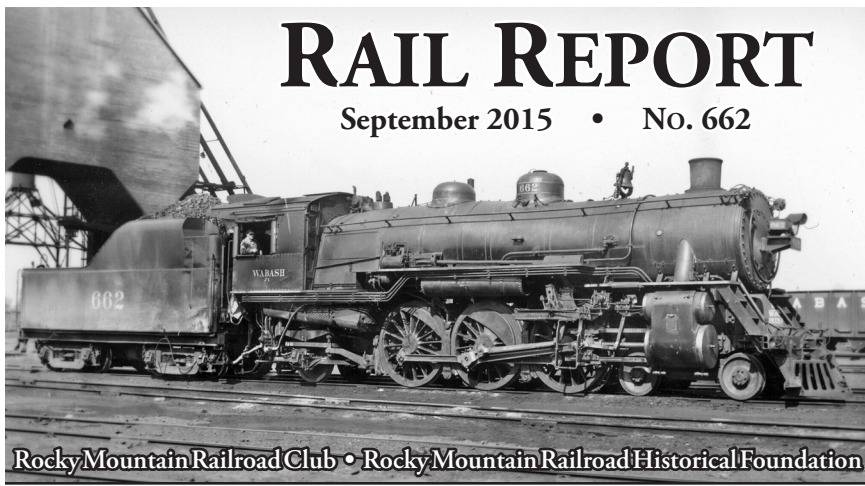


# RAIL REPORT

September 2015 • No. 662



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Resurrecting, Restoring & Reproducing 20th Century Photography in the 21st Century

Presented by Greg Walz

September 8th, 2015 • 7:30 PM

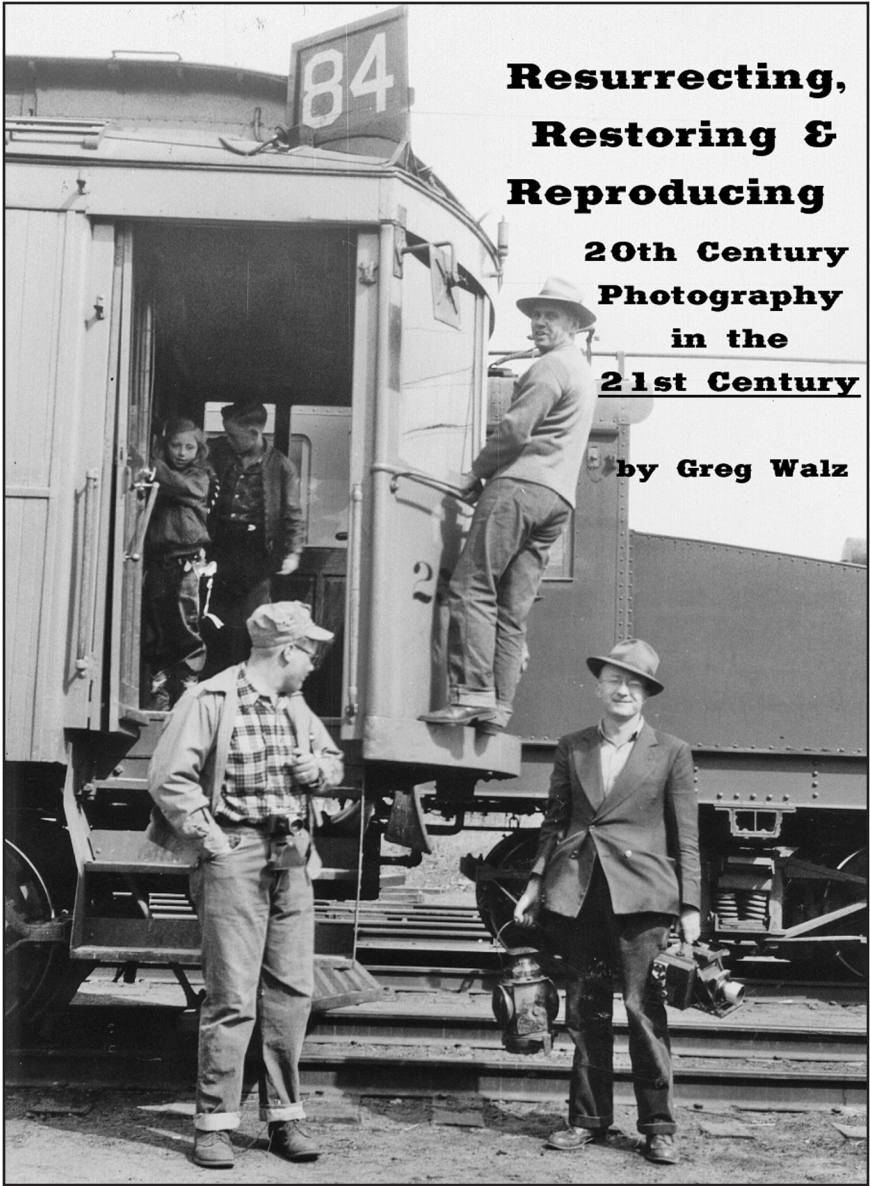
Historic preservation starts with photography. The end result is creating digital collections of our old work so it can be passed on to libraries, museums, colleges or universities and future generations. Learn how to achieve the best results for digital printing. Please bring your questions for Greg!

