

RAIL REPORT

October 2021

No. 732



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

**There Will Be An October Meeting In Barnes Hall
Due To COVID Regulations, Masks Are Required For Everyone**

The Santa Fe in California

Presented Live And Via The Internet by Joe McMillan

October 12, 2021 • 7:30 PM

Club member Joe McMillan has just released his new book, *Coast Lines & Valley Freights*, which features the last three decades of the Santa Fe in California. The book is volume 6, the last of his Santa Fe series which covered the AT&SF geographically from Chicago to the West Coast. Joe will present a selection of Santa Fe images from the new California book.

Dan Edwards will also have a short program about his new book, *Chasing Railroad History: Correspondence of Five Charter Members of the Rocky Mountain Railroad Club*.

See Page 14 For Information On How To Sign Up And Participate Online.

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. 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.**

RMRRC 2021 Calendar

November 9th Monthly meeting and program, "1800s Trains In The 21st Century" by John Bush.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

The Santa Fe in California



A meet at Cajon Summit on November 17, 1969. – Photo © Joe McMillan.



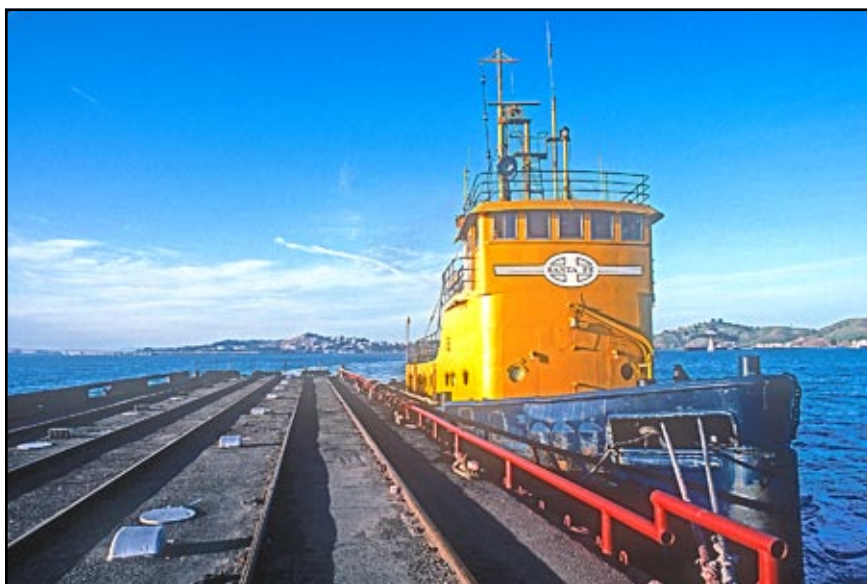
Amtrak's early days in Needles on August 13, 1971. – Photo © Joe McMillan.

The *Rail Report* masthead features New York, Chicago & St. Louis Railroad (NKP), locomotive 732. – Photo from the Tom Klinger Collection.

The Santa Fe in California



Northbound, Tehachapi, Bealville Siding on July 3, 1976.
– Photo © Joe McMillan.



Santa Fe's navy in San Francisco Bay on March 12, 1984.
– Photo © Joe McMillan.

Fall Thoughts From RMRRC President Denny Leonard



Fall is in full color and we can enjoy the falling temperatures. It is the favorite season of many Colorado residents including myself.

But moving on, I have always wondered about the stacks on steam engines. So, to open the history book on engineering, we did some research.

A smokestack, funnel, or chimney, is a device used on steam locomotives to help release smoke exhaust from the smokebox. If Steam locomotives didn't have smokestacks they could literally explode because of too much pressure. Their value is also great in providing draft and keeping smoke above passengers. Some examples are printed above.

