

RAIL REPORT

May 2020

No. 715



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A May Meeting Or Program

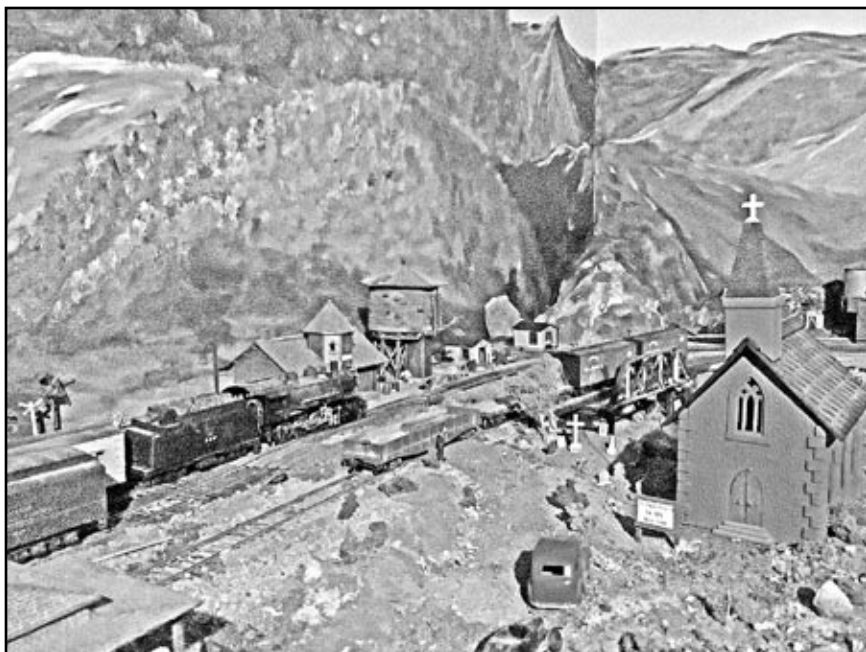
Barnes Hall in Christ Church currently plans to be closed in response to the situation with the coronavirus (COVID-19), following recommendations from the Centers for Disease Control and Prevention (CDC), as well as Colorado state health officials.

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

June 9, 2020	Monthly meeting and Colorado Railroad Museum program by Paul Hammond.
July 14, 2020	There MAY BE A 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.



Ouray on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Thoughts From RMRRC President Dennis Leonard

In Ouray on a May day we look along the town road leading past the church on its way to the LC&O station. Along with the post office these two buildings make Ouray a real town / city. We see St. Paul's church and the cemetery next to it. Much of the history of many of the Colorado mountain towns are chronicled in these humble plots. While Boot Hill did exist, many of the cemeteries were planned to be permanent memorials. The Euro-Americans on the American frontier generally developed a more

democratic version of Christianity in the Protestant churches.

The major denominations all are represented from the 1860s in Denver and the mountain towns. The early influences of the Catholic priests from the south and later the Irish and Italian immigrants who came to hard rock mine and build railroads supported the religious diversity of the west. Priests and pastors many times rode long distances to carry their message. Early services often were held

For Rail Report 715, the masthead features Union Pacific 715 at Starbuck, Washington, on August 31, 1940. The 715 was Baldwin built in August 1901 and survived until May of 1947.

– Don Roberts (Of Portland) photo from the James L Ehernberger Collection.

Thoughts From RMRRC President Dennis Leonard

in saloons until suitable facilities could be erected. The mountains brought a wonderful spiritual backdrop to the various holidays and Christmas, in particular, was a festive time decorated with snow. Skiing was transportation then as our skiing industry really started after WWII. The Colorado mountain division trained in Leadville and were transported by Denver and Rio Grande Western trains. After the war many members returned to Colorado.

There are wonderful churches of numerous denominations still standing in many of the towns the railroads served. Many are still active if a Sunday finds you close! If you are exploring, they should be on your tour.

As we all know, the present circumstances of the virus pandemic make the club meetings and activities difficult to schedule and execute. We want to do activities with rational safety, so stay tuned and your officers and board will carry on with club activities as circumstances will allow.

We have some wonderful books that have been donated and we will offer them at great prices to club members at a future meeting with proceeds going to

the historical foundation.

Don't forget that your RMRRC membership also gives you a free pass to the Colorado railroad museum for a year when it opens!