Please join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

### RMRRC 2015 Calendar

- |                |  |
|----------------|--|
| September 27th | Cheyenne Union Pacific Steam Shop Tour – <i>Members Only</i> .   |
| October 17th   | Annual Luncheon Banquet At The Arvada Center. The program is “The Photography of Peter Cox,” presented by Larry Green. |
| November 10th  | Meeting and Program.   |
| December 8th   | Annual Business 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.



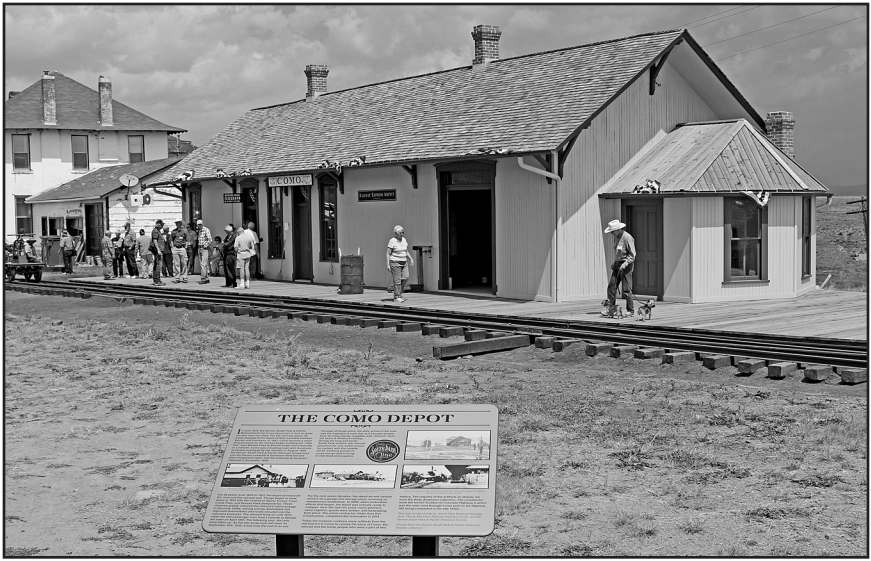
**Resurrecting,  
Restoring &  
Reproducing**

**20th Century  
Photography  
in the  
21st Century**

**by Greg Walz**

Learn how to scan slides from your collection into digital programs. Digital manipulation of images will also be discussed at the September program.

For Rail Report 662, the masthead photo features Wabash 662 at Decatur, Illinois, on October 17, 1939.  
– R. J. Foster photo from the James L. Ehernberger Collection.



The DSP&P Historical Society unveiled the new outdoor interpretive sign near the restored Como depot on August 22, 2015. – Photo © 2015 Dave Schaaf.

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## Notes From The President

By Nathan Holmes

By the time you get this newsletter, the banquet will be six weeks away. Things are coming together nicely. The venue, catering, and show are all locked down and in place, and now we're working on the usual raft of door prizes. As I've mentioned before, this year's show will be the photography of the late Canadian railfan legend Peter Cox, as presented by Larry

Green. Peter traveled all over Canada and the US photographing trains, ships, planes, and all manner of other things from the 1950s onward. What Larry has put together is an overview of Peter's best work, capturing so many rare scenes that cannot be duplicated today.

