

RAIL REPORT

October 2014 • NO. 651



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Rocky Mountain Railroad Club Banquet Luncheon

October 11, 2014

Socializing at 11:30 AM – Program At Noon – Lunch Follows



THE OXFORD HOTEL

Theater Room

1600 17th Street

Downtown Denver

Featuring Guest Speaker — “Dr. Colorado” — Dr. Tom Noel

Presenting “The History of Denver Union Station and The Railways of Denver”

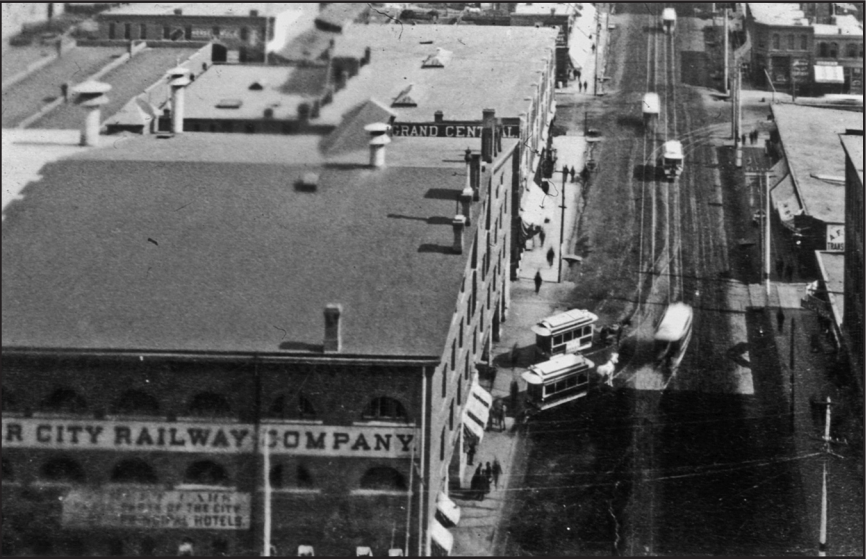
Dr. Tom Noel’s banquet program will show how Denver grew outward along a spider web of streetcar tracks. He will argue that Denver is going back to the future with RTD’s Fast Tracks, reinventing a once intact street railway system. He will also discuss the reincarnation of Union Station as guess what – a rail hub!

RMRRRC Calendar

- | | |
|--------------------|---|
| November 11th | Meeting and Program, “Rollins Pass Rail History.” |
| December 9th | Annual Meeting and Program. |
| January 13th, 2015 | Meeting and Program, “Soo Line, Milwaukee Road, and DSS&A”
by Ron Kaminen and Dave Rasmussen.” |

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.

The History of Denver Union Station and The Railways of Denver



Photographed from Union Depot in 1885, six horse cars are seen on 17th Street outside the Denver City Railway Company building.
– William H. Jackson Photo, Denver Public Library collection.



Car 818 with the sign that advises riders of the last day of operations, June 3, 1950. – Photo Denver Public Library collection.

The History of Denver Union Station and The Railways of Denver



Car 845 promotes Denver.

– Photo Denver Public Library collection.

“Dr. Colorado” — Dr. Tom Noel

Our banquet program presenter is a professor of history & the Director of Public History & Preservation at CU-Denver. He is the author or co-author of 42 books (where he generally squeezes in railroadiana), a Sunday column for the *Denver Post* and appears regularly on channel 9 as Dr. Colorado. Tom has led Colorado rail tours for the Smithsonian Institution and History Colorado. His long interest in trains began with his conception in the Moffat Tunnel.



Along the way up the Denver & Rio Grande Railroad's line from South Fork to Wasson, the North American Rail Car Operators Association cars would stop for everyone to stretch their legs and enjoy the beautiful fall scenery. One such stop was at the Wagon Wheel Gap station, which now serves as a private residence. – Photo © 2014 Nathan Holmes.