Regardless of what is happening, don't forget that we are still looking for worthy projects for our Rocky Mountain Railroad Historical Foundation Grant program. We award up to five grants each year for \$1,000.00.

The deadline for grant applications has been extended to May 31st. The board decision will be late this year because of the pandemic circumstances.

I enjoy sharing about our club and what I know about Colorado railroad history and travels but I love to hear your stories and remembrances. We printed one last month from a member and soon will do another. So, if the mood and thoughts move you, please feel free to send a writing for consideration for the *Rail Report*. As always feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

Stay safe and we hopefully will meet in June.

Help Fund The Rocky Mountain Railroad Historical Foundation

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

Up to five individuals or organizations who have a summer project that could use up to \$1000 for a railroad

history-related project are awarded a small grant. The 2020 recipients will be announced in a future *Rail Report*.

To support funding for these grants, please send donations to: Rocky Mountain Railroad Historical Foundation, PO Box 2391, Denver, CO 80201-2391.



White Pass & Yukon Railway 107 and 101 on the dock in Skagway, Alaska, on April 11, 2020, to start their trip to Durango.

– Photo © 2020 Mark Taylor.

Information For The Railroad Enthusiast

By Dave Schaaf

Durango & Silverton Narrow Gauge Railroad

The Durango & Silverton Narrow Gauge Railroad has announced that it purchased four 101-class narrow-gauge diesel engines from the White Pass & Yukon Railway (WP&YR) in Skagway, Alaska. A press release notes that the acquisition increases the company's roster of diesel locomotives from six to ten, facilitates the pursuit of incremental revenue-generating business opportunities, and provides the railroad with greater

operational depth and maintenance flexibility throughout multiple seasons of the year. Steam will remain the primary motive power on the D&SNGRR line.

Locomotives 101 and 107 began their multi-week journey to Durango on April 11th when they were loaded on a barge in Skagway. The other two units are to be selected later in 2020 with transportation to Colorado scheduled to occur in the second quarter of 2021.

Initially #101 and #107 will be made

Information For The Railroad Enthusiast



The Denver to Pueblo, Colorado, manifest often runs in the dark, but on this Saturday, April 11, 2020, it rolled south in morning light. Union Pacific 1989, the Rio Grande heritage unit, was a bonus as the leader.

– Photo © 2020 Dave Schaaf.

available in support of maintenance of way (MOW) activities, and on short-trip Cascade Canyon Express summer excursions.

Originally built in 1969 by the American Locomotive Company's (Alco's) Montreal Locomotive Works (MLW) subsidiary in Canada, the four 101-class MLW-Worthington Model DL535E locomotives have spent most of their careers on the WP&YR. Each 1,200-horsepower locomotive measures 53 feet in length, and are outfitted with Alco 6-251D engines, 764 traction motors, multiple-unit (MU) capabilities, and six-axle C-C wheel arrangements.

The D&SNGRR's acquisition of

the four WP&YR units follows the company's previously-announced agreement with Greenville, S.C.-based Motive Power & Equipment Solutions, Inc. (MPES) to purchase two of its MP2000NG repowered diesel locomotives – D&SNGRR #1201 and #1202. The fabrication of these two 41-foot, 75-ton, six-axle – A1A wheel arrangement – units, each equipped with 1350 HP CAT 32 gensets, GE 764 traction motors, and MU capabilities, is nearly completed, with the exception of the traction motors. The D&SNGRR expects to take delivery of these MPES locomotives in the fall of 2020.

To house these units the D&SNGRR intends to construct a new 45' x 100'

Information For The Railroad Enthusiast

shop in its railyard, adjacent to the roundhouse, for the express purpose of maintaining its diesel locomotives and MOW equipment.

The White Pass & Yukon scenic railway has bought six new 3,000-horsepower diesel locomotives. These narrow gauge units cost about \$2.5 million each, and are built by National Railway Equipment Company in Mount Vernon, Illinois. The WP&Y was purchased a couple of years ago by cruise line Carnival Corporation, and they are still a minority owner today.

Update From Como Colorado

An agreement has been tentatively reached with the U.S. Forest Service to bring C&S boxcar 8311 down from Boreas Pass to Como for a much needed repainting and re-lettering. Also, plans include keeping it in Como indefinitely for display. Former D&RG stock car 5743 will be refurbished.

