

There Will Not Be A September Meeting In Barnes Hall

Three Short Stories From 2019

Presented Via The Internet by Bryan Bechtold

September 14, 2021 • 7:30 PM

“What’s up in Old El Paso?” El Paso was famous for an international street-car line to Mexico. Now the city has boldly reinvented the route with historic cars. While it no longer crosses the border, there is plenty of flavor to savor.

“Betting on the Chief.” Bryan and his wife Lisa took a chance. Could they take Amtrak’s Southwest Chief from Trinidad to Santa Fe without the train being 8 to 12 hours late? They made the round trip with plenty of scenery and semaphores along the way.

“Chasing Big Boy.” When Bryan saw that Union Pacific’s Big Boy engine would be making its way home across the prairie in cold, steam-friendly air, he knew he had to be there. Let’s go for a chase!

See Page 14 For Information On How To Sign Up And Participate.

RMRRRC 2021 Calendar

October 12th Monthly meeting and program currently planned to be held in person at the church. Since we had a picnic in May, there will not be an annual banquet.

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.

Three Short Stories From 2019



El Paso's streetcar line operating historic cars. – Photo © 2019 Bryan Bechtold.



Amtrak's Southwest Chief between Trinidad to Santa Fe.
– Photo © 2019 Bryan Bechtold.

The *Rail Report* masthead features Victorian Railways R-Class 731 (North British No 27021 of 1951) on a Melbourne bound passenger train at Pascoe Vale, 7-miles north of the capital in the early 1960s. Photo © Geoff Hall.



The Palisade wall and DSP&P grade from Sherrod Loop to the Alpine Tunnel will be restored for vehicular travel. The project was awarded \$550,000 from the Great American Outdoors Act to be paid in FY2023 & FY2024. Along with the \$90,100 grant that has already been received from the State of Colorado OHV fund, this will cover almost the entire cost of the project. The Club contributed to this restoration effort, providing letters of support.

– Photo © 2019 John W. Stephens, III.

RMRRRC President Denny Leonard As Fall Harvest Time Begins

The coolness of fall has started as I write this and for many years the fall harvest was in full motion. For those of us who grew up on a farm or ranch, school always started sometime after Labor Day because all hands were needed. At some point celebrations were held and in Colorado, the Festival of Mountain and Plain was an annual celebration held in early October in Denver from 1895 to 1899, and in 1901. There was a final attempt at revival in 1912. The idea was so compelling that the state fair developed as a celebration and in modern times, a people's fair in Denver. The railroads would bring people from all over the state.

With a fellow member, I did a mini-circle trip in August. The rebirth of

Como and Antonito and Chama is so enjoyable. The steam-up there at the end of August with small steam was wonderful to see. Coming over Cumbres Pass, the restored buildings on top are a delight.

The Friends have continued their work groups and restoration all along the line even to little details like markers. We should be grateful for all the hours donated to make the C&TS the gem that it is. Chama still has a 1930s feel that doesn't exist anywhere else.

Oil as fuel is evident in Durango in both steam and diesel (who would have thought?) and a sign of the times but the steam is still wonderful. Regardless, we should all remember that the "Silverton"

RMRRC President Denny Leonard As Fall Harvest Time Begins

was the anchor railroad that started the preservation of all the narrow gauge we enjoy today.

It was a wild trip over Wolf Creek with our dads to ride the railroad. What a memory. The pass is benign now and car brakes are much improved.

On June 1, 1967, the Durango–Silverton narrow gauge line of the D&RGW railroad was officially designated a Registered National Historical Landmark. The branch line, then almost abandoned, had been saved by tourist interest somewhat generated by movies including the crash in *Denver & Rio Grande*, in 1952. Other movies like *Around the World in Eighty Days* and *Butch Cassidy and the Sundance Kid* to name a few added to the allure.

Some of us remember as kids that the area around the depot became “Rio Grande Land.” It has been a Mecca in my railroad wanderings. Charles Bradshaw Jr. purchased the line in 1981 and with his vigor and management created the Durango and Silverton Narrow Gauge Railroad that we know today.

While some consider the trip a long day, I have always enjoyed every minute. One time a sudden storm and a rock slide stopped our return back to Du-

rango. The crew finally managed to get the train back to Silverton. What a trip that was! A winter Club trip also stands out in my mind as a special time. I even lived and worked in Durango for a year. I never tired of the whistle blowing.

