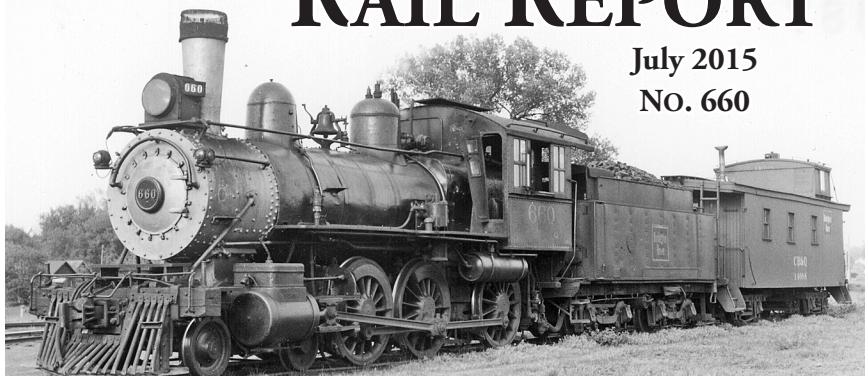


RAIL REPORT

July 2015

No. 660



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

**Please Remember:
There Is No Meeting In Barnes Hall In July**

Car 25 Open House
August 8th • 10 AM to 2 PM
See You At The Federal Center

RMRRC 2015 Calendar

- | | |
|---------------|---|
| July 18th | Como Rail Project Work Day. |
| July 26th | Como Rail Project Work Day. |
| August 8th | Car 25 Open House at the Federal Center. |
| August 11th | Meeting and Program, "Photo and Video Potpourri." |
| September 8th | Meeting and Program, "Photo Production Seminar" presented by Greg Walz. |
| October | Annual Luncheon Banquet. |
| 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.

DENVER &
INTERMOUNTAIN
INTERURBAN
CAR NO. 25

OPEN HOUSE
10 AM – 2 PM
AUGUST 8, 2015

DENVER FEDERAL CENTER
BUILDING NO. 78, GATE 1



The Annual Tradition Continues!
The City of Lakewood's Interurban Car 25 Open House
Free Rides, Weather Permitting

Enter the Denver Federal Center at Gate 1 on Kipling Street South of 6th Avenue. Once inside the gate follow the yellow signs to building No. 78.

All adults need a government photo ID (i.e. drivers license) to enter the Federal Center. Sorry, pets are not permitted.

Como Rail Project Work Days
Saturday July 18th and Sunday July 26th

Some details are still being worked out, but the plan to lay rail in Como has progressed. The track that will be laid will connect the Como Roundhouse turntable to the track leading to the Come Depot. They have most of the supplies needed for the project and are currently working on surveying and excavating to lay out the grade.

There are two work day options: Saturday July 18th and Sunday July 26th.

Those interested in assisting with the project should contact Pat Mauro at 303-838-7740 (phone preferred) or by email at pkmauro@yahoo.com. Pat will let those that contact him know the other details.

The hope is that it will be ready by August 22nd, the Grand Opening of the newly restored Como Depot/Museum. Plan to attend on that date also, as it will be a great event!

For Rail Report 660, the masthead photo features CB&Q Engine 660, a 4-6-0, at Red Oak, Iowa, on May 10, 1939.

– Bernard Corbin Photo from the James L. Ehernberger Collection .



The Friends of the Cumbres & Toltec also have a preserved 30-ft narrow gauge reefer. Here, D&RGW 55 sits with other historic freight cars in the Chama yard during September 2011. – Photo © 2011 Nathan Holmes.

Notes From The President

By Nathan Holmes

Don't forget that August will be one of our traditional slide potpourri nights at the monthly meeting. That means we encourage members to pick out 10 to 15 slides or digital images, or maybe 3 to 5 minutes of video, to share with other club members. If you plan to show digital images, please email them to rmrrc-photos@drwg.net no later than Sunday night, August 9th, so that I can get everyone's images compiled. By putting them together ahead of time, we avoid the inevitable technical issues of everybody bringing their own. If you're planning to show slides, an email or phone call would be appreciated so that I have a rough idea of how many folks we have showing. Even if you don't want to show anything, I encourage everyone to come and bring friends – these nights always showcase the talent we have in the Club

and bring out some interesting and historic material.