Track laying and operating days are all TBA due to ongoing virus situation. Stay tuned to their websites: www.dspphs.org and www.southparkrail.com

Once they do get back to work there is plenty to keep the volunteers busy. Over the winter, about 700 ties were acquired from BNSF and plenty of rail to spike down. The main will be extended in both directions and more yard track built. In addition to the two cars mentioned above being refurbished, there are a lot of smaller projects “around the campus.”

The Plymouth diesel #5 will be going away in May (when the turntable becomes ice free). Long story short, the owner unfortunately passed away and his son has different ideas for the unit. Plan B (and C) will eventually see a small 5-tonner come in from Kansas and a much more useful 20-tonner coming from the Sumpter Valley. Both need work, so someday ...

Other Railroad News

The Association of American Railroads reported in mid-April that freight traffic was down about 23% from the same week a year ago. Only grain shipments were up slightly. Between Denver and Colorado Springs, BNSF Railway has had a local train that ran north and south twice a week. As of mid-April, the Pike's Peak local has been discontinued. The Union Pacific is now storing cars on the main line between Sharon Springs, Kansas, and Cheyenne Wells, Colorado. Through freight has stopped on this route, known as the Kansas Pacific line. Norfolk Southern Corp. says that it will have taken a \$385 million charge in first-quarter 2020 related to the disposal of about 300 locomotives and the designation of another 400 locomotives for sale.

The Federal Railroad Administration (FRA) has denied rail unions' request that the agency declare an emergency order calling for safety protections for railroad employees during the COVID-19 pandemic, according to the Brotherhood of Locomotive Engineers and Trainmen (BLET).

Rail Report Distribution Modernization

By Michael Tinetti

Fellow members of the RMRRC, the pandemic shows how modern digital technology can be used in more and more aspects of our lives. The use of email is far cheaper than conventional services. The Colorado Railroad Museum, as many of you know, sends an electronic newsletter called the *Telegrapher*. The Railway Locomotive and Historical Society sends their quarterly bulletin as an email PDF download. The local NRHS chapter sends their newsletters in a similar manner. The emailing of the *Rail Report* is something the board has investigated for several years.

The cost of mailing our monthly newsletter continues to increase. We fully expect the postage to go up another 5 cents or more next year. At 60 cents a copy, the mailing charges for the 11 issues in a year increase from 5.50 to \$6.60. Compare this to the cost of sending it via email. Other costs continue to raise like paper and printing charges, that is the way of things.

For the June *Rail Report*, the club will change how it is distributed. The June issue will be mailed to everyone as usual. In addition, the June *Rail Report* will be made available to all members who have shared their email address with us. You will receive an email with an underlined link. Click this link and the *Rail Report* will open in the default PDF reader on your computer or mobile device. Once opened you can save it to your device or cloud storage. You can also print it if you like. Not all emails will make it through to you. This is because either we have a typo in the address, your ISP considers it spam, or perhaps your mailbox is full. One week after the first email is sent, you will receive a second. Select if you can help the club by continuing to receive the *Rail Report* by email or want to continue with a printed copy.

The president and the board would like as many of you as possible to switch to email delivery. We are looking at making the PDF a color document. We will answer questions at the June meeting.

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.

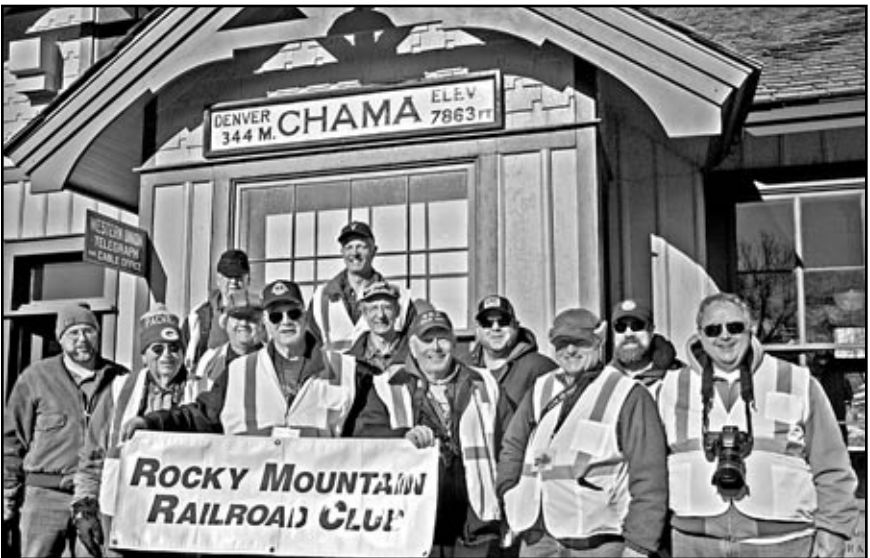
Details are available by contacting UPHS at Cheyenne, phone 307-635-5197.