Before returning to Denver, we stopped at the RGS museum in Ridgway. The crew there is doing a wonderful job with a museum and small riding loop with a Goose. It is a must-stop, and for only \$20 you can be a museum member. A steam engine is still projected to arrive at some point. It is rumored to be a reincarnation of the personal engine of Otto Mears.

We plan to have a face to face meeting at the church in October. It will be good to be together again. I really enjoy hearing our mutual remembrances.

At the October meeting, Dan Edwards will present his new book that shares some of our early member’s stories. I think it is important to share those.

I am still hunting for biographies and articles for publication in the *Rail Report*. As always, feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430. Stay safe and see you soon.

Colorado Rails & Cocktails Is Back At The CRRM

Check-in at the Depot Store begins at 6:30 PM,

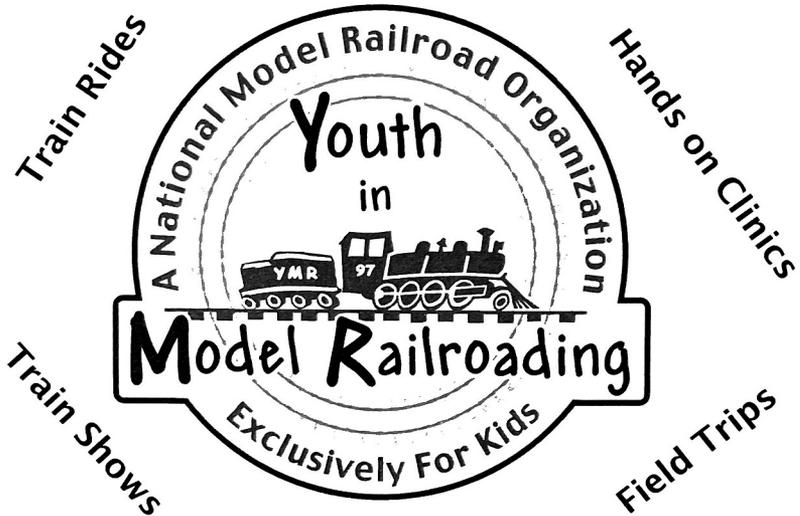
The Picnic Pavilion bar opens at 7 PM with the presentation at 7:30 PM

October 1st: The Railroad Photography of Steve Patterson

A special evening as Steve Patterson shares his understanding of all things railroad through his photography.

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STEAM Education

Youth in Model Railroading is the **ONLY** model railroad club **JUST for kids, ages 8-18.**

The Denver Area YMR meets the first Saturday
of most months from 9:30am - 12:00 noon at the
Westminster Presbyterian Church
3990 W 74th Ave, Westminster, CO

**For more information: www.YMR-online.org
email: mr.conductor@comcast.net
follow us on FACEBOOK**

D&IM Interurban No. 25 Roll Out at the Federal Center

Sold Out — All Online Reservation Times Have Been Reserved
No "Walk-Ups" — Only Those That Made A Reservation May Attend

Klondike Kate Cylinder Head Repairs



Denver, South Park & Pacific Historical Society president Bob Schoppe examined the damaged cylinder head on steam locomotive Klondike Kate #4 on July 24, 2021, in Como, Colorado. During a test run on July 23, 2021, the wedge holding the crosshead to the piston rod failed resulting in the piston driving into the cylinder head. Examination of the photo shows the piston itself at the end of the cylinder and the nut holding the piston rod extending out of the cylinder.

Como Water Tank Progress



The Denver, South Park & Pacific Historical Society erected the first post of their future Como water tank on July 24, 2021. Dr. Chuck Brantigan and Kathy Brantigan held their Brantigan 2021 family reunion that weekend.

– Photo © 2021 by Chip.



A lot of progress on the base for the future Como water tank had been made by August 12, 2021, after The Denver, South Park & Pacific Historical Society erected the first post in July. – Photo © 2021 Dave Schaaf.

Colorado Live Steamers Annual Run Weekend

September 17th, 18th and 19th

By Steve Subber

The CLS 3-day annual run features attendees and their equipment from throughout the region. Saturday is the busiest day, and the best to attend, with Friday slow and mostly for set up, but with an opportunity to closely see some equipment and talk to the operators. Sunday is slow, finishing by mid-day.

A food truck will be on-site Saturday and Sunday morning. Food is also available at the general store 1/2-mile north of I-25 exit 316, or bring a picnic. The depot and pavilion are shaded, and there's a flush-toilet bathroom.

