

# RAIL REPORT

June 2015  
No. 659



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Chicago, North Shore & Milwaukee

Presented by Wally Weart  
June 9th, 2015 • 7:30 PM

The Chicago, North Shore & Milwaukee was considered the finest interurban ever built, with the possible exception of the Pacific Electric. The North Shore trains regularly operated at 80 miles an hour or better and the two Electroliners were considered the finest streamlined multiple unit electric trains ever built. The North Shore provided the finest service possible until it was abandoned in January 1963. Even at the end, the North Shore provided high quality service and maintenance to the last day. No weed growing rickety interurban line, this was electric traction at its best.

The subject of tonight's DVD is a trip through the Skokie Valley route that was completed in 1926, and represented the highest standard of electric railway construction. Heavy rail, deep rock ballast and catenary overhead exemplified this line.

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.**

### RMRRRC 2015 Calendar

July No Meeting.

August 8th Car 25 Open House at the Federal Center.

August 11th Meeting and Program, "Photo and Video Potpourri."

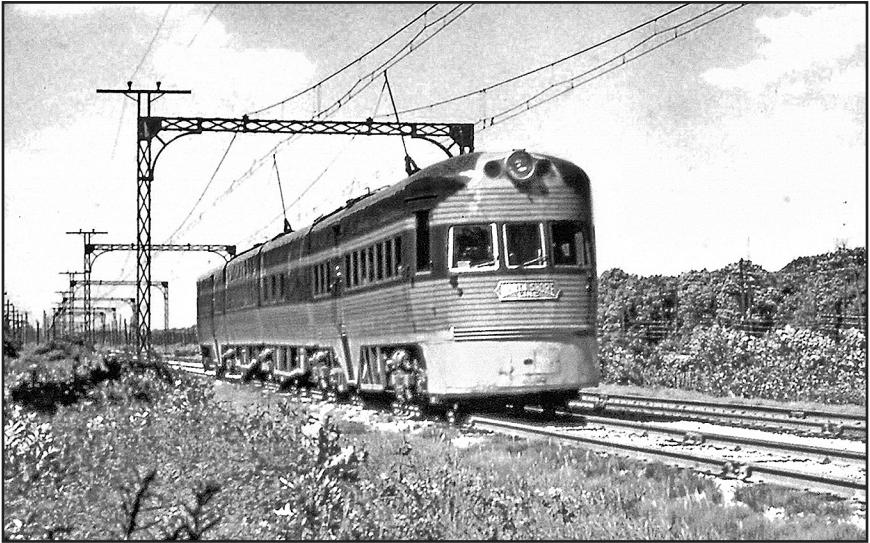
Due to circumstances beyond our control, programs and dates are subject to change without notice.

Please contact Dave Schaaf with program ideas at [ds5280@comcast.net](mailto:ds5280@comcast.net) or 303 988-3456.

## Chicago, North Shore & Milwaukee



A Chicago, North Shore & Milwaukee Electroliner running on Milwaukee Street.  
– Photo courtesy Machines of Iron.



An Electroliner running on the Skokie Valley Route.  
– Photo courtesy Machines of Iron.

For Rail Report 659, the masthead photo features Chicago & Illinois Midland #659 at Peoria, Illinois, on September 24, 1950.

– Photo from the Tom Klinger collection.



The Foundation grant given to the DSP&P Historical Society will help them place a high quality sign explaining the restored Como depot's place in history to visitors for years to come. The sign will be located near the restored crossbucks.  
– Photo courtesy DSP&P Historical Society, from their grant application.

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## Notes From The President

By Nathan Holmes

Six months after we announced the Foundation's prototype grant program and a month after the submission deadline, I'm proud to announce the five grant recipients for 2015.

Our first recipient is the Ridgway Railroad Museum. The Ridgway group has approximately 1,200 Rio Grande Southern dispatcher sheets in their archives, each of which records day to day operations on the line in minute detail. It's a historic gold mine for those interested in the RGS. They requested a grant for scanning each of these sheets and making them publicly available through the Museum's website, much as they've done with RGS timetables and annual

reports in the past.