Notes From The President

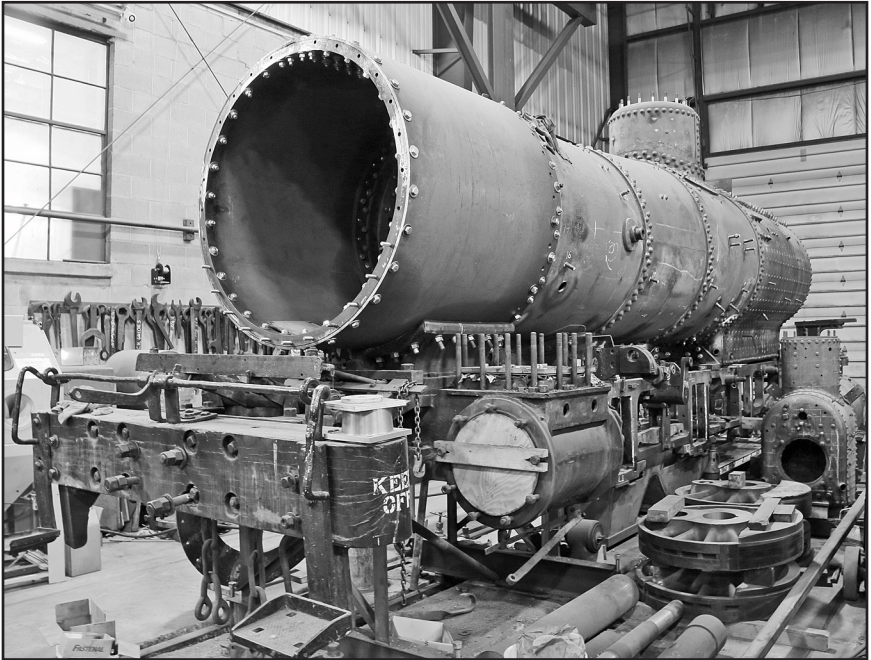
By Nathan Holmes

As I write this, I've just wrapped up the Club's joint trip with the Rocky Mountain Division of NARCOA (the North American Rail Car Operators Association) up the Denver & Rio Grande Railroad's line from South Fork to Wasson. For those not familiar with NARCOA, it's a national organization of motorcar enthusiasts who have banded together to promote safe and legal operation of these cars on a variety of host railroads. On Saturday and Sunday, our members rode both in the motorcars and in the D&RG's Silver Streak between South Fork and Wasson, with numerous breaks to stretch our legs, view the cars, and take a few pictures of the high mountain

aspens in fine fall colors. In addition, on Saturday some of us stayed up at Wasson for a few extra hours while we all participated in a number of motorcar-related activities in and around the wye. The trip attendance was a bit smaller than I'd hoped for, but in the end that allowed all of us to have more time in the cars. If you missed the trip this year, you missed something special.

I'd like to personally thank John Keeling of the RMD and Don Shank of the D&RG for helping get this outing arranged. Without their help and support, this trip would not have happened. I'd also like to thank Bob Shank and all

Notes From The President



Progress on rebuilding former Club engine RGS 20 continues slowly at the Strasburg Railroad shops in Pennsylvania. Significant work has already been done, including straightening the frame and repairing the boiler shell to be pressure-worthy. Work continues as the Colorado Railroad Museum is able to provide funding for the project. – Photo © 2014 Nathan Holmes.

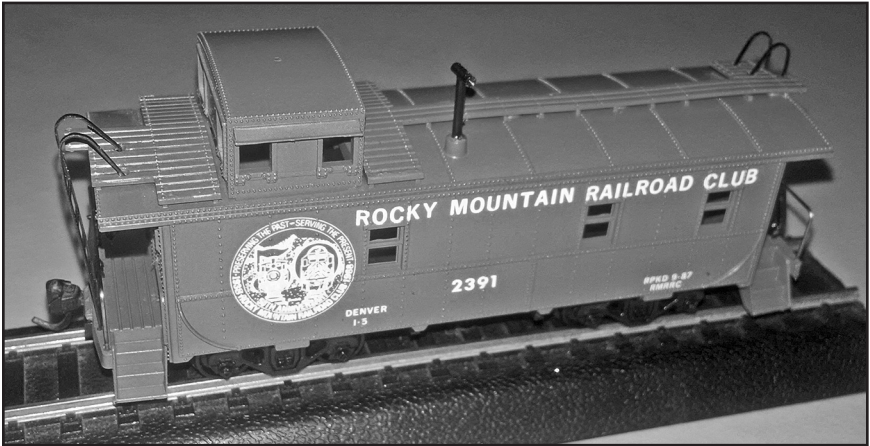
of the motorcar operators for giving our members a very unique experience. In talking to some of our folks on the way back, most everyone enjoyed the trip tremendously, and I think at least a couple of them may become owners and operators by the time we do this again.