According to Trainorders.com, 19th century engines were pretty much all wood burners. Oil was first used as a fuel about 1906. Coal started to be commonly used about 1890. Wood burning engines continued to be built for decades after that. Obviously stack design became dictated by fuel type. 19th cen-

tury engines generally had a small diameter boiler and a tall smoke stack to help improve draft. The smokebox was short, around three feet long, and the smokestack was usually fitted with some sort of spark arresting system, to either capture them or circulate them around internally until they broke up. Much more can be written about that.

The year is flying by and we will soon be asking for nominations for four officers and three board members for the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. They will serve for the 2022 year. A nomination committee has been formed and we ask members to forward any nominations to the committee or to an officer. Board members do not have to be local since we can meet by Zoom.

A member may nominate themselves! I will share that serving on the board

Fall Thoughts From RMRRRC President Denny Leonard

requires a minimal time commitment but is very rewarding and allows the club to tap the vast knowledge of members and to continue into the future. The board needs the knowledge of each member. It's not political, it's sharing with all of us the common joy we share on railroading, foamers all!

We are excited to continue on with the colorful electronic *Rail Report*. We ask all members who are able, to receive the enhanced digital *Rail Report* by email. For a long time we intend to continue the availability of both formats but we will have a difference in dues for next year. This will allow us to balance our budget.

I continue to be excited about the project at the Palisades and it is moving forward. Grants have been received to enable opening Williams Pass from Hancock. I like to think the early South Park book by Mac Poor was a strong

influence. By the way, the pioneer museum in Gunnison has Rio Grande equipment (268 in her Worlds Fair livery) and hours more of viewing pleasure on pioneer life. It is a wonderful stop.

I stopped for a bit at the CRRM in Golden in September and saw the Thomas The Tank Engine operation. It was full—there are some young rail fans coming along! We are looking at offering a junior membership.

Remember that we help fund rail car and railroad site restorations. So, help us fulfill our preservation mission and consider donations to our Historical Foundation this fiscal year as every bit helps.

We have several biographies on the club website and I am hoping several members will write some more.

As always feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

Rocky Mountain Railroad Historical Foundation Donations

Donations should be by personal check made out to “Rocky Mountain Railroad Historical Foundation” and sent to:

Rocky Mountain Railroad Historical Foundation
PO Box 2391
Denver, CO 80201-2391

In Remembrance Carolyn Blouch

Carolyn Blouch, wife of our five-time past president Jimmy Blouch, passed away on August 19th of this year after battling cancer for many years. Some of you may remember her hosting many Club Christmas receptions. She joined as an Associate member in 1996 and kept that membership until her participation was limited in 2009. She will be missed.

Boreas Pass Day And Club Special Event in Como



Crowds enjoyed Boreas Pass Day, August 21, 2021, at Como, Colorado. The Denver, South Park & Pacific Historical Society had Klondike Kate #4 on display on the Como turntable. – Photo © 2021 by Chip.

Thanks go to Como Roundhouse and Klondike Kate owners Kathy and Dr. Chuck Brantigan. They have played a significant role in bringing steam back to Como.



A small group gathered in Como for the Club tour without crowds on August 22, 2021, the day after Boreas Pass Day. As usual, the Club made a donation to help fund Como restoration efforts. – Photo © 2021 Dave Schaaf.



Victorian Iron Horse Roundup locomotives at the Antonito, Colorado, roundhouse. From left, D&RGW #489, D&RG #168, RGS #20, D&RG 425, and Eureka & Palisade #4 "Eureka." Not seen behind #4 is the Glenbrook. – Photo © 2021 Dave SchAAF.

Victorian Iron Horse Roundup

By Nathan Holmes

The Cumbres & Toltec's Victorian Iron Horse Roundup was the largest gathering of operating pre-1900 narrow gauge railroad equipment in recent history. The event was intended to be the pinnacle event of the railroad's 50th year celebration in 2020, but was postponed by a year due to the pandemic.