Second up is the Como Roundhouse, who asked for a grant as a part of the funding needed to return the Denver, South Park & Pacific's Como turntable to operational status and place it back in the pit. The roundhouse was abandoned and the turntable removed when the Colorado & Southern scrapped the line in 1938. A matching bridge was acquired, as were a narrow gauge center pivot bearing and a pair of appropriate ring rail wheels. However, there's a good bit of work to be done to make the center pivot operational again and put all the pieces together into a working turntable. Our donation of \$1,000 will

## Notes From The President



The turntable bridge, salvaged from a Denver building being demolished, is believed to possibly be the original from Como. – Photo © 2015 Nathan Holmes.

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be a small part of making this happen, but they hope to have it completed this season. For those wanting to help the project further, there will also likely be a volunteer work day in July that board member Pat Mauro will be coordinating. See below for details of the Como rail project work day if you'd like to help.

Supporting other good work going on in Como, our third recipient is the Denver, South Park & Pacific Historical So-

ciety, who asked for monies for interpretive signage around the recently-restored Como depot. In the last six years, the Society has taken the old depot from the edge of collapse to a beautiful restoration showcasing the history of Como and the DSP&P. If you haven't seen it for yourself and you live around here, it's well worth the short drive up to see it. While the depot will be manned and open during the summer, the Society asked for the grant to place a photo-etched anodized

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### Como Rail Project Work Day

While the details are still being worked out, the plan to lay rail in Como is progressing. Track will be laid to connect the Como Roundhouse turntable to the track leading to the Como Depot. Most of the supplies needed for the project have been acquired and we are currently working on surveying and excavating to lay out the grade. A specific date for the project is still to be determined. If are interested in assisting with

the project, please contact Pat Mauro at 303-838-7740 (phone preferred) or email [pkmauro@yahoo.com](mailto:pkmauro@yahoo.com). I will let everyone know when we have the date confirmed and coordinate from there. The date will most likely be in July, in hopes that the track will be ready on August 22nd for the Grand Opening of the newly restored Como Depot/Museum. Plan on that date also, as it will be a great event!



## Notes From The President



C&S 1006 sits outside in Silver Plume back in June 2012. The C&S Railway Society, Inc. received one of our 2015 grants to rebuild the roof and stop further damage being caused by water leaks. – Photo © 2012 Nathan Holmes.

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aluminum sign to inform visitors about the building's history and significance the rest of the year.

Our next recipient is the Colorado & Southern Railway Society, Inc., for use in their efforts to restore C&S two axle "Bobber" caboose 1006. The caboose is the one many of you have seen in Silver Plume. It's unique in that it's the only example of a C&S narrow gauge caboose that still has all of its original hardware and has remained relatively unchanged since the C&S abandoned its narrow gauge lines in 1938-39. The group requested the grant to do an immediate roof replacement, as the current roof is failing and the leaking water is contributing to other deterioration. Our grant will provide roughly half the funding

they need, and they're hoping to raise the other half through public fund-raising. Eventually they would like to do a full operating restoration, but for the moment the goal is to stabilize and restore it so it can go back on display without further damage.

Our final 2015 recipient is the Durango Railroad Historical Society, in support of their efforts to cosmetically restore D&RGW narrow gauge refrigerated car #39. The DRHS has an amazing track record of quality, historically accurate restorations, starting with the operational restoration of D&RGW 315 and more recently continuing with a dozen vintage freight cars that they intend to display in the new Silverton Railroad Historical Park. When completed, reefer 39 will

## Notes From The President



The Durango Railroad Historical Society will be restoring D&RGW 39, one of fifty 30-ft refrigerated cars built for the narrow gauge in 1908, with the help of one of the Foundation's grants. The saved reefer is being lowered onto stands in Durango on April 21, 2015. – Photo © 2015 George Niederauer.

