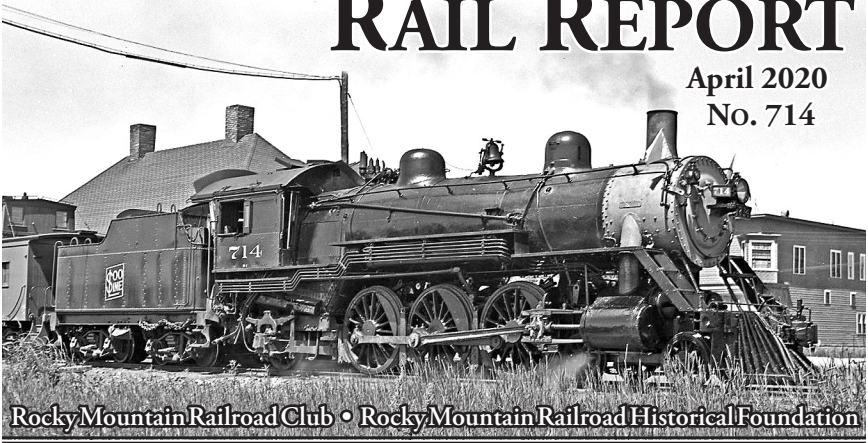


RAIL REPORT

April 2020

No. 714



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be An April Meeting Or Program

Christ Church currently plans to be closed for eight weeks in response to the situation with the coronavirus (COVID-19), following recommendations from the Centers for Disease Control and Prevention (CDC), as well as Colorado state health officials.

The Club officers and directors are choosing to follow the same recommendations since it doesn't seem prudent to meet as a large group, given the rapid spread of the coronavirus.

RMRRC 2020 Calendar

May 12, 2020	Monthly meeting and current Como update program.
June 9, 2020	Monthly meeting and Colorado Railroad Museum program by Paul Hammond.
July 2020	There is no monthly meeting in July.
August 11, 2020	Monthly meeting and program.
September 8, 2020	Monthly meeting and program about C&TS 50th anniversary events.
October 17, 2020	Annual Banquet.
November 10, 2020	Monthly meeting and program.
December 8, 2020	Monthly 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.

Current Railroad Happenings



The San Luis & Rio Grande used Iowa Pacific E-9 #100 to move 114 empty coal cars to storage in the western part of the San Luis Valley. The unit was working alone with this train on March 2, 2020, rolling westbound near Alamosa, Colorado. – Two photos © 2020 Dave Schaaf.

For Rail Report 714, the masthead features SOO Line 714.

– Photo from the Tom Klinger Collection.



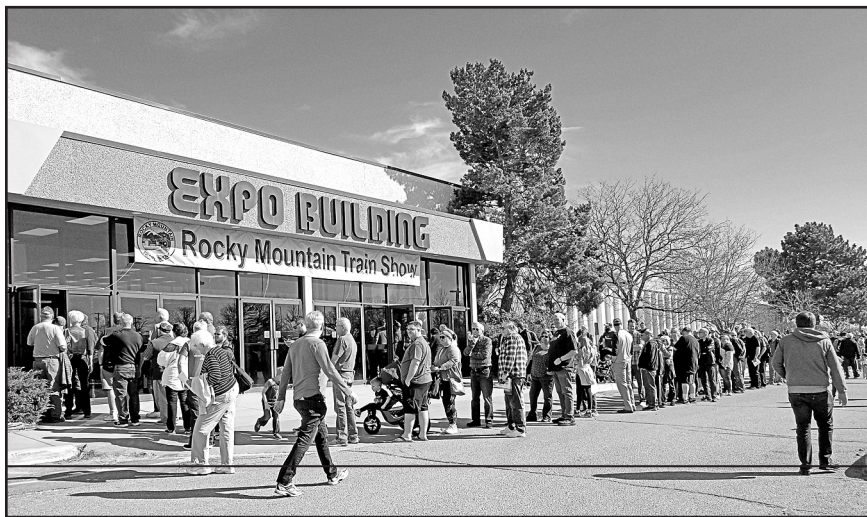
The Miller Platform Coupler. – Photo © 2020 Denny Leonard.

