

RAIL REPORT

March 2022

No. 737

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Be A March Meeting In Barnes Hall
The Building Management Requires Masks To Be Worn By Everyone

Colorado Midland – Colorado City (Colorado Springs) to Leadville
Presented Live And Via The Internet by Doug Junda
March 8, 2022 • 7:30 PM

Join Doug on a short tour on the Colorado Midland up to Leadville. Doug developed an interest in the Colorado Midland through his interest in that city. He owns a house in Leadville that was formerly owned by a Midland employee and his house overlooks the old Midland yard.

Doug is well known to model railroaders, building models in S-scale of the DSP&P, the Colorado Midland, and the Maine two-foot railroads. He is the owner of San Juan Model Company, including the companies of Grandt Line, San Juan Car and Decals, and American Limited models.

See Page 10 For New Information On How To 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 2022 Calendar

April 12th Monthly Meeting and the program, *Pullman: America's Hotel On Wheels*
by Rich Luckin.

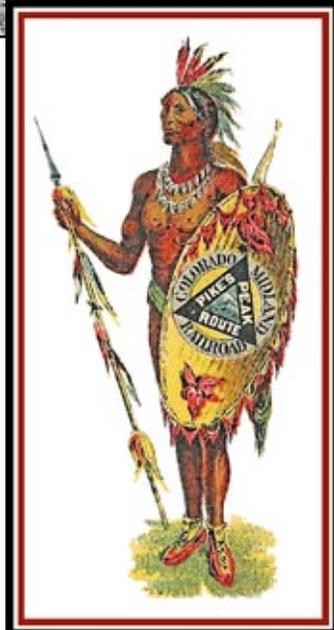
Due to circumstances beyond our control, programs and dates are subject to change without notice.
Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.



A Colorado Midland roundhouse.



Colorado Midland box car 5124 at Divide.



Colorado Midland Advertising.

The masthead features New York, Chicago & St. Louis RR, the “Nickel Plate Road,” locomotive 737. – Photo from the Tom Klinger Collection.



Narrow Gauge cars on display at the Pine Grove History Park.
– Photo © Larry Means.

The Pine Grove History Park Grant Report

By Larry Means, President, PECIA

For many years, people passing through the area had no clue that Pine Grove was once a significant railroad town. Members of the community supported the development of an open air park to showcase the past. Over the past six years, the Pine-Elk Creek Improvement Association (PECIA) purchased historic property containing original rail beds and have been developing it. With the help of four grants, donations and the hard work of volunteers, they are creating the Pine Grove History Park to celebrate the story of Pine Grove, which is at the west end of the North Fork National Historic District.

enhanced in part by the Rocky Mountain Railroad Historic Foundation grant. Their second \$1,000 grant was awarded to improve the appearance and paint the second rail car. The gondola on display has been improved including painting. Their intention is to stencil lettering on both rail cars in the park. They have been trying to complete that work since late summer. Unfortunately, Covid and the weather have made it impossible to complete that part of the project. Jason Midyette has agreed to do the stenciling when it can be arranged.

The Pine-Elk Creek Improvement Association is grateful for the grant and will complete the project when possible.

The Pine Grove History Park has been

Rocky Mountain Railroad Historical Foundation Donations

PayPal is not an option for 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



Volunteers work on restoration of double-deck stock car No. 5543 that hauled sheep, cattle and hogs, built in 1904 by the American Car and Foundry Company. The replacement replica stock car door partially funded by the Rocky Mountain Railroad Historic Foundation grant is on the right. – Photo © 2021 Joe Becker.

The Galloping Goose Historical Society Grant Report

By Joe Becker

A 2021 Rocky Mountain Railroad Historic Foundation grant was given to the Galloping Goose Historical Society to purchase paint and lumber to help with the restoration of five narrow gauge freight cars collected by their museum. During late spring and early summer, four stock car doors were replaced with replica doors. The door frames on a box car were completely replaced yet the outside skin was preserved. A roof walk on the box car was also replaced. Further work on car restoration stopped in mid-

summer when our volunteer efforts were directed toward display track construction.