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join this collection as the only restored example of a 30' D&RGW reefer (The operating reefers on the C&TS are 40' cars). While our contribution is only about 10% of the estimated budget for this year's restoration task, the group's track record gives us great confidence that they will meet their goal of having the car fixed up, painted, and on wheels by the end of the year.

We received sixteen proposals in total, all of which had merit and would have made worthy grant recipients. The board meeting to discuss each one and eventually select the awardees was the longest Foundation meeting I've attended in my tenure on the board. Nothing about narrowing it down was an easy decision. I think most of us regret that we couldn't hand out more this year, as there are so many projects out there who could have put the funds to good use.

For us to continue in coming years, it has to be sustainable. None of your dues go to the Foundation – it's completely sustained from donations. To get donations, we have to be visible. These five \$1,000 grants are a small start towards getting that visibility. The goal is to let the broader community know that we're more than an organization that gets credited under old photos in the tomes written of railroad history – we're alive and active in railroad history preservation. If we can make that happen, we'll have a much better position to solicit donations and in turn grow the program. Spread the word!

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.



RTD commuter cars 4002 & 4001 test running under live wire at Denver International Airport on May 12, 2015. The track ends at the new hotel on the south end of the terminal (visible above the front of the left unit). – Photo © 2015 Dave Schaaf.

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## Information For The Railroad Enthusiast

By Dave Schaaf

Amtrak's Northeast Corridor was blocked for several days in May because of a derailment that killed 8 people and injured many more. The full story of what caused this will probably unfold in the coming weeks. This tragedy is increasing the pressure to implement positive train control technology as soon as possible. The day after the crash, the House appropriations committee voted to cut funding for Amtrak by 15% (about \$260 million) even though ridership grows every year.

Amtrak has backed off from plans to move the Southwest Chief off of its current routing through Kansas, Colorado, and New Mexico. Financial assistance from these states, along with federal money, seems to have pushed back threatened changes. Amtrak #642 is a new ACS64 electric locomotive, painted

in the "Salute to Veterans" scheme very similar to a diesel shown in our April issue.

Another special loco decoration has come from Norfolk Southern, honoring emergency first responders in the law enforcement, fire, and EMS professions. This SD60E carries the number 911.

Union Pacific will run the annual train to Frontier Days from Denver to Cheyenne in July. Since the steam engines are being worked on, this year's motive power will be a combination of E-units and the Centennial locomotive.

The U.P. RR Museum in Council Bluffs, Iowa, has opened a new exhibit featuring works by the late railroad artist and Club member Howard Fogg. "History Revealed: Art and Illustration

## Information For The Railroad Enthusiast



Private Varnish (from left): Overland Trail (Club Lounge), Silver Splendor (Vista-Dome Diner Lounge), Palm Leaf, Pacific Sands and Salisbury Beach (Pullman Sleepers) at the mouth of Gore Canyon on April 24, 2015.

– Photo © 2015 Jim Yust.

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on the Railroad” runs through August 29th. More on the web at [www.uprrmuseum.org](http://www.uprrmuseum.org)

Union Pacific plans to spend \$41 million in Colorado this year on track maintenance, signal system enhancement, and bridges.

The annual open house to visit and ride D&IM interurban car #25 will be on Saturday, August 8th. This event takes place at the Denver Federal Center, on the west side of town. Look for more details in the July issue.

In early May, the line between Durango and Silverton was blocked by a rock slide. Service was restored in a couple of days.

RGS Geese #4 & #5 will be at Railfest,

August 13 to 16 in Durango.

Narrow gauge diesels #130 and #140 are back at the Georgetown Loop, on lease from the Ashby family. Shay #9 began runs on Memorial Day weekend.

This will be the last season of operation for the 15-inch gauge “Rio Golden” railroad at Heritage Square, near Denver. The landowner plans to take down most of the buildings on the property, and the track will be removed.