Club members are welcome to attend, but check in at the depot for rules and a required hand-stamp. Safety measures include no open-toed shoes! Donations to support operations are encouraged.

The club had a well-reviewed visit to the mainly 1/8-scale CLS operation, just north of Byers, on July 17th of this year.

Directions:

From the intersection of I-70 & I-25, go east on I-70 about 40 miles to Byers, Colorado. Exit off I-70 at Byers, turn left (north) on US 36 for about 2-1/2 miles, US 36 will bend back to the east. At the end of the 2-1/2 miles, turn north on Calhoun-Byers Road. Go north on Calhoun-Byers Road about 6-1/2 miles to 72nd Avenue. At 72nd Avenue, continue north on Calhoun-Byers Road about 1/4 mile. On the left look for the COLORADO LIVE STEAMERS sign, turn left and go in thru the DOUBLE GREEN GATES and you are there!



On July 18, 2021, the second of Amtrak's new ALC-42 locomotives traveled dead-in-tow on the eastbound California Zephyr. The engine was being moved from the Siemens plant in California to Amtrak's shops in Wilmington, Delaware, for acceptance and commissioning. The 301's paint commemorates a unique scheme applied to E8 #4316, the first Amtrak engine painted 50 years ago.
– Photo © 2021 Nathan D. Holmes.

The Rocky Mountaineer's First Revenue Run



The Rocky Mountaineer's first revenue trip to the Utah Red Rocks with 10-cars rounds Little Ten Curve before climbing the foothills west of Denver on August 15, 2021. – Photo © 2021 Dave Schaaf.



The Rocky Mountaineer's first westbound revenue trip stopped at Fraser, Colorado, to pick up a few passengers that missed the Denver departure. The train made good time through Glenwood Canyon as rail traffic had resumed after mudslides closed both rail and Interstate-70 this summer in the steep walled canyon. – Photo © 2021 by Chip.

Current Railroad Restoration Happenings



Restored D&RG Locomotive No. 168 crosses Cascade Creek, east of Cumbres Pass, on a test run on July 26, 2021, with only a few employees on the train. This was the first time it had been west of Osier, Colorado, since being retired. This locomotive had been on display in a park near the depot in downtown Colorado Springs until a few years ago. – Photo © 2021 Dave Schaaf.



On July 24, 2021, at Albuquerque, New Mexico, AT&SF 2926 moved under its own steam power for the first time since December 1953. This 4-8-4 Baldwin, with roller bearings, was put in service in May 1944. – Photo © 2021 Dave Schaaf.

Rio Grande Southern Locomotive No. 20 Travels



On it's way to Cripple Creek and then Antonito, while not under it's own power, RGS No. 20 passed the DSP&P Jefferson Depot. – Photo © 2021 Dave Schaaf.



RGS No. 20 made a stop in Cripple Creek, Colorado, for the town's annual Donkey Derby Days celebration. Originally built in 1899 for the Florence & Cripple Creek, this is probably as close as the engine has come to its original home since being sold to the RGS in 1916. – Photo © 2021 Nathan D. Holmes.

Events in Railroad History: Train Masters – Part 1

From *Rights of Trains* by Harry W. Forman (published 1904, reprinted 1925)

[Note: Harry Forman was Assistant VP and General Manager of the Western Pacific.]

Contributed by Dan Edwards

The question arises sometimes as to which position ranks higher—that of the trainmaster or the chief train dispatcher. It has always seemed to me instruction given by trainmasters should take precedence in the event of conflicting orders being given. These positions are among the most important and responsible in the operating department of a railroad.

The trainmaster is confronted daily with new problems, and his duties are as varied as the leaves on a tree; more especially on a small road where only a limited number of supervisors are employed. One day he may be called upon to attempt to settle a fire claim; the next to go to or investigate an accident; at another time he must attend Court; while also attending to his own legitimate business, which in itself is enough to keep two men on the go every hour of the twenty-four, because the task of supervising and observing the conduct of transportation employees is never-ending.

It is impossible to keep in mind and check for violations of every rule or special instructions on each trip. The better plan is to select about five of the rules or regulations which are most commonly observed in a slovenly manner and concentrate upon those, choosing another group for the next trip. Do not excuse any violation of rules or poor work or “wink” at such things; call attention to them at the time, but withhold comment as to whether or not it is your intention to apply discipline until you have had time to give mature thought to all of the circumstances. Often well-direct-

ed advice, kindness and constructive educational methods will solve many of the problems of how best to deal with men to secure their voluntary loyalty and develop the best that is in them.