I'd like to offer an apology for an error I made in the June newsletter. When talking about our grant recipients, I stated that the Durango Rail Historical Society's 30-foot narrow gauge reefer would be the only preserved one of its class when completed. That's absolutely wrong. The C&TS has D&RGW 30-footer #55, a sister of the DRHS's #59. My error was a discredit to everyone with the Friends of the C&TS who worked so hard to restore D&RGW 55 to operation. My sincerest apologies to everyone for that misstatement, and thanks to the two folks who wrote in to remind me about #55.

Banquet planning is a bit behind, but

Notes From The President



On the informal Memorial Day trip to Albuquerque, several of us took the Rail Runner up to Santa Fe for lunch on Sunday, May 24, 2015. Here, NMRX 108 pulls out of the Santa Fe depot on its way back to Belen.

– Photo © 2015 Nathan Holmes.

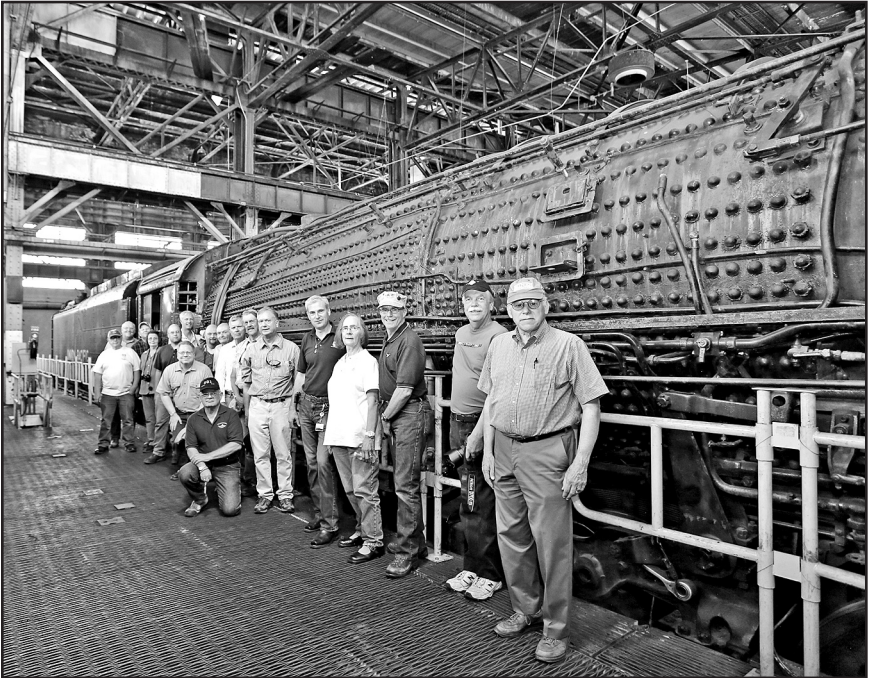
we're still in good shape. Our guest of honor this year will be Larry Green, presenting the photography of Peter Cox. Peter was a Canadian photographer and railroad employee who traveled extensively from the 1950s through the 1990s. He passed away several years ago, and recently the West Coast Railway Association has been scanning his photos. Larry has turned the most interesting of these images into a series of shows. Much of what he had the opportunity to shoot in Canada is a real step back in time – places, equipment, and scenes that are impossible to duplicate today. You'll see all manner of historic photos of not only railways, but of ships, planes, and life in general. I've seen all of the material, and for any fan of transportation in the 1950-1970s, this show will be a treasure. You won't want to miss it.

Expect details and sign-up forms in the August and September newsletters, with a deadline in early October as always.

The informal Memorial Day trip on the Chief was fun for those who went, but unfortunately poorly attended overall. Still, those of us who went got a great trip down and back, and had a good deal of fun riding Rail Runner on Sunday. I had high hopes that this might be a way to do these more complex trips without needing all the logistics, but it didn't seem to appeal to many people. Now that we've tried it, we know it doesn't work. I'm open to other suggestions for ways to run these trips, but it looks like for now we're back to the tried and true formal outings.

The grants are over for the year, so

Notes From The President



On June 27, 2015, members of Rocky Mountain Railroad Club toured the Union Pacific Steam Shop in Cheyenne, Wyoming, to view work on the steam program equipment. – Photo © 2015 Nathan Zachman.

now comes the other half of this project. For these to become a yearly event, they'll need to attract donors to support them. That's part of the whole idea - the grants raise the Foundation's visibility by supporting projects, and in return that visibility attracts donors that want to support that sort of project without doing all the picking and choosing themselves. Plus, as a 501c3, the Foundation makes that donation automatically tax deductible. If you're considering donating money to further railroad history preservation but you're not sure exactly what to support, consider supporting your Foundation. It'll help us build on our first round and hopefully turn it into

a self-sustaining yearly program.