In addition to a great show, the an-

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## Cheyenne Union Pacific Steam Shop Tour

Sunday, September 27th

Current Club members have another opportunity to tour the UP Steam shops in Cheyenne. We will meet in Cheyenne at 9:45 AM to process paperwork and collect the \$20 per person tour charge. The previous tour was planned for 2 to 3 hours but actually lasted longer. We will tour for as long as the tour leaders are

available and members are interested.

This is a first come – first served, members only event with a target group size of 25. Members who want to go should sign up at the September meeting or email a request to: [cheyenne-trip@drgrw.net](mailto:cheyenne-trip@drgrw.net).

## Notes From The President

nual banquet is a great opportunity to socialize with your fellow club members, enjoy a good meal, and be part of a long-standing club tradition. As we run fewer trips and many of our members want stay closer to home, there are fewer opportunities to really get to know your fellow club members and their families. It's a great social outing – come join us!

As a reminder, there's a firm deadline for reservations, because we're contractually obligated to let the Arvada Center know how many people are coming as of the Monday before the banquet. Consequently, reservations must be received by our treasurer no later than Saturday, October 11. Don't wait – the order form is included in this *Rail Report*, so while you're thinking about it, pull it out and mail it in today!

In other news, our grant program is already having an impact. One of our recipients – the Denver, South Park & Pacific Historical Society – unveiled the new, high quality, outdoor interpretive

sign next to the restored Como depot in mid-August. The Foundation contributed about 1/3 of the funds for this new signage with one of our grants, and will make sure visitors understand the historic significance of the Como depot year round, even when docents aren't around.

As part of the December general business meeting, I hope to have updates from all our grant recipients to share with the membership. I think it's an important part of the grant process to close the loop and show the membership the difference the club and foundation are making.

I hope to see you all at the banquet!

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at [me@endholmes.com](mailto:me@endholmes.com), or by phone at 719-235-1286. Please don't hesitate to reach out to me.

### *In Remembrance* Donald Alvis Hulse

We are sorry to report the sudden passing of Donald Alvis (Don) Hulse, a 30-year member of the club and a current board member. He held seniority number 166 at the time of his death on August 9, 2015.

Don was a dedicated member of the Club who served many years on the board of directors. In 2004 he sponsored a trip to Glenwood Springs providing commentary about the line from the lounge car of the Zephyr. He truly enjoyed planning that trip and relating numerous stories of his railroading career at Club meetings. After his service in the navy, Don worked for the Rio Grande in the signal department. He later worked for Amtrak and traveled on many of the western routes.





The restored Como depot was dedicated on August 22, 2015. Many tried out the handcar on the section of track in front of the depot.

– Photo © 2015 Dave Schaaf.

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## Information For The Railroad Enthusiast

By Dave Schaaf

D&RG 4-6-0 #168 is scheduled to leave Antlers Park in Colorado Springs this month, hauled by truck to the C&TS RR. The Friends of the C&TS have acquired former D&RGW NG baggage car 163. Recently arrived in Antonito, it was found on a ranch in the San Luis Valley. It will take some work to make this rare car operable again.

On the D&SNG RR, the former Uintah Railway water car (now #0470) moved to Rockwood from the Durango roundhouse in mid-August. This 1916 black car will be used as an emergency

water supply for fire suppression. Rio Grande Southern Galloping Goose motors 4 and 5 ran between Durango and Silverton during Rail Fest in August.

The 15" gauge railway at Heritage Square west of Denver is nearing the end of its run. The land owner plans to bulldoze much of the area, and the track and train equipment must be removed in a few weeks. Go ride the "Rio Golden" before it is gone forever. Many of our Club members have been involved with this and predecessor rail operations there over the years.

## Information For The Railroad Enthusiast



The restored pivot bearing for the Como turntable is ready to be installed. Our foundation grant contributed funds for this project. – Photos © 2015 Dave Schaaf.

Harold K. Vollrath has died. Originally from the New York City area, he later had a long career with the Kansas City Southern. Over his lifetime, he collected many thousands of photo negatives, of which about 8000 were his work. These images were widely published, and his family plans to keep the collection together.