See that employees have the book of rules and time-table; that their watches are carried and show correct time; that the prescribed badges are worn and that passenger employees present a neat appearance; hair trimmed, faces and necks shaved, shoes shined, grease spots removed from clothing and that no conspicuous ties or shirts are worn; that all train employees keep their minds on train orders and superior trains; that conductors and enginemen show all orders and clearance cards to brakemen and firemen and that brakemen and firemen read orders, understand them and assist in their proper fulfillment; that fixed signals are called; that train men avoid unnecessary conversation or familiarity with passengers, and do not read books or newspapers habitually while on duty. Observe that front end signals and markers are inspected to see that they give the right indication and that lamps are burning brightly; that flags which are so badly worn or so dirty they cannot be distinguished readily are not used; that markers are turned when a train goes on a siding at night and are changed to show red to the rear before the train occupies the main track again; that the required “Proceed Signal” is given before passing a station; that it is watched for by the men on the engine and acknowledged and if not received

Events in Railroad History: Train Masters – Part 1

that the train is stopped; that brakemen take such positions on freight trains as are necessary to enable them to pass signals, watch cars in their trains, and be prepared to apply the hand brakes promptly if necessary.

See that enginemen do not act on signals unless given properly and intended for them; that enginemen approach switches where they must take siding at restricted speed; that switches are not left open for following trains in violation of the rules; that conductors are not depending upon boys or other unauthorized or irresponsible persons to close switches for them; that switches are not left unlocked; that men keep well away from switches while being used and see that the points are up after having used them.

See that enginemen stop at railroad crossings at grade unless protected by interlocking; that at obscured places a man is sent ahead to give signal when safe to cross; that they sound two medium long blasts of the whistle before starting to cross; and that enginemen sound all whistle signals correctly and at all times required, blowing at whistle posts not before reaching them or after having passed.

Trainmasters should see that stop and caution signals are respected; that inferior trains pull in to siding at nearest end; that enginemen keep the proper distance behind trains ahead and do not run recklessly when advised that an inferior train is running ahead of them; that they do not run at a speed known to be unsafe while handling dead engines, rotary plows, steam shovels, derricks, pile drivers, gun truck cars, twin loads,

loaded tank cars, loaded coke racks, cars upon which heavy or long girders are loaded, or other similar freight.

Familiarize yourself with the Book of Rules, the meaning of train orders, local and state laws, best air brake practices, and encourage employees to come to you for advice and help whenever they encounter any puzzling combination of train orders or do not understand the rules fully.

Require freight trains to be inspected thoroughly at such points as have been determined proper on the district; see that slow-flags are displayed at proper distance from points where speed is restricted; and that yardmen and others do not leave main track switches unlocked except when actually using them.

Inspect bulletin boards and books removing all instructions from them which are no longer in effect. See that conductors sign for bulletins and that the instructions are worded clearly; that derailleurs are locked to derail; that targets are in good line; that operators space trains as required by rule; that when train employees are in doubt as to the contents of a train order, no argument prevails but that the order is read again at once instead; that freight enginemen get in far enough on a siding to allow the passenger train which is following and which must take siding for another passenger train also to get in to clear without having to lose time waiting for the freight train to pull ahead farther after the passenger train arrives; that when a "saw" is necessary the first man to reach that station takes charge and that enginemen work a full throttle in making movements in connection with it.

– Continued In A Future Rail Report –

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drwg.net asking for the RMRRRC virtual meeting address and password. Please send your request no later than the Monday night before the meeting and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

Colorado Railroad Museum

A mask is required for Museum entry. They are currently operating at a reduced capacity. An advance admission purchase reserves entry at your desired time.

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

The next Chapter meeting is at Malones Clubhouse Grill on October 2nd at 10:00 AM.

For current meeting information email railbob@icloud.com or call 303-883-2435

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Club Information

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Club Officers

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

Club 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 online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$45.00 if a printed, mailed *Rail Report* is desired.

International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$75.00.
Patron membership is \$100.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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 – Email: selectimag@aol.com

Rocky Mountain Rail Report
PO Box 620579
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Items for the October *Rail Report* should be sent by September 13th.



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