Since there's no July meeting this year, enjoy your summer, and we'll see you in August. Don't forget that it's potpourri month, so go dust off those yellow boxes or dig up some of your favorite digital images and get them ready. August will be here faster than you know.

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.

Union Pacific Steam Shop

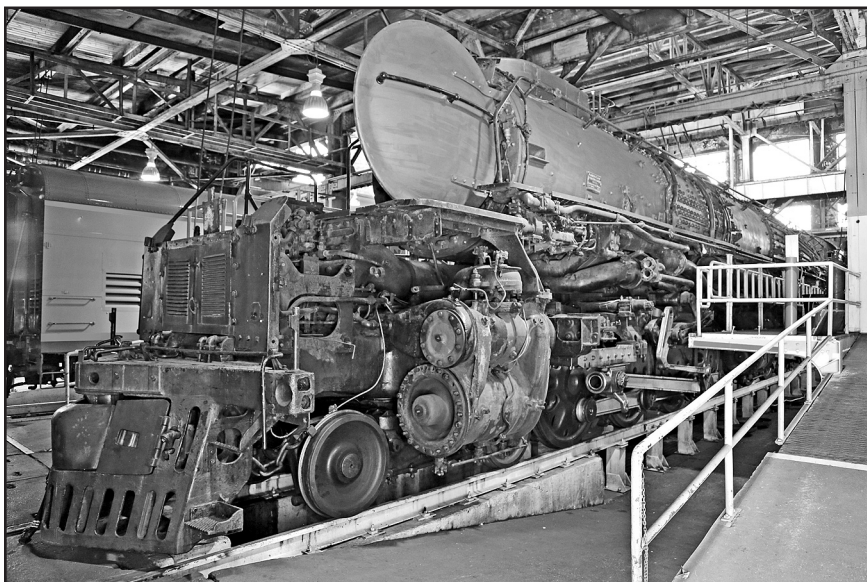


The tour was led by (from left) Club members Jim Ehernberger and Bob Fryml with Mary Nystrom (wife of the late Lynn Nystrom) and Ed Dickens Jr.
– Photo © 2015 Nathan Zachman.



UP 844 “Northern” 4-8-4 is undergoing a complete restoration. Every piece of 844 is being thoroughly inspected and brought back up to the highest standards. The boiler shell has undergone a fresh ultrasound, fresh staybolts and caps have been installed everywhere, and numerous other issues are being corrected.
– Photo © 2015 Nathan Zachman.

Union Pacific Steam Shop



The UP 4014 “Big Boy” 4-8-8-4, has new parts arriving at the shop for its restoration. – Photo © 2015 Nathan Zachman.



The crew evaluated the UP 3985 “Challenger,” 4-6-6-4, but with the arrival of the Big Boy, work on 3985 has been deferred. – Photo © 2015 Nathan Zachman.

Updated Information On The Electroliners

By Tom Sharratt



The bar/grill area of the lounge car in July 2013. It was famous for the “Electro-burger.” – Photo © 2013 Tom Sharratt.

Both Electroliners, seen in the June Club program, went on to see additional duty as Liberty Liners in Philadelphia on the relatively short “Red Arrow Line” during rush hours. They saw service there until the late 1970s (at least) and both are preserved.

801-802 is at the Illinois Railway Museum (IRM) and 803-804 is at the Rockhill Trolley Museum in Orbisonia, Pennsylvania, very close and a short walk from the East Broad Top station. Both are being restored. 803-804 does run and faces a long restoration process; 801-802 has been restored to its North Shore configuration and paint scheme (in Philadelphia, it had two doors added to speed loading/unloading, ran without trolley poles and was painted differ-

ent colors). It has been a “shop queen” since the early 1990s because of major motor problems and no working air conditioning.

Two years ago, a major fund raising effort began to complete the restoration – inside and out – and put the Electro-liner back in service on IRM’s five mile demonstration railroad. This effort has been extremely successful, thanks to several major donors and lots of smaller ones. IRM is in the process of negotiating contracts to have the trucks and motors removed and repaired as necessary; seats are being reupholstered (you can “buy a seat” for \$300 and get a swatch of authentic North Shore Line fabric that was covered over while in Philadelphia – contact RMRRC and IRM member

Updated Information On The Electroliners



The Electroliner on a rare outdoor display to announce the start of the restoration project in July 2013.