Boulder Valley RR Historical Society has agreed to donate C&S Pullman car #543 and U.P. caboose #3171 to the High Plains Railroad Preservation group. They are looking for help with the move that needs to happen before year’s end, in the form of funding donations. High Plains, a 501c3 non-profit,



## Information For The Railroad Enthusiast



Eastbound BNSF inspection train had BNSF 32, William B Strong, (theatre inspection lounge car). The 7-car Denver to Topeka, Kansas, train inspected track expansion projects along BNSF's Brush Subdivision. The train passed a loaded coal load at Tonville Siding, Lochbuie, Colorado, on May 5, 2015.

– Photo © 2015 by Chip.

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can be reached at 307-221-2371 or mail PO Box 20863, Cheyenne, WY 82003.

Southern Railway steam engine #4501 has been making some test runs. Tennessee Valley Railroad Museum rebuilt the 1911 Baldwin, and it is scheduled for several trips. See [www.tvrail.com](http://www.tvrail.com).

Norfolk & Western Y6a 2-8-8-2 #2156 has moved from St. Louis to the Virginia Museum of Transportation in Norfolk.

It has been more than 20 years, but Norfolk & Western 4-8-4 #611 has re-

cently been fired up in North Carolina. More about excursions in Virginia in June and July at [www.fireup611.org](http://www.fireup611.org).

The Oregon Coast Scenic RR will use the former McCloud River RR #25 for a special run in early October. The 2-6-2 will power the first public steam trip to the town of Salmonberry in many years.

Northern Pacific rotary snow plow No. 2 has been listed as a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. This is the oldest existing plow of its kind, built in 1887 by Cooke and

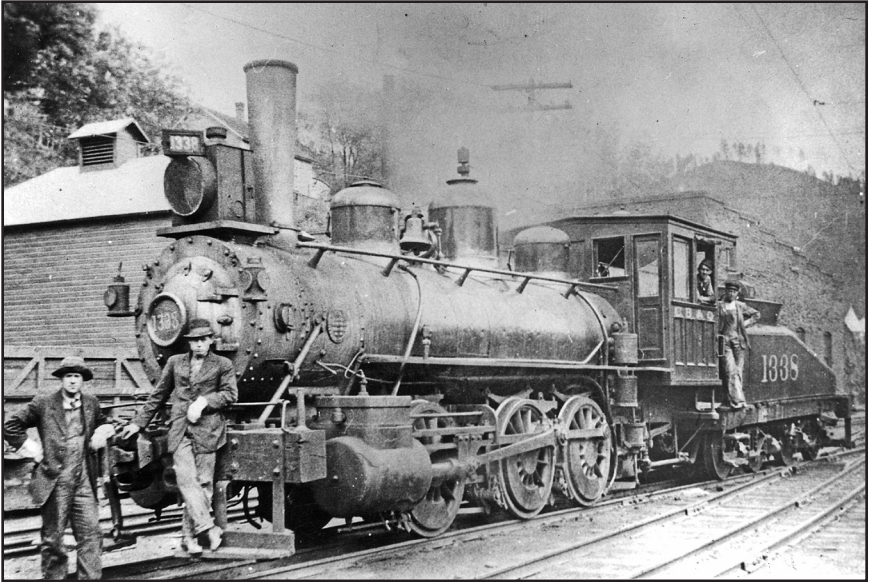
## Duck Hunting

From *The Sterling Democrat* - Thursday, October 17, 1912

Research By Jim Ehernberger

The B. & M. [Burlington] switch engine left the track one day last week at a point just west of the city limits on the Cheyenne branch. It is said that a number of railroad employees were on the engine at the time and were on their way to

some lakes west of town where they expected to spend a few hours hunting ducks. Later an investigation was held by the officials resulting, so we are told, in the discharge of one of the men.



Burlington 1338 switch engine at Deadwood, South Dakota, a switch engine representative of the type the crew used to go duck hunting.

– Photo from the James L. Ehernberger Collection.