In mid-July, the Town of Dolores gave permission to construct two display tracks behind the museum for freight cars. After three years of negotiations, we thought it prudent to begin construction immediately. To our amazement, our volunteers completed construction of almost two hundred feet of display track before winter.

Current Railroad Happenings



UP had a deadhead passenger train (UP P CBLB 4) moving across Kansas on the ex-Rock Island Golden State Route. Sharp looking locomotives with 29 coaches and power cars at Bloom, Kansas, MP 361, on February 5, 2022. – Photo © 2022 Nathan Zachman.



Narrow-gauge Shay #14 recently got new paint from a volunteer crew of former Georgetown Loop employees, led by Phil Reader. This engine worked for many years at West Side Lumber, and later at the Georgetown Loop. It is currently at the Colorado Railroad Museum. – Photo © 2022 Dave Schaaf.



The last McKeen Motor Car (modernized) in service on the Union Pacific Railroad is at Salina, Kansas, on the Solomon Branch, on October 21, 1948. – A. C. Phelps photo from the James L. Ehernberger collection.

Granger Railroad Expansion In The 1880s

By Jim Ehernberger

During the 1880s granger railroads were rapidly expanding their lines westward from the Missouri River to the Rockies. Each of these roads were competing with another to reach destinations where passenger and freight traffic was attractive. Obviously, the developing farm lands in central Kansas became a major goal for numerous rail construction projects.

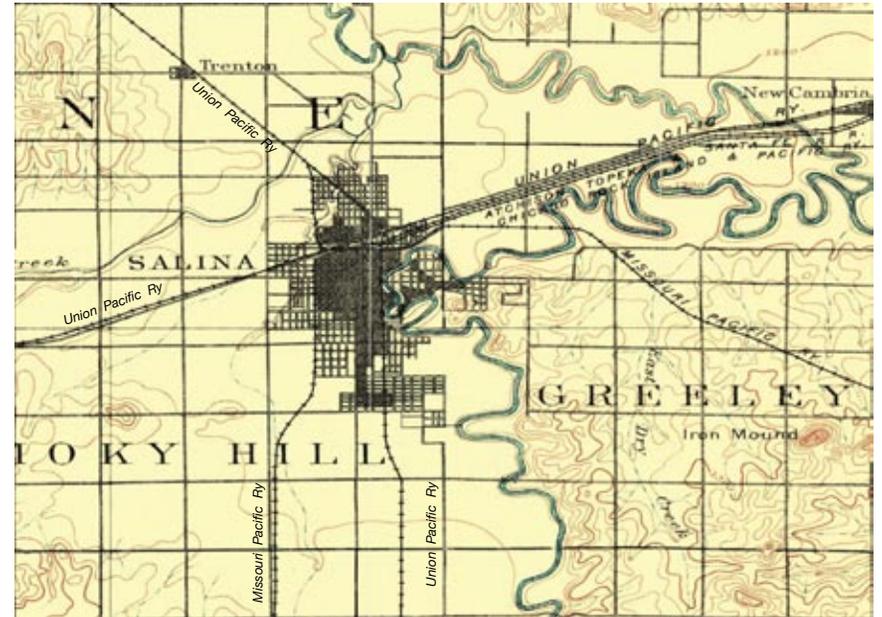
Salina, Kansas, located on the former Kansas Pacific, 185 miles west of Kansas City and about 450 miles east of Denver was the center of a lucrative grain belt. It may seem like 'overkill' today, but there were four railroads (UP, MP, AT&SF and CRI&P) entering that junction point. The Union Pacific constructed a 224-mile branch northwestward from Salina to Plainville, and eventually reconnecting with the KP at Oakley. Another 35-mile UP branch was constructed south of Salina to McPherson. Railroad building was in full force in

this region. There were battles between the roads prior to the days of the Interstate Commerce Commission, especially when crossing a competing line.