– Photo © 2013 Tom Sharratt.

Tom Sharratt at tssharratt@mwt.net for details on this and other aspects of the restoration); the interior is being cleaned and repainted; windows are being re-sealed; and other necessary work is programmed. This will be an in-depth restoration that will keep the Liner running

for many more years, and will offer some very interesting side by side comparisons of early streamliners since IRM also owns and operates the Nebraska Zephyr.

IRM also has a large number of other operating cars from the North Shore Line, including passenger, freight and MOW equipment. Some North Shore Line equipment operates in regular service nearly every weekend during the operating season from early May through late September.

While in service on the North Shore Line, each Electroliner made five one way trips between downtown Milwaukee and the Chicago Loop (the line entered downtown on the Elevated system) every day from January 1941 until service ended on January 21, 1963.

Current Railroad Happenings



The San Luis & Rio Grande recently acquired a number of former NJ Transit GP40FH-2 units. Three will be used on parent company Iowa Pacific Holdings' new Hoosier State service in Indiana, while two – 4138 and 4141 – have arrived in Alamosa. These units were constructed by Morrison-Knudsen in the late 1980s using GP40 cores and replacing the long hood with cowlings from scrapped BN F45 units. – Photo © 2015 Nathan Holmes.

Switzerland Trail, American Beauty Trip, to be Dismantled

From *The Sterling Democrat* - Thursday, December 16, 1920

Research By Jim Ehernberger

The Denver, Boulder & Western railroad known as the Switzerland Trail of America, will cease to exist tomorrow.

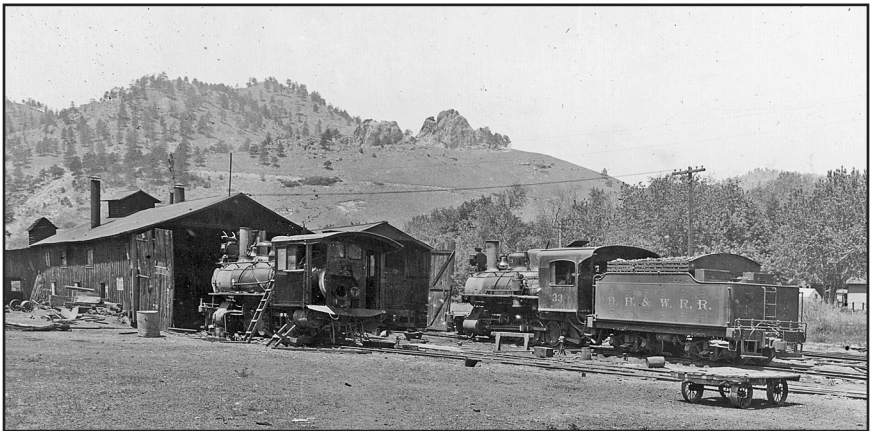
The twenty-nine miles of track and sidings with all the stations and other buildings have been dismantled.

The last big shipment of rolling stock will leave Boulder today. Five cars, including the Pullman coaches used by the wrecking crews, go to the Western Union Telegraph company for use while constructing a telegraph line [in]

southern Colorado. Two other cars go to Cuba.

Work of wrecking this historic and scenic railroad began a year ago under the direction of Morse Brothers of Denver, who purchased the railroad after the utilities commission gave an order permitting it to be "junked."

All of the rolling stock has been sold. Two or three thousand feet of rails remain on hand awaiting shipment to the Morse Brothers in Denver. Many of the rails were shipped.



Otto Perry ventured to Boulder to capture this image showing Denver Boulder & Western engines 32 and 33 in 1917. The application for abandonment was filed later in that year. On July 24, 1919, the Colorado PUC authorized the abandonment of this famous railroad line. Equipment went various directions, including three locomotives to the Colorado & Southern, resulting in engine 74 being sold in 1948 to the Rio Grande Southern, which is now on display at the Colorado Railroad Museum near Golden, bearing its original name and number as Colorado & Northwestern 30. – Otto Perry photo from the James L. Ehernberger Collection.

The Switzerland Trail of America



Parting of the ways at Sunset, Colorado. Denver Boulder & Western No. 1 is crossing the Eldora trestle. The mixed train headed by one of the 30 class Consolidations is descending grade from Ward. The Eldora branch climbs the mountain to the right. On the short siding opposite the water tank are spotted two gondolas, one filled with coal for emergency use. The station is in the middle foreground. – L. C. McClure Photo from the James L. Ehernberger Collection.