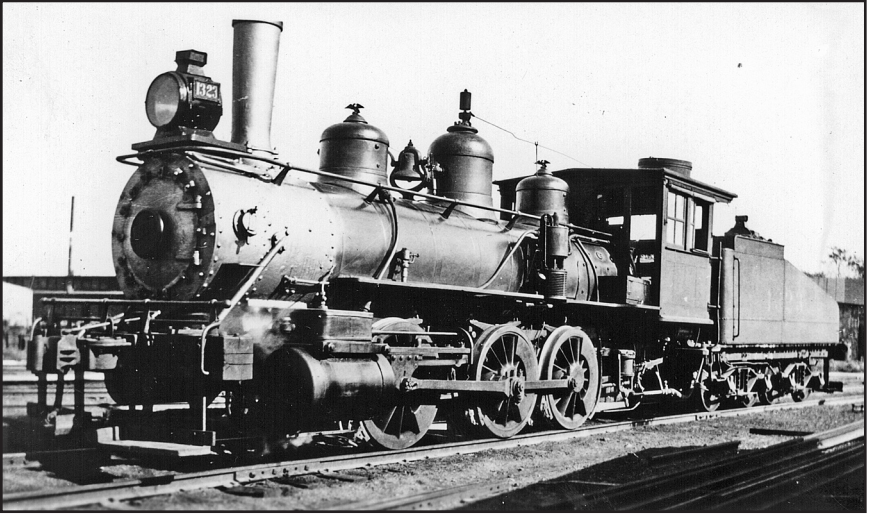
### Information For The Railroad Enthusiast

preserved at the Lake Superior RR Museum in Minnesota.

Grain shipment times across Nebraska, Minnesota, and the Dakotas were much improved over the winter, in contrast to the year before.

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](mailto:ds5280@comcast.net) or by phone at 303-988-3456.

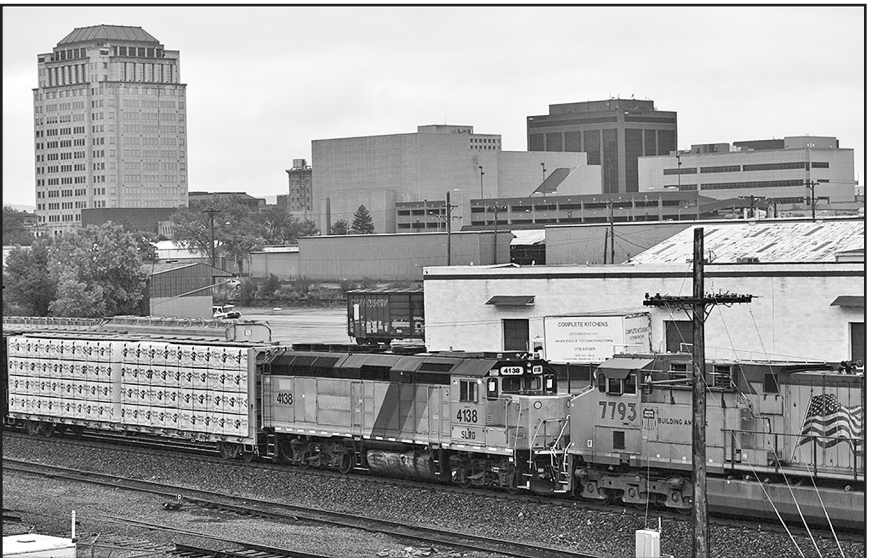
## Duck Hunting



Burlington 1323, another 1887 switch engine representative of the type the crew derailed. – Photo from the James L. Ehernberger Collection.

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## Current Railroad Happenings



San Luis & Rio Grande RR (SLRG) 4138, GP40FH-2 ex-New Jersey Transit, rolled south on Union Pacific's North Yard, Denver to Pueblo, Colorado, train at Colorado Springs, Colorado, on May 18, 2015. SLRG 4138 was headed to Alamosa, Colorado. – Photo © 2015 by Chip.

**Events of Railroad History:  
Last of the Cable Lines Changed to a Trolley Road  
The Tramway Co. Uses Horses on West Larimer Street**

From the *Denver Republican*, April 1 & 2, 1900

Research By Dan Edwards

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The cable disappeared yesterday. The Larimer Street line, the last of the tramway lines to be changed to a trolley road, was put into service. It was suggested that as the cable slots were of no further use, the company be required to fill them up in order to prevent the accumulation of disease-breeding matter. Health Commissioner Carlin said, however, that such a course would be unnecessary, as the slots would be filled naturally within six months by the collection of dirt from the street. That dirt would not be a menace to public health, he said.