By the time you read this, the banquet will be only days away. With that, we'll put a wrap on our special events for the 2014 season, and start thinking about what the Club wants to do in 2015. One of the things I'd hoped for was to arrange some volunteer events for the Club. While our monthly programs pro-

vide an opportunity to learn about history, I think it's also important that the club take an active roll in preservation. Since we've found new homes for the equipment our founding members saved many decades ago, those opportunities are going to have to come from outside the club itself.

Nothing on the volunteer project front worked out this year. However, I was out at the Colorado Railroad Museum for the 491 roll-out event, and noticed that RGS business car Rico is looking a bit shabby. The museum did a fantastic job restoring it both inside and out just a few

Notes From The President



Erwin Chaim donated an Athearn HO scale RMRRRC 50th Anniversary caboose to be auctioned off to benefit the Club. Now's your chance to own one of these unique pieces of our history. To allow all of our members a chance, we're going to do this as a sealed bid auction. We'll accept bids via phone (719-235-1286) or email (rmrrc-caboose@drwg.net) until Monday, November 10. Members planning to attend the November 11 regular meeting can also place bids in person, but all bids will be sealed. The winning bidder will be announced at the end of the meeting and contacted if not present.

years ago, but the paint job isn't holding up well. In particular, it looks like the clear coat is peeling off. Even though CRRM now owns it, the Club saved the Rico when the RGS was abandoned and then owned it for half a century. I personally take an interest in its upkeep, as I suspect do many of our members. I spoke briefly with one of the museum trustees who's also a club member, and we're going to see if this could be a possible joint project sometime next spring between the Museum and the RMRRRC. Stay tuned if you'd like to help.

Another way we can take a more active role in preservation is through our 501(c)(3) charitable arm, the Rocky Mountain Railroad Historical Foundation. The RMRHF was set up nearly

25-years ago to support the restoration and preservation of the equipment we owned and further our goals of educating the public about our rich railroad-ing history. Once we transferred D&IM Car 25 to Lakewood for ongoing preservation, the Foundation has floundered around without any real focus. It's one of those things that comes up about once a year and inevitably gets kicked down the road.

One of the ideas that pops up every time the future of the Foundation is discussed is using it as a conduit to help find funding for smaller projects. Large organizations, like the Colorado Railroad Museum, have a need to continuously raise funds to maintain and expand their collection, and as such they've taken the

Notes From The President

time to set up charitable tax status and find people to write grants and solicit donations. Smaller groups focused on a single educational or preservation project don't have the resources to do those things.

We think we might really be able to make a difference with these smaller groups that have worthwhile, achievable projects that are aligned with the Foundation's mission. We can serve as a charitable conduit between donors and these smaller projects. Think of it as a "micro-grant" system. We've talked about it for several years now, but based on a quick discussion at the board meeting this month, it may actually happen. There aren't details yet – it's just a rough idea. The basic concept is that we'd like to accept grant proposals early in the summer of 2015. Some decision criteria would be developed and the Founda-

tion board would evaluate the proposals, choosing four or five recipients of small grants (say, 1000 dollars or so) to be announced in the fall at the banquet. It's very doable within the Foundation's budget, and once the Foundation is actively serving its goal, soliciting further donations becomes easier.

If you have any thoughts on trips and projects for next year, or thoughts about the board's idea for small project grants out of the Foundation, I'd love to hear from you.

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@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

Watch For The Club's Test Email In November

Yes, next month we begin the season of membership renewals. As was done for the last two years we will be mailing to each member of the club a renewal invoice.