Current Railroad Happenings



UP 8190, C45AH, handled empty unit coal train out of Helper, Utah, June 1, 2015. Note new signals (left) being installed to replace General Railway Signal equipment. Positive Train Control (PTC) is prompting UP to update the variety of signals found on predecessor railroads. The former Denver & Rio Grande Western RR line continues to see UP and Utah Railway coal trains, BNSF trackage rights manifest, and daily Amtrak California Zephyrs. – Photo © 2015 by Chip.

Events of Railroad History: The Triumph of One Mule

From the *Denver Post*, May 17, 1900

Research By Dan Edwards

Missouri mules are far above par at the Globe Smelter now, while the slump in railroad stock is deplorable.

Superintendent Alexander has for some time employed mules and “dummy” engines to haul the slag-pots. Yesterday he became anxious to ascertain which was the cheaper and more effective of the two methods. He hit upon a handicap race as the best way to decide.

Locomotive No. 5 was brought forth, likewise one of the mules, which labored under the name of Aristotle and the weight of a few slag-pots. Mr. Alexander lined them up. Engineer Robert West, formerly of the Union Pacific who presided at the throttle of the locomotive, rang the bell and they were off. It was neck-and-neck for a short distance, but Aristotle soon took the lead. He crossed the tape several mule-lengths ahead, and placing himself directly in the track calmly awaited

the arrival of his rival.

When the engine finally got within reach of Aristotle’s ponderous hoofs, a bombardment began. The mule rained blow after blow at his adversary, while the air was filled with flying oil cups, cylinder heads, lubricators and shattered fragments of all kinds. Engineer West had been in all kinds of wrecks during his career but this was a new one to him, and he was at a loss what to do, thinking probably that he had bumped a cyclone.

Aristotle was finally pacified, and Foreman Pierce with Section Boss Wilson and crew were busy all afternoon clearing away the wreckage.

Mule traffic was finally resumed, but the engine was laid up for repairs. When No. 5 again reports for duty, she will have a strong fender all around to protect her from the further onslaughts of Aristotle.

Current Railroad Happenings



The Union Pacific E9 A-B-A set, numbered 951-963B-949, had just returned from the College World Series and were sitting west of the Cheyenne steam shops and depot on June 27, 2015. – Photo © 2015 Nathan Zachman.

Ready For The Photo And Video Potpourri?



DHR #802 at Darjeeling, India, May 21, 2015. – Photo © 2015 Dan Edwards.

Current Railroad Happenings



The Rio Grande Scenic Railroad operated their 2015 Rails and Ales train round trip from Alamosa to Fir, which is a couple hours east of Alamosa by rail. This venue showcases the splendor of the Colorado Rocky Mountains. Here the train winds it's way west through some curves a few miles east of Ft Garland, Colorado, on June 20, 2015. – Photo © 2015 Nathan Zachman.

Rocky Mountain Train Show

At The Forney Museum of Transportation

4303 Brighton Boulevard in Denver

Saturday, July 25 (10 AM to 5 PM) and Sunday, July 26 (10 AM to 3 PM)

Come see The Big Boy – This will be the only weekend of the year to get an insider's look of the cab of the world's largest steam locomotive, The Union Pacific 4005. View over 80 tables of model trains, as well as 7 operating layouts! Admission includes full

access to the Forney Museum.

Admission: Adult: \$9.00, Children (12 to 4): \$5.00, No charge for children 3 and under. Free parking and food trucks will be there both days.

Colorado Railroad Museum

2015 Scheduled Special Operation Days

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

Dinosaur Express Train – July 18

Day Out With Thomas –

September 12, 13, 19, 20, 26 & 27

Wild West Days – August 29 & 30

The Polar Express™ Train Ride –

November & December

Trick or Treat Train – October 31

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:

August 28 – Zephyrettes & Courier Nurses

Tickets include a beverage of your choice: beer, wine or soda and snacks. Doors open at 6:00 PM for early enjoyment of attractions.

October 9 – To Be Announced

Admission for events: \$12 for members and \$15 for nonmembers, 21 and older only.

November 13 – Railroading in the Rockies

Advance ticket purchase is required. Please call 303-279-4591 or visit the Online Depot General Store to order tickets.

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>.

No Dinner Meeting In July – Summer Break

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Club and Foundation Officers

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

Club and Foundation Directors

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 August Rail Report should be sent by July 17th.

ROCKY MOUNTAIN



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