Until the viaduct on West Larimer street is strengthened sufficiently to carry the heavy electric cars, a temporary return to stage coach days went into effect yesterday. Larimer street cars run to the east approach of the viaduct, where they connect with the stage line. There are two vehicles in use, one of them an old familiar barge [sic] which carries 20 persons, and the other just a plain ordinary omnibus with two horses. The stage coaches follow the right-of-way of the company, keeping between the pillars of the viaduct until near the river, where they turn to the wooden bridge which was across the Platte river before the first pioneers came, swing through the main street of Colfax, and land their passengers at the car track just at the west end of the viaduct. From here two electric cars climb the hill westward.

With the passing of the cable in Denver the whole country is practically put under an electric system so far as street railways are concerned. With the exception of the mountain tramways which will continue to operate by cable or cog system, New York, Kansas City, and San Francisco now possess the only cable roads in the country. The New York cable system is now being electrified, and Kansas City will follow. On account of the many steep grades, the cable will probably remain in use in San Francisco. It was in San Francisco that the cable road originated in 1873. The old Denver City Tramway Company for a long time enjoyed the exclusive privilege of operating horse cars in the city, but another company attempted to beat the franchise by using mules. The court decided that for the purpose of street railways a mule was a horse. In 1886 the tramway company attempted the operation of an underground electric road with a device invented by Prof. Short, then of Denver University, but it proved a failure. On December 22, 1888, the company began the use of the cable instead of horses, and during the following year, the Denver City Cable Company sprang into existence. Within two years electrifying became the great topic among street railway men, and gradually for the last half dozen years the cable has been retiring in favor of the more rapid transit system.



## Current Railroad Happenings



OmniTrax Great Western Railway trestle had high water as OMLX 9522 (GP40-2LW, ex-Canadian National), HLCX 336, and HLCX 343 crossed over the Cache la Poudre River, Windsor Colorado. The water was still rising on May 12 and 13, 2015. – Photo © 2015 by Chip.



OmniTrax (OMLX) Great Western Railway 4201 idled on newly extended Windsor, Colorado, siding on fresh ballast and 136 pound welded rail on May 11, 2015. The old Colorado & Southern Railway main (Fort Collins - Windsor - Greeley, CO) 75 pound jointed rail is in the foreground. OmniTrax's Great Western Railway is planning to connect with Union Pacific's Greeley line at Greeley, Colorado. The wye and old C&S connection at Greeley had been removed several decades ago. – Photo © 2015 by Chip.

## History Talks On Living In Train Depots And Interurban Railroads

Thursday, June 25

Join Broomfield Depot Museum supporters for two talks by noted railroad historian Dr. H. Roger Grant at the Broomfield Auditorium at 3 Community Park Road. He will present *The Living in Depot: A Community's Front Door* at 1:00 PM and *Interurbans: The Electric Way* at 7:00 PM. Tickets for the fundraiser are \$7 for the 1:00 PM talk and \$10 for the 7 PM presentation, and are available at [brownpapertickets.com](http://brownpapertickets.com) or at the Broomfield Auditorium box office. Call 720-887-2371 for more information.

## 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 –

Trick or Treat Train – October 31

November & December

### 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:

June 12 – I've Been Working on the Railroad:  
The Life & Times of a Gandy Dancer

August 28 – Zephyrettes & Courier Nurses

October 9 – To Be Announced

November 13 – Railroading in the Rockies

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

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

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>.

Friday, June 19th, 2015

The Patagonia Express—Steam of the Esquel Narrow Gauge Line

Master Photographer, Bill Botkin, will present the program.

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

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### **Club Information**

Rocky Mountain Railroad Club  
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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, 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  
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E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

**Items for the July Rail Report should be sent by June 19th.**

ROCKY MOUNTAIN



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