The event, running from August 21st to the 26th, featured four early locomotives along with era-appropriate historic cars. Two 1875 wood-burning Baldwin locomotives represented the earliest power, with Eureka coming from Las Vegas courtesy of Dan Markoff, and Glenbrook making its first operating trip outside of the Nevada State Railroad Museum in Carson City. The next oldest locomotive was the C&TS's most recently restored, the 1883-built Rio Grande 168 that the railroad leased from Colorado Springs and has returned to service over the past five years. The latest power was Rio Grande 315 from the Durango Railroad Historical Society, backdated to

D&RG 425 as she would have appeared when delivered in 1895.

The locomotives were paired with the railroad's recently rebuilt Rio Grande historic car fleet, consisting of RPO #65 (1887), coach 256 (1876), coach 292 (1881) and tourist sleeper 470 (1889), and a number of restored freight cars. Passengers were able to experience the late 1800s first-hand with a week of trips out of Antonito, culminating in a trip all the way to Chama and then a night run over the line back to Antonito.

The four planned locomotives were joined by RGS 20 (the Club's former engine, built in 1899). RGS 20 was not an official part of the Victorian Roundup festivities; it had been moved to Antonito to power a number of photo charters the week after and further into September. However, it was on display for visitors to see and was a great example of narrow gauge power at the very end of the Victorian era.

Current Railroad Happenings



Colorado residents gave Union Pacific 4014, Big Boy Alco 4-8-8-4, a warm welcome at Kit Carson, Hugo, Deer Trail (shown above) and Strasburg, Colorado, on Labor Day Weekend, September 5, 2021. Crowds were impressive at all eastern Colorado towns. UP 4014 had made visits to 90 towns and five major cities during her August 5 to September 7, 2021 tour. – Photo © 2021 by Chip.



8444 returns to Palmer Lake on August 26, 2021, pulling flat cars with various track testing equipment. The steam version of UP 8444 did come thru Palmer Lake on one or more excursions years ago. – Photo © Dan Edwards.

Royal Gorge Route Power



The freshly painted Royal Gorge Route CRRX 601 made its first run through the Royal Gorge on August 23, 2021. – Photo © 2021 Gus Mocilac.



The Royal Gorge Route CRRX 603 was next to the former Denver & Rio Grande Western RR depot at Cañon City, Colorado, on Tuesday, August 24, 2021. Conductor Sydney was busy that morning retrieving the 601. – Photo © 2021 by Chip.



The Colorado & Wyoming Railway “Spaghetti Flyer” at the Trinidad, Colorado, AT&SF station in the 1920s. C&W train service to Tercio, Colorado, operated from about 1902 until the Great Depression. Two round trips were made until the 1920s when service dropped to one round trip.

– CF&I Steel photo from the James L. Ehernberger collection.

Colorado & Wyoming Railway – Southern Division

By Jim Ehernberger

This portion of the C&W Railway consists of 31.5 miles between Trinidad and Tercio, Colorado. This railroad was constructed to serve coal mines and coke ovens owned and operated by the Colorado Fuel and Iron Company, for use at the Minnequa steel mill at Pueblo, Colorado. In the early years of the 20th century, the C&W operated two daily passenger trains between these points. Railroad transportation was used exclusively prior to the advent of the automobile and the construction of improved roadways. By the 1920, only one round trip was made, and ten years later at the beginning of the Great Depression this service was totally discontinued.

The trains were called “Spaghetti

Flyers” since the area consisted of a large number of Italian coal miners. The traffic load was fairly heavy during the early years. The train then consisted of the standard combination baggage-coach, and a couple of coaches.

The C&W employed about 200 men. This division had nine steam locomotives assigned, along with 35 train crews handling the slack coal for the coke ovens, or pulling through trains of coal and coke to the Santa Fe interchange at Jansen, located 2.1 miles west of Trinidad.

Diesel locomotives took over beginning in 1952, and improvement of loading facilities allowed unit coal train operation.

Events in Railroad History: Train Masters – Part 2

From *Rights of Trains* by Harry W. Forman (published 1904, reprinted 1925)

[Note: Harry Forman was Asst. VP and General Manager of the Western Pacific.]

