 for a special excursion to East Portal and back on the Denver & Rio Grande Western (D&RGW). Although it was a Club trip the agreement was with Mr. Birmingham and the railroad since he owned the locomotive that required a Interstate Commerce Commission boiler inspection and approval to operate. Due to the extremely dry conditions, the railroad provided a patrol train with one diesel locomotive, a tender, a water car, a baggage car and caboose for fire protection services. Enroute, the three-car steam train started a number of small fires which were quickly doused by section men in the following train. When the lo-

comotive needed water, the patrol train would pull up next to Number 51's tender and water would be transferred. The three-car special was limited to a baggage car and two coaches as the tractive effort of Number 51 (built in 1906) was only 30,000 pounds whereas the tractive effort of SD-9 Number 5311 on the patrol train was 75,000 pounds.

The trip was not without some controversy, much of which has been lost over time. Mr. H. F. Eno, the D&RGW's Passenger Traffic Manager wrote Trip Committee Chairman Ed Haley a letter in which he states:

"I must disclaim any credit for the results of your last Sunday's trip by steam to East Portal. I started in handling this... then I left on vacation... When I came back from vacation it was off; then all of a sudden it was on again, but this time it was handled entirely by our Operating Department... and now I am trying to straighten out the finances as nobody else seems to know how to do it."

For the 131 passengers (of the 240 minimum required) the trip was unique. Number 51 was lettered for the Colorado & Southern, a hold over from the filming of *Cat Ballou* which would be released in June. We can still enjoy the movie (on DVD) but to see Number 51 may requires some detective work. In 2013 the locomotive was reported as being in operating condition in Hudson, Colorado, where Mr. Birmingham has other railroad equipment stored. However, we cannot confirm that information as of this issue.

Events of Railroad History: Modi Tries to Get India's Railways Back on Track

From the *Kathmandu Post*, July 3, 2014

Research by Dan Edwards

India's new government will roll out plans next week [July 2014] to overhaul its sprawling rail network, dubbed the "lifeline of the nation," which analysts say needs hundreds of billions of dollars of investment.

Two days before Prime Minister Narendra Modi's new administration presents its first budget, a separate rail finance bill will be presented to parliament on Tuesday following a controversial recent fares hike.

The country's railway system is one of the biggest in the world, stretching from the foothills of the Himalayas to the southern beaches. But observers say it has been neglected by successive governments over the past three decades of rapid economic growth during which car ownership has surged and low-cost airlines have mushroomed.

Still the main form of long-distance travel for most of India's 1.2 billion population, around 23 million people travel by train every day. But some services are booked up for weeks in advance and overcrowding—especially in lower-class carriages which lack air-conditioning—means rail travel is often a miserable experience.

The network has a dreadful safety record with a government report in 2012 putting the number of deaths each year at nearly 15,000. Many are killed falling off overcrowded trains or crossing the tracks. Others are charred to death while perched on coach roofs as high-voltage electricity courses through overhead wires.

As for freight, endemic delays make

it sometimes impossible for business to predict when their goods will arrive. Under the previous centre-left coalition, the main governing Congress party was happy to leave the railways ministry in the hands of a junior partner who showed little inclination to push reforms.

While fares remained low, the ministry's losses grew even higher, and it was hemorrhaging some \$150 million a month by the time Modi's Bharatiya Janata Party (BJP) trounced Congress in May's general election. In a speech last month outlining the government's priorities, President Pranab Mukerjee said "modernization and revamping of railways is on top of the infrastructure agenda."

Echoing similar pledges in the BJP manifesto, the speech included promises to improve safety, expand services in the remote northeast and build a network of freight corridors for farm produce.

The government then hiked passenger fares 14.2 percent and freight rates 6.5 percent, the steepest rise in 15 years. Although there was a subsequent partial climb down, Finance Minister Arun Jaitley said India "must decide whether it wants a world-class railway or a ramshackle one." He said reducing government subsidies on the railways would help it meet inflation reduction targets.

The head of the Delhi-based Goenka Foundation think tank said Modi, who as a boy helped his father sell tea on a railway platform, wanted the railways to stop being a strain on resources. "Modi sees the railways network as a commercial enterprise and he realizes that it must

Modi Tries to Get India's Railways Back on Track

make both ends meet and can't remain subsidized forever," he said. "All this hue and cry over the hike is politics, and the common man knows this."

But allied to the fares increase, analysts say federal and state governments must be prepared to invest vast sums. "To expand, modernize and improve safety the total bill could come to a staggering \$400 billion over just the next 10 years," Ajay Dua, a former top civil servant, wrote in

the Economic Times. "Currently China invests \$90 billion every year in its rail system compared to our paltry \$10 billion. All those funds may not come from commuters and other users."

Mukherjee said the government would have to invest "somewhere around \$300-\$500 billion in the next decade." Travellers acknowledge the need for investment but are reluctant to pay.

Colorado Railroad Museum 2019 Special Events

Each Friday, join us for an hour of exploring a different aspect of Colorado's railroad history. Each tour covers a specific theme and focus. Friday Tour Tickets are \$3 each plus General Admission (\$10 adults, \$5 kids 2-15, \$8 seniors). Tickets are available for purchase at the door, no reservations required.

Optional Rides are available 10:00 AM to 2:00 PM on Fridays, May 17 – August 9, 2019 (\$4 adults, \$2 kids 2-15, Museum members receive free admission and a \$1 discount per ride ticket.)

Friday Tour Dates And Topics:

February 8 and March 22 – Settling Colorado.

February 22, May 31, June 28, August 30, September 27, October 25, and November 29 – Caboose.

March 8, May 10, July 12, September 13, and November 8 – Kitchens.

March 15, June 14, July 26, August 23, October 11, and November 22 – Locomotives.

March 29, April 12, May 24, August 9, and December 13 – Railroad Post Office Cars.

For information call 303-279-4591 or visit <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>.

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Club Information

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Club and Foundation Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

Club and Foundation Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

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:

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Items for the March 2019 Rail Report should be sent by February 15th.



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