Springing Forward With President Denny Leonard

On the narrow gauge Lake City and Ouray Railroad safety is always a concern and the LC&O railroad executives utilized a little known coupler on their passenger cars before the invention of the Janney (Knuckle) coupler in 1873. The Miller Platform was an innovative design of the 19th century addressing the hazard of telescoping cars in railroad collisions. It was named for Ezra Miller who was issued a patent for it on July 24, 1866. The coupler was part of an assembly which included a new design that had a bumper and was used to replace

the older link-and-pin coupler on passenger cars. The couplers slide together to couple and then a side chain was used to uncouple. Engines and freight cars continued to use link and pin until a form of the Janney coupler was mandated in 1893, greatly reducing accidents when joining cars. The current AAR contour dates back to the 1888 Master Car Builders Association (MCBA) design, which, in turn is based on the 1879 Janney patent. (My thanks to Karl Schaeffer of the Ridgway Museum for showing me the coupler when I visited).

Springing Forward With President Denny Leonard



A long line was waiting at the start of the well attended Rocky Mountain Train Show. – Photo © 2020 Debbie MacDonald.

The Ridgway museum is growing and is well worth a visit. The collection of RGS material and car restoration work is wonderful and the replica of the work goose is a nice ride!

Como will be a focus of historical preservation for us this year. They have added more rolling stock and track and I certainly support more grants for them. Up there this time last year was a wonderful trip to yesterday and we look forward to a Club excursion this summer. Who ever thought there would be a working yard again at Como, Colorado?

Also, please consider giving to the historical foundation. It may be tax deductible. We will also be selling some donated books at the meeting with the funds received to be donated to the Foundation.

Thanks to everyone involved in the Rocky Mountain train show. I think we were successful in promoting the club and our love of railroad history.

I appreciate your opinions and knowledge, please feel free to contact me by email at denny@amerm.com or call my cell (303) 809-9430.

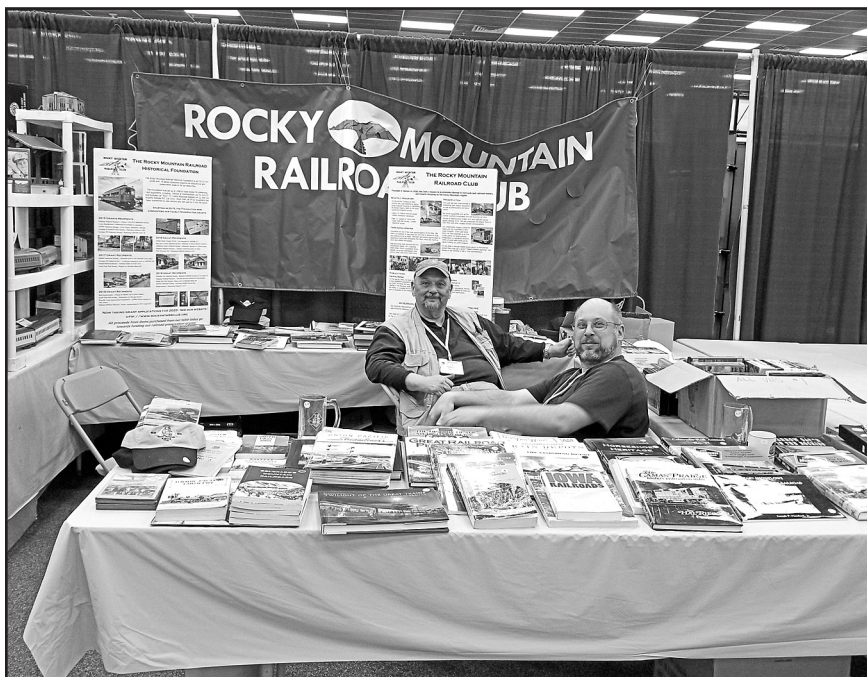
We're Looking For A Publication

In 1946, Les Logue and Jack Thode privately published a booklet titled *Rio Grande Southern Railfans, A Photo Story, Being an Account of an Excursion by the Rocky Mountain Railroad Club of Denver,*

Colorado, July 13-14, 1946.