Recently while researching another project in a Union Pacific Employee's Magazine (a labor journal) the following item was written to the editor:

SALINA, KANSAS December 16, 1887

"Since my last letter things are in about the same channel, with the exception of the Rock Island which is in here since yesterday, and of course, this making the fourth trunk line running into this city. It created a sensation to see how the Rock Island and Pacific Railway lay 66 feet of steel rail track every four minutes, but another exemplification was exhibited of how capital works against capital, for instance: The Rock Island and Pacific Railway is laying a switch to the up-town elevators and mills, in trying to cross the



Railroads at Salina, Kansas as recorded in 1892.

Missouri Pacific track, main line, (the switch runs parallel with the McPherson Branch of the Union Pacific here), at about 10 o'clock a.m., the Missouri Pacific regular passenger train from the West was held here for 2-1/2 hours on the crossing to keep the tracklayers of the Rock Island and Pacific Railway from crossing the Missouri Pacific, and this did not stop the laying of track south of the Missouri Pacific, for the Rock Island men shoved the rails under the Missouri Pacific engine and through, but of course no real crossing was affected on the Missouri Pacific track then; also a Union Pacific switch engine with a few freight cars arrived on the McPherson Branch and interrupted the Rock Islanders, but a sensible idea struck the latter, they took the engineer of the Union Pacific off his engine and then entertained him in a friendly way, and during that time one of the Rock Island and Pacific Railway engineers' mounted

the Union Pacific engine and backed the train far enough so the Rock Island men could complete their track alongside the McPherson Branch. And at this point, after things were in shape the engineer of the Union Pacific was released and he took charge of his engine, of course, much disappointed, and having failed in the object of his orders left the field; and here, by this time the Missouri Pacific having a switch close to the McPherson track backed a freight close to the end and dumped a car off, which delayed the Rock Islanders' again until Saturday night at 12 o'clock when the final block crossing was finished. The Missouri Pacific having served and injunction on the Rock Island and Pacific Railway and then removed its own obstructions, and now, December 19, peace prevails again in railroad circles. During this delay the men behaved good, both sides determined of success, and no blood was shed."

A Request For Photographs Or Brief Written Memories Of Rocky Mountain Railroad Club Golden Anniversary Excursions

Club member Mike Butler is writing a new book titled *Rocky Mountain Railroad Club Golden Anniversary Excursions*.

Mike is seeking photographs or brief written memories from Club members for any of the following trips:

- Silver Sky to Winter Park – March 1987
- Manitou & Pikes Peak Cog Railway – May 1987
- Cadillac & Lake City Railroad – September 1987
- Cumbres & Toltec/Durango-Silverton – June 1988
- Amtrak to Glenwood Springs – April 1989
- U.P. 3985 Cheyenne to Laramie – June 1989
- Wyoming Colorado Railroad – June 1989
- Amtrak to Grand Canyon – May 1990
- Leadville Colorado & Southern Railroad – July 1990

If interested, please submit one photo and/or one paragraph memory per trip. If your photo or memory is selected, Mike will give you credit in the book. Please email submissions to Mike at: michaelbutler@aol.com

2022 Mini Grant Applications

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, 2022. The board will review applications at the May board meeting, and the 2022 recipients will be announced in the June 2022 *Rail Report*.

In Remembrance Don Zielesch

Don Zielesch passed away January 19, 2022. He was a 48 year member of the club, joining in 1974. At the time of the 2022 seniority re-sequencing he held membership number 47.

Carl Hewett introduced Don to the club. Don grew up in Wausau, Wisconsin, and loved passenger trains. For many years he would take a winter trip across Canada from Vancouver to the east coast and back, alone. He did that more than a dozen times, with his last Canadian trip in 2018.