Overall freight traffic was down on most major railroads in the second quarter. Coal volume on the U.P. is off by more than 25%.

In the area of Philadelphia, Pennsylvania, the passenger rail system is gearing up for a huge increase in ridership during a visit from the Pope in late September.

The Strasburg Railroad in Pennsylvania is introducing a car filled with vintage pinball machines as a new attraction. Players will be challenged as the train tilts back and forth, moving down the track. A restored wooden passenger car will feature 12 vintage pinball machines. Each player will have access

## Information For The Railroad Enthusiast



Many Club excursions operated over the Dent line between San Creek Junction and La Salle, Colorado..This trackage has gradually been removed this summer, and the rails between Sand Creek, Jct., and East Lake at Mile Post 14.01 have been removed. On August 5, 2015, the main line and the siding had already been removed just north of the 124th Avenue street crossing at the site of the old East Lake elevator. Located on a spur track is a former Rock Island caboose. This portion of this line was constructed in 1909, and was an alternate main line until the early 1960s, when Centralized Traffic Control was installed on the main line through Brighton. The semaphore block signal system was removed on the Dent line, and its status as a subdivision was changed to a branch.

There were numerous coal mines located at St. Vrain (location that the Brighton-Boulder branch crossed); Baum, Dacono and Frederick. In addition to coal traffic, agricultural products originated on the line. During WW-2, the U.P. used the line for extra passenger movements, especially troop trains.

– Photo © 2015 Jim Ehernberger.

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to one machine during the 45-minute trip. Seating is available for one guest to accompany the player. Capacity on the Pinball Car is limited to 24. The railroad dubs the attraction the Pinball Pendolino Train (“Pendolino” is Italian for “tilting train”).

If you have internet access, look for

updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these web services. Please give it a try!

Members may contact me by e-mail at [ds5280@comcast.net](mailto:ds5280@comcast.net) or by phone at 303-988-3456.

## Events of Railroad History: The D&RG Office in London

From: Case #2203, U.S. Circuit Court for the District of Colorado

Research By Dan Edwards

2 Suffolk Lane, Cannon St., London  
18th December 1883

Maj. Wm Wagner, Secretary  
Denver & Rio Grande Railway Co.  
47 William St.  
New York City

Dear Sir:

I beg to acknowledge receipt of your letter of the 23rd Nov. intimating to me that at the Board Meeting held on the 21st of the same month the Directors adopted a resolution to discontinue and abolish the Agency of the Company in London from and after the 1st January 1884, and in which you proceed to say that this step is taken in the interests of economy.

The question raised in your letter resolves itself into two considerations. First the one of Contract [hence the court case Renshaw filed in 1884] and Secondly that of expedience. I think it likely that the Directors will, when they come to know more of the facts, think well to reconsider their judgement. Not wishing that you should take my bare statement of the fact that the London Agency of the Denver & Rio Grande is doing good service for the Company and for its best interests generally, I sent round to various holders of the Securities of the Company in this Country a circular letter of which I enclose you a copy, and also copies of replies I have received.

With the exception of letters from Dundee (from gentlemen connected with a Company there which has its own Agency for obtaining information in New York), the desire to have the office here continued has been universally and indeed warmly expressed.

Many writers of these letters have held Securities of the Company for many years. The class of investors the writers represent are of the best and most tenacious in this Country. Their holdings tend to give the strongest support and strength to the securities of the Company, and the maintenance of their interests and friendly feeling should, I venture to submit, be an object of solicitude on the part of the management.

It is certain that at the present time a large number of the securities and shares of the Denver & Rio Grande Company are held in Great Britain and by parties who hold as permanent investors. Moreover this office has been acting for the Denver & Rio Grande Railway since the year 1872, and as from that date investors in this Country have been in the habit of looking to this office for information as to the progress and condition of the Line and for such facts as would assist them in forming a judgment as to the securities.

A register of Bonds is kept here also, so that those wishing to register their Bonds can do so. The coupons of the First Mortgage Bonds are payable in London without Notice and are presented here for payment in May and November. The coupons of the Consolidated Bonds are payable in London with notice.