As of now, this event is still scheduled but please call for current information.

Cumbres & Toltec Scenic Railroad



Rotary OY delivered an unforgettable weekend clearing snow between Chama, New Mexico, and Cumbres Pass, Colorado, on February 29 and March 1, 2020. Cumbres & Toltec Scenic RR kicked off their 50th Anniversary with this rare winter operation. – Photo © 2020 by Chip.



Some of the club members at the Rotary OY event from left, Nathan Holmes, Ed Roach, John B. Charles, Craig Story, Joe McMillan, Dave Schaaf, name not noted, Ron Burkhard, Nathan Zachman, name not noted, Andy Dell, and Ed Lichtenfels. – Photo © 2020 David R. Busse.

Current Railroad Happenings



Northbound BNSF 7391, ES44DC, moved a unit grain train under Union Pacific's Utah Junction Bypass north of Denver on April 10, 2020. At right, UP 6667, AC4400CW DPU, was on unit tank car train headed to Wellington, Utah. Denver RTD commuter rail tracks are in the foreground next to BNSF 7391.

– Photo © 2020 by Chip.



Owned by the Western Fuels Association, the Escalante Western moved coal between the Lee Ranch Mine and the Tri-State Generating & Transmission Association's Escalante Generating Station near Prewitt, New Mexico. The train operates a 74.8-mile round trip, mostly over BNSF rails (Lee Ranch Subdivision). Western Fuels Association (WFA) 603, SD40-3, pulled 46-loaded coal cars from the Peabody Mine at Lee Ranch, New Mexico, on April 13, 2020. Coal hauling by Escalante Western Railway ended in April 2020. – Photo © 2020 by Chip.



Loading salvaged rail into gondola cars at Carpenter, Wyoming, on April 12, 1970.
– Photo © James L Ehernberger.

Chicago, Burlington & Quincy RR Cheyenne Line Dismantled

By Jim Ehernberger

It was 50 years ago this year that the Chicago, Burlington & Quincy Railroad line into Cheyenne was dismantled. The line arrived in 1887, and had grand plans to extend on westward. Some of that extension was proposed to go to Ogden where they could connect with the Central Pacific. As it turned out, the 106-mile line from Sterling, Colorado, always ended in Cheyenne.

The first segment of rails were removed eastward from Cheyenne to Carpenter, Wyoming, 21 miles in the spring of 1970. From this abandonment, the balance of the rails were removed in segments. The short section between Carpenter and Hereford, Colorado,

was taken out in early 1974, while the New Raymer to Hereford (37.9 miles) segment was officially abandoned on December 20, 1974.

The final 34.50 miles between New Raymer to the west end of Sterling was authorized on October 17, 1977. The removal of the rails did not take place until the following year due to the time in obtaining bids from salvage companies.

The railroads discovered, in later years, that it was easier to accomplish abandonments in segments, as that avoided a lot of opposition from towns located along the routes.

Chicago, Burlington & Quincy RR Cheyenne Line Dismantled



Looking east from the west switch at Hereford, Colorado, on March 26, 1975.
– Photo © James L Ehernberger.

Current Railroad Happenings



Amtrak 172, P42DC, hustled on time 7-car train 4, the Southwest Chief, past United Switch & Signal Company T-2 style upper quadrant semaphore at the West Siding Switch Chapelle, New Mexico, on March 2, 2020, on BNSF's Glorieta Subdivision. – Photo © 2020 by Chip.

Events in Railroad History: Procedures for the Enumeration of Railway Passengers and Staff in India, 1913

Administrative Volume for Bengal & Sikkim. Census of India, 1911

Contributed by Dan Edwards

[Note: I recently completed the 2020 U.S. census questionnaire online in about 3 minutes. It was more complicated in British India, as authorities tried to get an accurate account of railway passengers and staff.]