If any member has a copy of this booklet, Dave Goss would like to borrow it to make a copy for the Club Archives.

Springing Forward With President Denny Leonard



Directors Michael Tinetti (left) and Nathan Holmes wait to greet attendees at the Club booth at the Rocky Mountain Train Show.

– Photo © 2020 Debbie MacDonald.

2020 Mini Grant Applications Due Next Month

Do you have a railroad history-related project that could use a small grant for this summer? The Rocky Mountain Railroad Historical Foundation is looking for up to five individuals or organizations who have a summer project that could use up to \$1000.

Full details and the application

form can be found on our website: www.rockymtnrrclub.org/index.htm

Applications must be received by USPS or email no later than April 30, 2020. The board will review applications in May, and the 2020 recipients will be announced in the June 2020 *Rail Report*.

Help Fund The Rocky Mountain Railroad Historical Foundation

Donations to the Rocky Mountain Railroad Historical Foundation provide funds for educational, preservation, and restoration projects. Please send

donations to: Rocky Mountain Railroad Historical Foundation, PO Box 2391, Denver, CO 80201-2391.

Information for the Railroad Enthusiast

By Dave Schaaf

Amtrak says that it may lose several hundred million dollars because of reduced travel related to the coronavirus pandemic. They have told employees that future bookings are down 50% compared to a year ago and that cancellations are up more than 300%. Amtrak in fiscal-year 2019 set records in ridership, revenue and earnings. The White House budget proposal for 2021 calls for a 50% cut to Amtrak.

Amtrak has announced that William Flynn will be the railroad's next president and chief executive officer, and will succeed Richard Anderson starting on April 15. Flynn, 66, has been a VP at CSX, and most recently served 13 years as chairman, president and CEO of Atlas Air Worldwide Holdings Inc.

In February, Amtrak sent the first of its 28 new Acela trainsets to the Transportation Technology Center near Pueblo, Colorado, for high-speed testing. Once tests are complete in about nine months, the trainset will return to Alstom's facility in Hornell, New York, for installation of its interiors. Amtrak's Acela trainsets are scheduled to enter service across the Northeast Corridor in 2021. The new trains will accommodate nearly 25% more riders.

The operating ratio at every Class I railroad fell below 65% for the first time in 2019 as the industry average improved to an all-time low of 61.9%. Since 2008, when Powder River Basin coal production peaked, BNSF coal volumes have declined 24% and UP's have fallen 59%. Class I railroad employment in the U.S.

reached record low levels in 2019 due to the combination of a traffic slump and operational changes. Overall, Class I rail employment fell 11% last year, according to railroads' regulatory filings with the U.S. Surface Transportation Board. For the first 11 weeks of 2020 compared with the same period a year ago: U.S. railroads logged 5,261,603 carloads and intermodal units, down 7 percent.

The Colorado Pacific Railroad is starting to move freight again on the Towner line in eastern Colorado. Operations will be handled by the Kansas & Oklahoma Railroad, and they hauled several cars of grain east from Haswell in mid-February. The group that is bringing this line back also wants to get the Tennessee Pass route from Union Pacific, and there is a competing company called Rio Grande Pacific that is interested in it as well. We have heard about the Tennessee Pass line waking up before, so pardon me if I don't get too excited yet.

BNSF Railway has been clearing and grading to prep for a second bridge across Lake Pend Oreille in northern Idaho. The first railroad bridge there was built in 1882 by the Northern Pacific. The railroad plans to construct a 4,874-foot-long bridge approximately 50 feet west of the existing railroad bridge over the lake, which will remain in service after the new bridge is constructed.