The traffic earnings are distributed here every week to the press and to the



## Events of Railroad History: The D&RG Office in London

numerous residents here who wish to get these earnings weekly. The amount of correspondence with the provinces and the Continent is also large. In all our books of Reference for 1884 the Agency is inserted.

I will give you the personal history of my contact with the Company. From the year 1872 up to the present time I have raised in Europe a very large sum of money for the road, indeed all I think which has been raised here. I have raised money here at critical times for extensions when money could not be raised in the United States by reason of depression there and when such extensions have been considered absolutely vital to prevent rival lines from seriously impairing the Company's usefulness. The Coupons have been paid here, Agents appointed in the provinces, correspondence kept up, register of Bonds kept, and a heap of detail work done yearly, for all of which work the remuneration I received was certainly not of an adequate character.

I must tell you that those who went into pools for the early construction of the D&RG have been very well repaid for their investments, and many hold the Bonds here still who have held them for years and will hold them for years if their confidence is not disturbed. These gentlemen do not and cannot know much of the local administration. They do not share in any hostile feeling towards the old management, because they were in early and have done very well with their investments.

But in the winter of 1881 General Palmer came to London and displayed a condition of the Company's condition which made it necessary to raise a million Sterling on capital account. The times were not so bad then as they have been since, but it was not easy to place Securities. Neither the Bonds nor the Stock of Western Roads stood so high as they had done. However I have a pretty wide connection for such work all over the Country, and we got the money together during a short time. The Bonds and Stock later fell away, chiefly by degrees until today the Stock is 17 and the Bonds 80. The prosperity of 1880-1881 had misled us, and the dividends paid on the stock in these years would have been better put into construction. I showed my confidence in the business I was assisting by taking 100 Bonds of the issue and lost a very round sum of money in consequence, more than I have received as yet from your Company which your Board now seek to nullify.

There were some [five] companies for which Gen'l Palmer wished me to assume charge here involving altogether an enormous Capital, roughly over 15 millions Sterling or \$75 million. [Note: the companies were The D&RG, The Mexican National Railway Co., The Mexican National Construction Co., The Colorado Coal & Iron Co., and The Denver & Rio Grande Western Railway Co.] We came to an arrangement that the various companies should guarantee me a minimum sum of £3,000 per annum, that I should be entitled to a percentage of 1% on the value of all material purchased here and 2 1/2% of all securities placed, these commissions merging in the minimum annual sum.

Considering the magnitude of the interests involved and that by the various Companies parties to the agreement combining, the expenses of the office were not heavy on any one of them. I don't think anyone conversant with the facts would judge the terms onerous. I took offices and have conducted the work since to the best of my ability. (Signed) *A.G. Renshaw*