Contributed by Dan Edwards

– *Continued From The September Rail Report* –

Note that train porters assist baggagemen with baggage; that conductors do not stop porters to take an order to the engineman while handling baggage when they could deliver it easily themselves; that night signals of all kinds are displayed at the proper hour—this is especially necessary when the days begin to shorten—that some kind of a marker is displayed on a bad order car which is hauled behind the caboose, and should the air not be cut through, that the car is chained to the caboose; that brakemen patrol their trains while at stations especially by night; that they look over trains when leaving points at which stops were made; that carmen display blue signals; that when given an order to run ahead of a train, the men on the train running ahead understand they must protect should their train stop or be delayed. See that inferior trains clear superior trains as required by the rules; that train orders are in proper form; that operators keep copies of train orders and clearance cards on file; that all signs, whistle posts, etc., are maintained properly, painted, kept straight and weeds and brush cleared away from them; that when necessary to send a flagman on a train ahead to hold opposing trains until his train arrives, he is instructed fully and clearly and questioned as to his understanding before being permitted to start; that flagmen take with them both red and white lamps in flagging by night and do not signal a train with both lamps held in the same hand; that they keep

fuseses and torpedoes at hand in good order and are prepared to use them always; that the flagging equipment used by passenger flagmen is ample and in good condition, inspecting their cases regularly; that opposing trains are flagged when the rear end of a train does not clear at meeting points; that flagmen do not remain out and stop trains unnecessarily for the sole purpose of riding in to avoid having to walk to their trains when recalled.

See that telegraph poles are guyed properly; that insulators, pins and crossarms are in place and there is no evidence of decay; that there are no limbs of trees or other obstructions touching wires or near enough to do so in case of heavy wind; that wires are not crossed; that there are no low or unsafely anchored wires crossing the tracks; that cables are well secured to posts; that dead trees which might fall across the wires or track are cut down promptly; that trees which obstruct the view approaching stations or on curves are removed, and whenever possible to induce owners to permit this to be done; that stockyard gates are kept closed and stations and out-buildings are maintained in a neat and sanitary condition.

In making efficiency tests, do not change switch or marker lamps, turn switches or train order signals, or make use of flags, fuseses or torpedoes in a manner which might result in damaging a train or needlessly alarming or distressing enginemen or trainmen.

Cooperate with the chief train dispatcher in securing the economical loading and prompt handling of

Events in Railroad History: Train Masters– Part 2

all cars, call especial attention to bad order cars or cars containing company material which are meeting with apparent, unnecessary delay in repairing or unloading. Ride with local crews frequently to see that they do the necessary switching and that neither they nor their agents use more cars than are needed to care for small shipments of freight. Observe blind sidings and outlying storage tracks, gravel pits, etc., to see that no cars are being overlooked. When cars must be stored at such places, see that about two rail lengths of space is left between each cut of about five cars to guard against loss by fire; and see that the doors of empty cars are kept closed while on sidings or while being moved in trains. At points where tramps congregate, caution trainmen to inspect cars before moving them, as often the packing is used to make fires.

Doubt and vacillation can have no part in the personality of a successful trainmaster. His knowledge of rules should be beyond question, and he should encourage his men to seek him when in doubt as to the true intent of a rule or the meaning of a train order. A trainmaster with the bulletin habit will never be a very great success; but when necessary to issue instructions in this manner, he should follow them up to see that they are obeyed as intended.

Best results are obtained when a trainmaster keeps his office in his hat. He should devote some time to checking time-tables and be prepared to give valuable advice as to the time of trains between stations, meeting points, etc., when called upon to assist in preparing a new table. He should always keep in mind that his superintendent must look for increased service

with less expense. He should select a capable man for his clerk and see that routine correspondence and reports are kept up. He should take several good railroad magazines.