The procedure for the enumeration of passengers at railway stations was as follows. All persons who took tickets at any time after noon on 10th March [1911], for journeys which would involve their being in a train after 19 hours on 10th March, were enumerated at the time they took their tickets, and an enumeration pass was given to each as proof that he had been enumerated. All persons not having such passes, who alighted from any train between 19 hours on 10th March and 6 hours on 11th March, were similarly enumerated. Station enumerators were appointed for both incoming and outgoing passengers. At stations where the District Officers were responsible for the census of the resident population, the enumeration of passengers was carried out under their orders, and elsewhere by the Railway authorities. It was at first laid down that the railway station enumeration should commence at 8 P.M., but it was subsequently pointed out that, if the enumeration was deferred until this hour, passengers alighting a short time previously, and having some distance to walk to their houses, might not arrive until the enumerator

had already visited them. In order that they might not escape enumeration, 7 P.M. was fixed, instead of 8 P.M., as the time for commencing the station enumeration. In the suburban areas round Calcutta, monthly ticket-holders, who travel daily to and from their homes, were excluded from the station enumeration and were treated as being present in their houses.

Those passengers who were not enumerated at stations owing to their travelling in through trains were enumerated on the morning of the 11th March, the through trains being halted at selected stations about 6 A.M. The arrangements were entirely in the hands of the railway officers. Programmes showing the stations and time at which each train would be enumerated were prepared beforehand and circulated to the District Officers concerned.

The following special rules were laid down, in consultation with the East Indian Railway authorities, for the enumeration of the railway staff. The working staff of trains, viz., travelling parcel delivery clerks, van goods clerks, van goods porters, drivers, firemen and guards on duty with trains on the night of the census were not included in the train enumeration. They were considered as in their homes for the purposes of enumeration and were included in the census of the resident population referred to in rule 12 of the rules for the census of railways.

Events in Railroad History: Procedures for the Enumeration of Railway Passengers and Staff in India, 1913

This rule, however, did not apply to the drivers, firemen, guards and other staff of the ballast trains, who were included in the enumeration of ballast trains (vide infra). Employees working in railway stations were also treated as present in their houses, but Inspectors, relieving clerks and other staff, who are frequently absent from the home stations for considerable periods on duty other than with running trains, were treated as present only if they had not been absent for more than 24 hours.

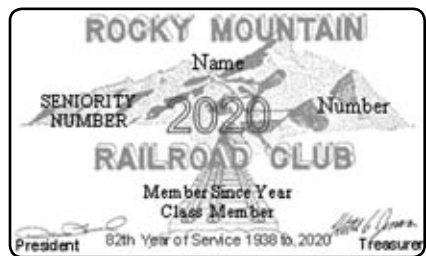
The rules for the census of railways contained no provision for the enumeration of the working staff and coolies on ballast trains, who often number several hundreds. The procedure adopted, after consulting the Railway authorities, is sufficiently described in the following instructions issued by the Eastern Bengal State Railway: "Charge Superintendents and District Traffic Superintendents

will ascertain from District Engineers the ballast trains which will be running on the census night and will arrange for the enumeration of such trains as may be stabled at a circle included in their charge, appointing the guard of the train as enumerator for this purpose. Such trains will be enumerated by the guard, and he will hand over his enumeration book to the supervisor of the station at which his train has been stabled. If the train is stabled for that night outside station limits, the guard, after enumerating the coolies, etc., will make over his enumeration book to the nearest supervisor of a station to which his train will next be going." As the cooly population on each ballast train remains fairly constant, the railway officers were asked to hold a preliminary enumeration before the end of February, so as to minimize the work to be done on the census night.

Membership Cards Mailed

The membership drive extended abnormally long time this year. You received your membership cards in a separate mailing that had the words "Membership Card Enclosed." Please check your unopened mail if you are still wondering where your card is.

The club uses a desktop printing approach. The cards are a micro perforated, synthetic grade paper integrated material. The membership cards are a 3.375" x 2.125" with rounded corners. They are extremely hard to tear without starting a cut from knife or scissor.



The membership campaign will be redesigned for next year to reduce the duration. The intent of the revised operation will be to get the cards out by the end of January. The 2021 renewal season will be limited to the months of November and December.

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

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

The Caboose

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

August 14, October 16.

Ted Rose and the Legacy of Railroad Photography

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

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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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:

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Items for the June *Rail Report* should be sent by May 8th.