Former Southern Pacific 2-6-0 #1744 has been in pieces at Alamosa for several years. It was used by the San Luis & Rio Grande over Colorado's La Veta Pass in tourist service during 2007, and then

Information for the Railroad Enthusiast



The frame and wheels of SP #1744, sitting outside the Alamosa, Colorado, shop on March 2, 2020. – Photo © 2020 Dave Schaaf.

parked with boiler problems. The Pacific Locomotive Association is now collecting the parts to restore it to operate at the Niles Canyon Railway in California. On the web at plasteam.ncry.org

Organizers for the annual Winterail multimedia show have postponed the 2020 event due to the virus. An April train trip to the historic power plant at Tacoma, Colorado, also had to be called off by the San Juan County Historical Society.

The R.J. Corman Group Chinese 2-10-2 steam engine and a structure to house it are being donated to the

non-profit Kentucky Steam Heritage Corp. This QJ class locomotive was built in China in 1986, and is based on an American design from the 1920's.

The Brotherhood of Locomotive Engineers and Trainmen have ratified a new collective bargaining agreement with the Great Western Railway of Colorado. The new contract runs through 2023 and provides up-front wage increases of 38 percent for locomotive engineers and 40 percent for conductors. Members also will receive 2 percent general wage increases each year throughout the remainder of the contract.