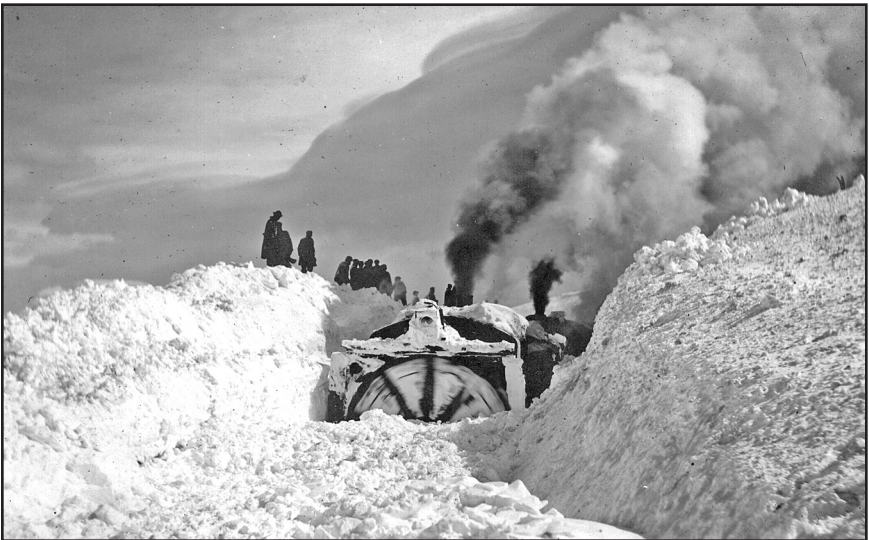
## Train in Snow Shed for 17 Hours

From *The Sterling Democrat* – Thursday, January 24, 1923

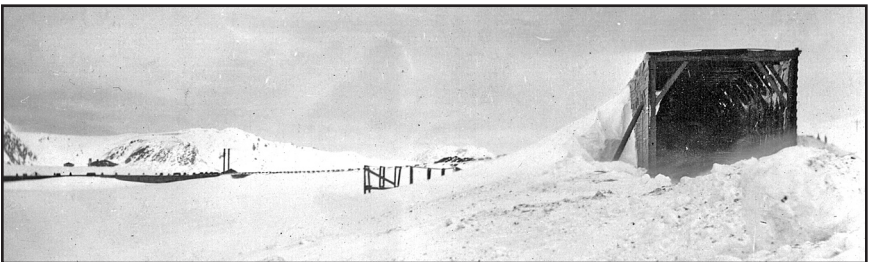
Research By Jim Ehernberger

Stalled for seventeen hours in a dark snow shed on the Moffat railroad, without fresh air, part of the time without lights other than a few candles, and with only a meagre water supply, was the unpleasant experience of a trainload of passengers Sunday, many of whom

were coming to Denver to attend the stock show. When a stock train, which had been given the right of way over the passenger train of four coaches came to a halt in the mile long snow shed and stayed there for seventeen hours while the wreckage was being cleared away.

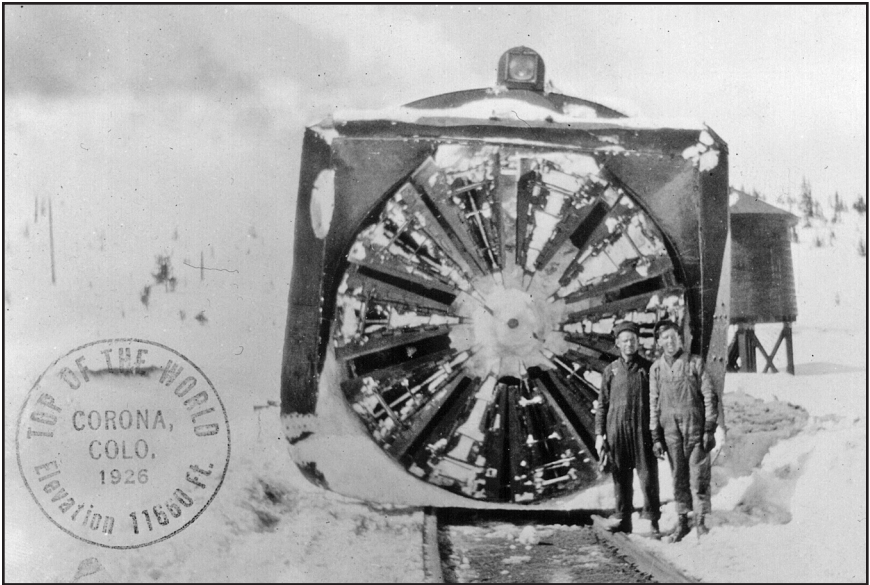


A rotary at work. – Photo from the James L. Ehernberger collection.



The west entrance of the D&SL snowshed at Corona, Colorado. This shed appears to extend all the way toward the left side of the photo, a total length of 7,745 feet. – Photo from the James L. Ehernberger collection.

## Clearing Snow at Corona



The rotary at Corona, Colorado, with two D&SL employees in 1926.  
– Photo from the James L. Ehernberger collection.

### *In Remembrance*

#### Leroy Vance Hester

Retired Lieutenant Colonel Leroy Vance Hester passed away peacefully in his home the morning of August 3rd, 2015, in Stillwater, Oklahoma. Leroy was a 60 year member of the club. He passed away at the age of 92. He joined the club in the halcyon days of 1955 and held seniority number 15.

### *In Remembrance*

#### William May

William (Bill) May was killed in an head on auto accident near Deming, New Mexico, on May 5, 2015. A Chevy Trail Blazer driven by a 19 year old crossed the center line and collided with his Jeep.