The membership renewal forms serve multiple purposes. The collection of correct addresses for the emails and mailings of the *Rail Report* is one of them. Please make sure we have your correct email and snail mail addresses. If the renewal form does not list an email address please add it if you have one.

The cost of mailing the *Rail Report* continues to grow as the post office increases postage every year or so. As a long term goal the club would like to increase the use of digital communications to the membership. For this to happen the Club needs your correct email address. Even a single letter out of place in the address of record prevents our communications from reaching you.

This month, the club will send a test notice through a company called Chimp Mail. The email you receive clearly denotes it is from the Rocky Mountain Railroad Club. Please open the email when it arrives but you do not have to respond to it.

Information For The Railroad Enthusiast



The Colorado Railroad Museum in Golden Colorado held a roll out party for the Rio Grande K37 #491 on August 29th 2014. They have been working on this locomotive since 2013 after they acquired true ownership from the Colorado Historical Society. Although the weather wasn't perfect it was awesome to finally see a K37 in action here near the No Agua water tank.

The event included a BBQ supper and as many rides around the loop you wanted. Special events with the 491 are planned. – Photo © 2014 Nathan Zachman.

Information For The Railroad Enthusiast

By Dave Schaaf

RTD's first four commuter rail cars are ready to be shipped to Denver and should arrive this month from Philadelphia.

The Durango & Silverton had a one day mud-slide closure last month, but fire danger was much lower this year. In Chama, New Mexico, former Rio Grande rotary OY passed a hydrostatic boiler test recently but there are no firm plans to run it. Iowa Pacific has appoint-

ed steam veteran Steven Butler as general manager of the Texas State RR. He had previously been the CMO of their San Luis & Rio Grande at Alamosa, Colorado.

The U.S. Department of Transportation has approved a TIGER grant to upgrade the Southwest Chief passenger route. Several southeastern Colorado towns and the state of Kansas have offered matching funds, and BNSF and

Information For The Railroad Enthusiast



On Saturday, August 30, the Colorado Railroad Museum rolled out its newly restored No. 491, a K-37, making this probably the largest three foot gauge steam locomotive in operating condition in the world. Compare sizes as 2-8-2 No. 491 passes ex-Georgetown Loop No. 40, an outside frame consolidation.

– Photo © 2014 Kenneth Jessen.

Amtrak have committed to 20 more years of service. New Mexico's current governor has been hesitant to get on board.

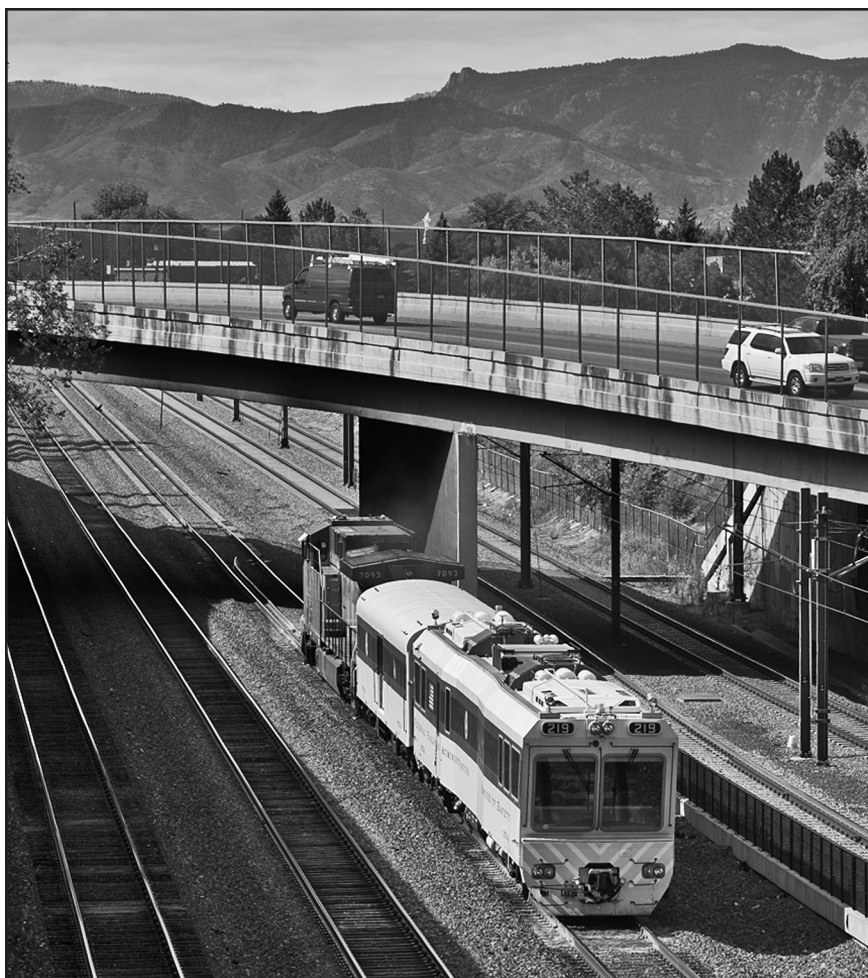
Agricultural, coal, and petroleum shippers have all been affected by rail delays across North Dakota. Sheer volume and weather issues account for some of the problems, and now record crop harvests are competing with the oil and gas boom. Both Canadian Pacific and BNSF are under government scrutiny to improve service to these varied customers. The railroads are scrambling to increase track capacity, hire crews, and buy more locomotives and cars. Neighboring states are also feeling the effects, and food producers are frustrated that their mills and factories have had to slow