Cheyenne Railroad Heritage Days

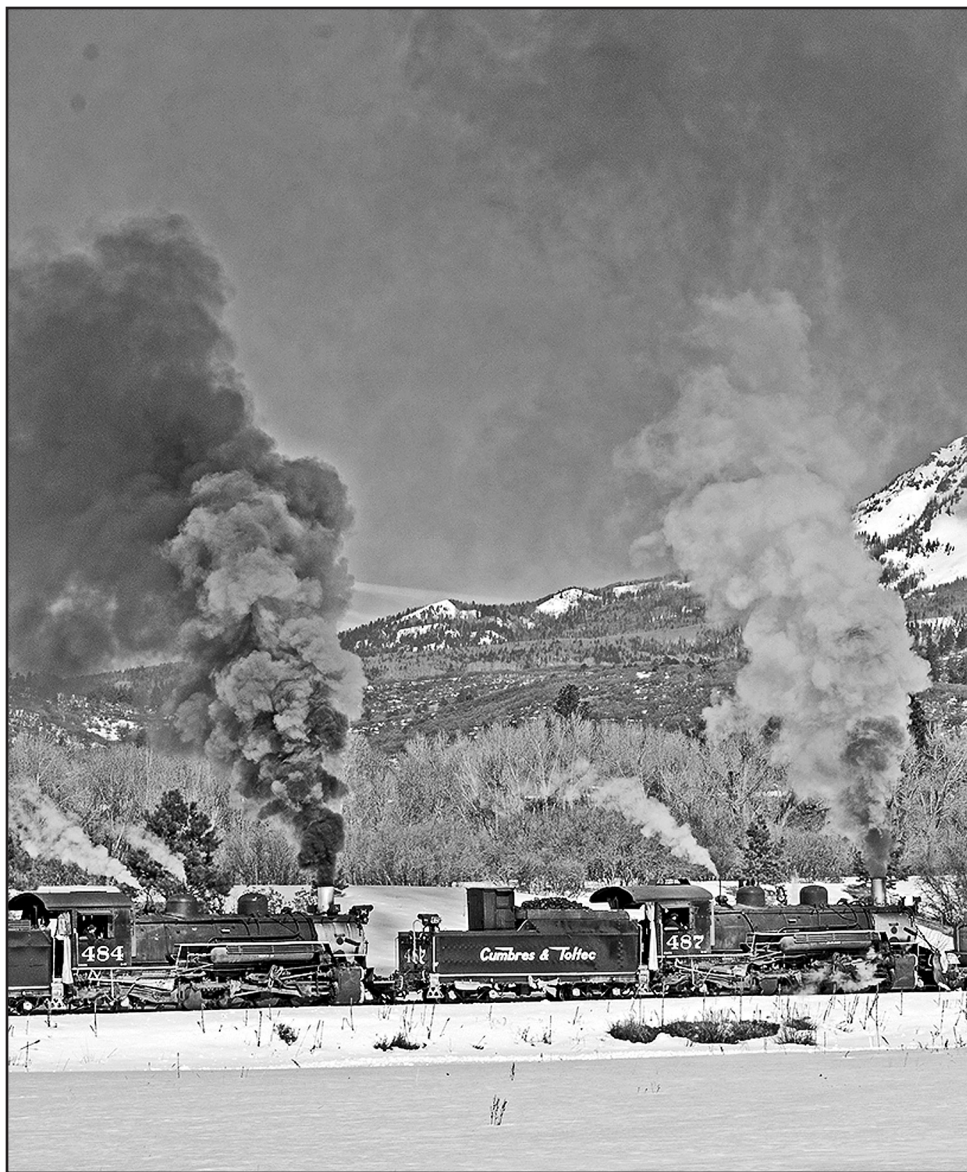
May 13 – 17, 2020

The Union Pacific Historical Society convention will be at the Red Lion Hotel starting Wednesday, May 13th, with a swap meet scheduled for Saturday, May 16th.

The Cheyenne Depot Museum is sponsoring U.P. steam shop tours and a craft show. (A special arm band is required).

The Sherman Hill Train Show will be at the Frontier Days Pavilion, with vendors on Saturday, May 16th and Sunday, May 17th.

Details are available by contacting UPHS at Cheyenne, phone 307-635-5197.



The Cumbres & Toltec Scenic Railroad started celebrating their 50th Anniversary by running rotary OY (built by Cooke in 1923) the weekend of February 29 to March 1, 2020. Some 148 photographers paid to experience this rare opportunity. Rotary OY had last operated in 1997. The Cumbres & Toltec Scenic Railroad and Friends of the C&TS teamed up to repair and paint OY. The Cumbres & Toltec Scenic Railroad rotary OY weekend special started February 29, 2020 under perfect conditions. K-36's 487 and 484 pushed the rotary from Chama, New Mexico, up to the state line between New Mexico and Colorado.



On March 1st, the train left Chama, New Mexico, about 7:00 AM. Buses followed after 9:00 AM and spent most of the day below Windy Point. Early that afternoon, Rotary OY rounded Windy Point and cleared the line up to the highway at Cumbres Pass, Colorado. Due to the Colorado Highway Department piling snow on the tracks which had turned to ice, snow clearing ceased there. Buses and the rotary returned to Chama, New Mexico, after a memorable narrow gauge event.

– Photo © 2020 by Chip.



Fort Collins Trolley Car 25 started its journey from the restoration barn to the Mountain Avenue barn on March 12, 2020, at 12:56 PM.

– Photo © 2020 Dan Sapienza.

The Fort Collins Trolley Group Celebrated A Special Day

At long last, Car 25 made its journey from the restoration barn to the Mountain Avenue barn! There is still some painting to do, but they are ready to start testing.

The Fort Collins Municipal Railway owned nine single-truck Birney Safety Cars between 1919 and 1951. The initial four, cars 20-23, arrived in 1919. The last two cars, second 24 and second 25, arrived in 1946.

The second Car 25 came used from Virginia Railway & Power Company

and was numbered 1520 when it ran on their Richmond streets. It arrived in Fort Collins along with sister car 1530, becoming FCMR second Car 24. Second 24 eventually became a 'parts car' to help keep others running, while second 25 served the City well until operations ceased in June 1951.

The Fort Collins Municipal Railway Society (FCMRS) is an all-volunteer organization working with the city of Fort Collins to provide a heritage streetcar experience.

The Fort Collins Trolley Group Celebrated A Special Day



Fort Collins Trolley Car 25 joined Car 21 in the Mountain Avenue barn on March 12, 2020. – Photo © 2020 Dan Sapienza.

Events in Railroad History:

Colorado & Southern Trainman Wants to Get Rid of 13

Denver Times, May 31, 1900

Contributed by Dan Edwards

"I wish they would change her number to 17 or 18 or give her any old number but 13," said an employee of the Colorado & Southern at the union station last night after the train rolled in from Silver Plume. The trainman was talking about engine No. 13 that pulled the big excursion to Silver Plume yesterday, or pulled it part of the way to the loop and then the main pin broke. The trainmaster had to skirmish about for freight locomotives to handle the big train the balance of the way while 13 was laid up for repairs.