Bill was a member of the club since 1973. At the time of his death he held seniority number 92. A dedicated member of the club, he participated in many of our excursions over the years. He was also a former railroader working at the Leadville roundhouse and several short lines.

## Current Railroad Happenings



Amtrak engineer waved from 43, P42DC, as Southwest Chief train 3 passed BNSF semaphores at milepost 748.1 near Watrous, New Mexico. Semaphores in the Watrous area came down on July 29, 2015, replaced with tri-light signal at right. – Photo © 2015 by Chip.



BNSF signal crew erected tri-light signal (right-held by mobile truck crane) on July 27, 2015, on BNSF Raton Subdivision milepost 751.2, Watrous, New Mexico. Signal replacement cost keeps BNSF from replacing all the former Atchison, Topeka & Santa Fe semaphores. Other semaphores south of Springer, New Mexico, and around Wagon Mound, New Mexico, remain in service.– Photo © 2015 by Chip.



## Current Railroad Happenings



GEEX ES44A6 numbers 2040, 2042 on the point along with 2041 and 2043 out back as rear DPU's. These locomotives are GE tier 4 emission demonstrators, meeting new government regulations that went in to effect January 1, 2015. They will be used on coal trains from Wyoming's Powder River Basin to a power plant near Amarillo Texas. On August 18, 2015, the four units were making their way south on the Joint Line. – Photo © 2015 Nathan Zachman.



This side view shows the “hump back.” The air horn is blocked by the extra compartments that house the emission controls so a pair of horn trumpets were added to the rear of the radiator. – Photo © 2015 Nathan Zachman.

## Colorado Railroad Museum

### 2015 Scheduled Special Operation Days

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

Trick or Treat Train – October 31

The Polar Express™ Train Ride –  
November & December

Day Out With Thomas –  
September 12, 13, 19, 20, 26 & 27

#### Colorado Rails and Cocktails – An Evening of Colorado History

A series of adult lectures that will take you back to the time when railroads shaped the American West. Relax, enjoy a beverage, and learn!

##### 2015 Series:

October 9 – Dome Car Magic

November 13 – Railroading in the Rockies

Tickets include 2 beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30 PM for early enjoyment of attractions. Cocktail service begins at 6:00 PM. Presentation begins at 6:30 PM and ends by 8:30 PM.

Admission for events: \$15 for Museum members and \$20 for non-members. Advance ticket purchase is required, 21 and older only.

#### Ride The Rails Saturday

Train rides every Saturday. Catch a ride behind one of the Museum's steam or diesel locomotives in passenger cars from different eras in Colorado railroad history or on the uniquely Colorado Galloping Goose. Rides operate 10:00 AM to 4:00 PM.

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, September 16, 2015

The Intermountain Chapter Dinner Meetings are moving to a new location and a new day of the week. Starting with our September meeting, the chapter membership and guests are invited to come for dinner and stay for the meeting at our new venue: Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado 80033. The Red Lobster is located on the west side of Wadsworth Boulevard, just a bit north of 44th Avenue, in Wheat Ridge, Colorado. It is easier to get in to the parking lot at the restaurant if you are traveling south on Wadsworth Boulevard. Otherwise if you are north bound you will have to turn left by the Grace Abundant Life Church, and come in to the parking lot from behind the buildings.

Dinner orders begin at 5:30 PM and the program begins approximately at 7:00 PM. Red Lobster's management will be offering us our own menu, based upon their Lunch menu with affordable prices. The full menu will be available for those who wish it, and Beer, Wine, and Cocktails will also, once again, be available.

## **Publishers Statement — Rocky Mountain Rail Report**

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### **Club Information**

Rocky Mountain Railroad Club  
PO Box 2391  
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Web: <http://www.rockymtnrrclub.org>

### **Club and Foundation Officers**

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

### **Club and Foundation Directors**

Andy Dell, Dennis Leonard, Pat Mauro,  
Charles Moffat, Mike Tinetti, Nathan Zachman.

### **Membership Information**

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

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

Members joining after April may send a payment of \$3.00 for each month remaining in the year.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

### **Board Meetings**

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

### **Newsletter Contributions**

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

**Items for the October Rail Report should be sent by September 18th.**

ROCKY MOUNTAIN



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