down. With increased need for capacity, BNSF is considering building a second 4,800 foot long bridge across Lake Pend Oreille near Sandpoint, Idaho.

The mayor of Phoenix, Arizona is proposing to triple the 20-mile light rail system there within 30 years. In five years of service, they are already at twice the expected number of riders.

Union Pacific had more than 300 SD9043MAC units built in the 1990s. Originally planned by EMD to have a 6000 hp diesel engine, they retained the 4300 hp prime mover. Many of these are now being modified and 100 of them will be acquired by Norfolk Southern, most likely for coal service. U.P. recently helped a museum in Mexico City to

Information For The Railroad Enthusiast



Department of Transportation (DOTX) 219 was the last car on UP 7093 South operated by BNSF crew. The Department of Transportation track geometry cars; DOTX 219 and DOTX 223, ran from Denver to La Junta on September 8, 2014 via the Joint Line. The train moved south on main track one at Littleton, Colorado. – Photo © 2014 by Chip.

cosmetically restore DDA40X #6911 at that location. It is one of the 13 remaining huge diesel units of it's type.

Railroad Model Craftsman and *Railfan & Railroad* magazines will now be pub-

lished by White River Productions. They will also continue the books business of Carstens Publications, which had closed in August.

Linda Bauer Darr will become presi-

Information For The Railroad Enthusiast



The Patrón Tequila Express, GM&O 50, was built in 1927 as a private business car is owned by John Paul DeJoria, who cofounded Patrón Tequila and Paul Mitchell hair products. The car left Denver on Amtrak train 5 on September 10, 2014. The GM&O 50 passed UP 7110 on the North Yard, Denver to Roper Yard, Salt Lake City, Utah, train at C&S Junction (UP's Moffat Tunnel Subd). "Rail travel for me is the most relaxing, most scenic way to see the country," says DeJoria, who bought car 50 in 1996. "I wanted to do my part to help preserve that golden age of travel ... I step aboard The Patrón Tequila Express railcar, and I go back in time to the days when a long journey was something fun and very special."

DeJoria's PV has three staterooms, a master suite, a dining room, a vast kitchen, an observation room, and a crew member who looks after it all — an amiable guy named Chris Shaffer. "This is the nicest car in the world," Shaffer says.

– Photo © 2014 by Chip.

dent of the American Short Line and Regional Railroad Association at the end of the year. She will be the first woman to head the group known as ASLRRRA, which represents more than 500 small and midsize railroads.

A small-town newspaper in eastern Nebraska recently staged a photo shoot for a high school volleyball team, without permission on the U.P. mainline.