"I am not super' by any means," emphasized the trainman, "but I think the Rio Grande showed good sense in dropping the number. Thirteen is a good locomotive, but she has been in

the ditch, has turned over a couple of times, but then that might have happened if she had been 19, but it would not look so suspicious." Jim Grainer looked thoughtful for an instant after the remark and then said, "Pshaw!"

[Note: According to Mac Poor, C&S #13 had been the DSP&P 2-6-0 #15 and re-numbered #108 in 1885. It was scrapped in August 1923. D&RG #13 had been the "Vulcan," the 0-4-4-0T Fairlie, received by the Grande in June 1873. It was "jinxed" in a way, never living up to expectations. The engine was re-numbered #101 about 1876, then #1001 about 1881, and ran only until 1883, then scrapped at Burnham in Nov. 1888.]

Confessions Of A Foamer

By Woody Richards

**“There was a time in this fair land when the railroad did not run
When the wild majestic mountains stood alone against the sun
Long before the white man and long before the wheel
When the green dark forest was too silent to be real.”**

Above begins the saga from my favorite railroad song, the *Canadian Railroad Trilogy*, by Gordon Lightfoot. It is not the only great railroad song by a long shot. *Long Train Runnin'*, *Orange Blossom Special*, *City of New Orleans*, *The Gambler*, *The Ballad of John Henry*, *Chattanooga Choo Choo*, *The Midnight Special*, *This Train is Bound for Glory*, *500 Miles*, *Wabash Cannonball*, and *I've Been Working on the Railroad* are just a few of the songs about the greatest transportation system ever imagined. I have also been a lifetime fan of any movies involving trains whether it was *Murder on the Orient Express*, *Butch Cassidy and the Sundance Kid*, *Wild, Wild West*, *3:10 to Yuma*, *Once Upon a Time in the West*, *Von Ryan's Express* or dozens of other thrilling sagas involving trains. I have always enjoyed a rich romance with trains.

My love affair with trains began predictably enough when I was given a Lionel train set for Christmas at age 8. It was an incredible gift because you could make the steam locomotive belch smoke and sound its horn. It had a cattle car that you could load and a log carrier flat-bed car. My next significant train acquisition was with my kids when we created an HO steam locomotive train layout complete with mountains, lakes and tunnels. It was extremely enjoyable building it and, thanks to my son, we actually got the rail polarity correct so

that trains could run in both directions. My final acquisition was this Christmas when I purchased an N gauge steam train set with my son and grandson who were visiting from Germany. We have barely begun the process but I especially look forward to their next visit so that we can really get into the layout. I have to admit that all of my work pales in comparison to the model train layouts that some of my friends have created over the years. They even have included a law office on their layout in honor of me. I have also been inspired to build train setups by the incredible layout at the Museum of Science and Industry in Chicago and local train setups in Boise.

Real experience with trains has been a joy over the years. Our parents chose Colorado to raise a family because it was halfway between Parma, Idaho where our mom's family lived and La Grange, Illinois where our dad's family lived. Our preferred means of transportation when visiting the families was the railroad. If my memory is correct, the names of the trains were the City of Denver and the Portland Rose. The rhythmic clickety-clack of the railroad tracks would put us to sleep as we crossed great stretches of undeveloped land. During daylight hours my family and I jumped at the chance to view the landscape from the dome car.

Confessions Of A Foamer

Later, we lived a couple of blocks away from some railroad tracks in Longmont, Colorado. I loved to hear the freight trains come and go in the night. The low whistles were like lullabies which eased me into a dream filled sleep.

In high school, my friend, Dennis Leonard and I took a train back to Akron, Ohio, for a debate camp one summer. It was an incredible treat. We rode in an old carriage car that made the whole event that much more of an adventure. I also enjoyed the train ride to and from Salida, Colorado, which followed kayak riders in the river. Riding on a train along the Hudson River and stopping at some quaint old stations in later years was very romantic. Frommer's calls the trip along the Hudson River on the east side, "one of the most scenic train trips in the U.S." I still can't explain the grand piano we passed by while we were riding on the train. It was set up in the middle of vacant forest land between the train track and the river, but who am I to question eccentric behavior. Maybe the pianist just wanted to accompany the sounds of the trains passing by.