In selecting new men, the trainmaster should employ those who are clean and wholesome and who are fit to associate with decent men, keeping in mind he is employing future conductors or yardmasters, therefore each brakeman employed should be a man of intelligence; one who can be advanced at the proper time, which means he should be able to read and write and give evidence of having an alert mind. Men of families are preferable.

In passing investigation papers to the superintendent, make such recommendations as the circumstances seem to require. Keep the superintendent advised as to the needs of the division. Lay off yard engine crews and other unnecessary employees during slack times, or advise the superintendent promptly when such economies can be effected without waiting for him to direct that it be done.

Labor organizations have come to stay, and where led by intelligent, conservative men are a benefit. As a rule, their leaders will be found to be men who will cooperate to secure the best results provided the railroad respects their agreements as fully as is required of the employees. Trainmasters will find it to their best interests to keep on the best terms with organization chairmen, investigating their complaints promptly.

New men who have had but little experience as brakemen should be placed with the best conductors for a time to learn the road and get them started right in their duties. When it

Events in Railroad History: Train Masters – Part 2

becomes necessary to place a junior man in a preferred position on account of greater ability, explain to senior men why it is done. Come out in the open and be frank and honest with men in such situations. Never make a promise or an engagement which cannot be kept. Defend your men against any injustice in discipline or any harsh treatment which is unfair to them.

Employ the best yardmasters to be had. See that only as many freight trains are run as are needed and that trains are kept full in at least one direction at a time, except it must be remembered that the last 50 tons an engine can haul under very favorable conditions is not always real economy when the time element is considered. Local freights never should be overloaded.

Renewals Are Around the Corner

Our next membership year runs from January 1, 2022, to the first Monday in January 2023. The renewal season is the two months prior.

The club mails 2022-membership renewal invoices to you in the first week of November. The club uses the USPS for invoice delivery. Please be on the lookout for this mailing, we know it is easy to overlook with all the solicitations you get in your mailbox. The response to paper invoicing is higher than with inserts in the *Rail Report* or by electronic mail.

The Club priced Regular memberships at two levels. The cost of production and delivery is the basis for the different prices. For Regular members who receive their newsletters through a PDF download, the yearly membership is \$30.00.

For Regular members who receive their newsletters by USPS mail, the yearly membership is \$45.00. For a Contributing, Sustaining or Patron level member the delivery method is their choice. International members receive their newsletters by email download only.

For members, who have 10 years seniority and are late renewing, the sequencer shall decrement their seniority number by half a position step from the current year number. For members late renewing with less than 10 years seniority, the sequencer gives the next highest number at the bottom of the list. Seniority numbers mean a great deal to some and have little meaning to others. Those who consider it important should make sure to renew on time.

Harvest Haunt At The CRRM

Saturday, October 23 – Museum Is Open 9:00 AM to 5:00 PM

The Colorado Railroad Museum's annual Halloween-themed steam-up event is back. Activities take place between 10:00 AM and 3:00 PM, including train rides. Guests are encouraged to come in costume for Trick-or-Treating. Enjoy the Olde Railroaders Silly Graveyard, "not-so-spooky" Haunted Railcars, a hay bale maze, and musical ensembles. Bring your camera! Capacity is limited—advance ticket purchase is recommended.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drwg.net asking for the RMRRRC virtual meeting address and password. Please send your request no later than the Monday night before the meeting and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

Colorado Railroad Museum

A mask is required for Museum entry. They are currently operating at a reduced capacity. An advance admission purchase reserves entry at your desired time.

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

The chapter is starting to resume meetings and events.

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

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

Please use this address for legal, commercial, Foundation donations, and general business: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Club Information

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Email: rails@rockymtnrrclub.org
Facebook: www.facebook.com/rockymtnrrclub

Club Officers

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

Club 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 online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$45.00 if a printed, mailed *Rail Report* is desired.

International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$75.00.
Patron membership is \$100.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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 – Email: selectimag@aol.com

Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Items for the November *Rail Report* should be sent by October 8th.