This highlights a dangerous trend, even among pro photographers making portraits.

If you have internet access, look for updates and color photos on the Club website and Facebook page. Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Current Railroad Happenings



Cumbres & Toltec Scenic Railroad engines #463 & #487 pass Jukes tree as they work up the hill toward Cumbres Pass from Chama, New Mexico, on September 20, 2014. This is the first season #463 is back in operation after being out of service. – Photo © 2014 Dave Schaaf.



Cumbres & Toltec Scenic Railroad engines #463 & #487 stop at the summit of Cumbres Pass, Colorado, on September 20, 2014, to remove helper engine #487. – Photo © 2014 Dave Schaaf.

Events of Railroad History: Porters as Brakemen

From the *Denver Post*, Aug. 7, 1899

Research By Dan Edwards

The article deals with an era in American history where racist ideas and policies were commonplace, and is presented to show the difference in attitudes even during that era, as well as to contrast them with today.

An experiment which the Colorado & Southern has been trying on its trains since the first of August, the date of the trackage consolidation with the Santa Fe, is liable to result in failure. A question has sprung up between the two roads which entails a principle and is being discussed in the offices of both lines.

It is that the C&S has received word from the superintendent of the western division of the Santa Fe that white men only must be employed on the joint trains between Denver and Pueblo.

Whether from the standpoint of economy or novelty, the Colorado Road on its fast trains to the south over the Santa Fe tracks used colored porters as brakemen. The porters were instructed to do the duties of the brakemen, but in the majority of instances they were new and fresh men, and the switching went to the conductors.

Yesterday a series of small mistakes that have been growing culminated. No. 1, leaving the Union Depot at 12:15 p.m. for New Orleans over the Santa Fe tracks, had Conductor McGaffey in charge. McGaffey had as brakeman a colored porter. When the maze of switches at 15th St. was reached, McGaffey jumped off and threw the switch, having no confidence in the new man. It was the porter's duty either to stop the train or see that it went so slow that the conductor could easily regain it. Instead, it gained speed and disappeared under the 14th St. viaduct, leaving McGaffey panting and exhausted in the middle of the track gazing after it.

No fares or tickets had been collected, and it was necessary McGaffey should catch the train. The telegraph wires began to burn with messages, but No. 1 was nearing University Park when the absence of the conductor was discovered, and the train backed up for him.

The rule on the Santa Fe is that brakemen must be on every train in the operation of the road and that these men must be white. It is contended it is the only rule on which the safety of passengers can be expected, and attention of the C&S has been called to it. The request is made that on all trains running over the Santa Fe tracks white brakemen be employed. No complaint is made to colored men as porters.

The C&S claims Eastern roads have furnished precedents. It is not expected there will be any trouble over the matter, as white men will probably be substituted. As a feature in the scheme of comfort for passengers the porter is commended. Chair-coach passengers receive as much attention as do the occupants of Pullman berths. The C&S porters wear new spick and span uniforms, contrasting the gold of the buttons, cuff stripes and lettering with the blue and touches of red of the cloth.

It is the first time a question of this nature has been called up for settlement on a Western railroad. Trainmen, as a rule, object to colored co-laborers, and the results of the Santa Fe's ultimatum will be watched with interest.

Current Railroad Happenings



Several passenger cars await refurbishing by the Iowa Pacific / San Luis & Rio Grande Railroad on September 20, 2014, in Alamosa, Colorado.

– Photo © 2014 Dave Schaaf.

Colorado Railroad Museum

2014 Scheduled Special Operation Days

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

Trick or Treat Train

Saturday & Sunday, October 25 & 26

Santa Claus Special

December 14, 15 & 21

Colorado Rails and Cocktails -
An Evening of Colorado History

Firing on the Grande, October 10

The American Hobo, December 12

Advanced Tickets 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>.

Please contact the Intermountain Chapter directly for information.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
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

John Charles, Andy Dell, Don Hulse, 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

Items for the November 2014 Rail Report should be sent by October 17th.



BOX 2391
DENVER, COLORADO 80201