As luck would have it, after I graduated from law school, my first job included regulation of railroads by the Idaho Public Utilities Commission. There was always a question of how much regulation states were allowed to exercise over the railroads and what was preempted by federal law. Idaho pushed the envelope as far as it would go. I regularly handled dualizations of agencies, agency and track abandonments and even regu-

lation of rates utilizing Rail Form A. I really wanted to be a railroad attorney not only because of my history with the railroads but also because I imagined that part of my compensation would hopefully be the use of a private railroad car for travelling from one job location to another. The Union Pacific Railroad Special Agent for Idaho invited me to his office on one occasion and allowed me to select a calendar and a framed picture of a train. I was ecstatic. Unfortunately, my desire to work for the railroad after I left state employment was never realized and I never got the use of a private railroad car.

One of the saddest days of my life was when they decided to no longer run Amtrak through Boise, Idaho, where I live now. While I have often enjoyed travelling by rail in Europe, the American experience is just that much more enjoyable. I have pursued some incredible short line train adventures in such places as Chama, New Mexico, Georgetown, Durango, and Pike's Peak, Colorado, and Cascade, Idaho, whenever we could spare the time and we have followed ghost lines, historic train tours (e.g. the Big Boy) and restored buildings all over Colorado. On several occasions prior to my joining the Rocky Mountain Railroad Club, I was invited to some extremely interesting luncheon presentations at the Club. Now that I am retired, I want to travel across Canada and the South by train. I hope to talk friends into going on many more train adventures as we head off into the sunset of our lives.

Colorado Railroad Museum

Friday Tours – 1:00 PM to 2:00 PM

Each Friday, join museum staff for an hour of exploring a different aspect of Colorado's railroad history. Tours are subject to change and are based on guide availability. Each week's theme is explored using a variety of museum resources to help bring the subject to life with the understanding that guests are welcome to continue their visit on their own after the tour.

Highlights

May 1, June 5, July 3, August 7, September 4, October 2,
November 6, December 4, December 18.

The Caboose

April 24, May 29, July 31, September 25, October 23.

Locomotives

May 15, July 24, August 28, October 9, November 27, December 11.

The Railroad Kitchen

May 8, June 26, September 11, October 30, November 20.

Railroad Post Office Cars

April 10, August 14, October 16.

Ted Rose and the Legacy of Railroad Photography

April 17, May 22 & June 12.

The Galloping Goose

June 19, July 10, August 21.

The Storybook Tour

July 17, September 18, November 13.

Admission: \$3 plus general admission: \$10 adults, \$5 children, \$8 seniors (ages 60+). Museum members, children under 2 and active military personnel are free.

Colorado Rails & Cocktails – An Evening of Colorado History

Relax, have a beverage, and travel back to a time when railroads shaped the American West.

June 5th: Cumbres & Toltec: Running A 19th Century RR In The 21st Century with John Bush.

August 7th: Passenger Cars with Richard Luckin.

October 2nd: Go West Young Man with Elizabeth Nosek.

Admission: \$20 Adults - Ages 21+ only, includes two beverages of your choice (beer, wine or soda) and snacks. Bar opens at 6:30 PM, presentation starts promptly at 7:00 PM. Presentation length varies by event and the doors close at 8:30 PM.

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

Colorado Railroad Museum Admission

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

Intermountain Chapter, NRHS Events

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

A Pending Saturday Meeting: April 11th – C&TS Program from 10:30 to 11:30 AM

At Malones Clubhouse Grill, 14455 West 64th Avenue, Unit G, in the Arvada West Town Center in the northeast quadrant of West 64th Avenue and Indiana Street.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

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

Club and Foundation Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained 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.

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. New members who join in-person at a meeting will be given a free copy of the Club history book

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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PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the May *Rail Report* should be sent by April 10th.



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