Events of Railroad History: Conductors

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

The general government of a train is vested in the conductor, and all persons employed on the train should yield a willing obedience to his reasonable instructions. Should there be doubt as to authority or safety of proceeding from any cause, consult the engineman and be equally responsible with him for the safety and proper handling of the train and for such use of signals and other precautions as circumstances may require. Obey the instructions of yardmasters within yard limits; be governed by the direction of agents in doing work at stations; and conform to the instructions issued by the traffic and accounting departments.

[As a conductor, do you] assume full responsibility for the proper government and protection of your train at all times and under all circumstances? When an employee on your train neglects his duty or violates a rule, do you appreciate that you owe it to the company, as well as the public, to remedy the matter yourself then and there, or if unable to do so, report such employee promptly to the proper officer?

Should a brakeman whom you do not know go out with you, question him as to his experience and explain to him how the train should be handled. Ask him any questions you may think necessary to enable you to determine how far you can trust or depend upon him. Bear in mind that many matters now plain to you must be explained to younger men. You can help more in this educational work than any other class of employee.

It is impracticable to prescribe the exact number of torpedoes and fusees that should be kept on hand. Generally speaking, more are ordered than

are needed and this results in loss, as they soon become unserviceable. Local freights need more than other freights. Branch crews do not require as many as main line crews. Engine boxes should be supplied with at least twelve torpedoes and eight red fusees to enable a red fusee to be thrown off when an engineman discovers that he must stop on account of engine trouble or for many other reasons when the engineman should take the initiative.

Keep four torpedoes attached to all lanterns, not excepting the red lanterns kept on engines. Many fusees and torpedoes which have been on hand for some time often are found to be in very bad condition. Place waste about them and they will not be rendered unfit for service so soon. Passenger signal-cases and torpedo and fusee boxes on engines should be checked up at least twice a year. Do not place wet flags with fusees or allow them to become damp from other causes.

It is your duty to report all enginemen who do not get their trains under control at once when a fusee is seen, or caution torpedoes are exploded by them. Fusees should be used by day, the same as by night, when weather conditions make it necessary. They should be used by day when a train is moving and it is desired in some manner to warn a following train, but not necessary to drop off a flagman; making poor time on a grade, for instance; running unusually slow where there are many obscured curves, etc.

Freight conductors should ride in cabooses except when necessary to go forward to get orders or for other reasons. Under no circumstances should a

Events of Railroad History: Conductors

conductor ride elsewhere than in caboose unless it is known positively that an experienced and dependable brakeman, and one who is employed on the train, is on the rear and that he is awake and in condition to protect the train in case of need. It is better practice to have two men on the rear.

Frequently inspect both sides of the train at stops where it is practicable to enable the prompt discovery of journals showing a tendency to heat. Freight brakemen are reminded that thieves are not likely to enter cars by night while trains are standing if trainmen are observed patrolling them.

Meetings Will Be Live Streamed on YouTube

Meetings are available to watch any time you like. Just search for “Rocky Mountain Railroad Club” on YouTube, click on “Videos” at the top, and you can watch the current meeting as it happens or replay any meeting since we started going virtual back in 2020.

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

Virtual Meeting And Program Access Instructions

Starting in March, you won't need to send an email to reserve a virtual interactive spot at a Club meeting. All members who have provided an email address will be sent the Zoom invitation and login information.

Make sure your membership email information is up to date so you can receive Club emailed communications.

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 next chapter meeting will be Saturday, March 5th at Malones Clubhouse Grill. 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

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953
Web: <http://www.rockymtnrrclub.org>
Email: rails@rockymtnrrclub.org
Facebook: www.facebook.com/rockymtnrrclub

Club Officers

President	Andy Dell
Vice President	Dave Schaaf
Secretary	Steve Subber
Treasurer	Keith Jensen

Club Directors

Nathan Holmes, Pat Mauro, Debbie MacDonald, Michael Tinetti, Nathan Zachman
Past President – Dennis Leonard

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

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

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

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.

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

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 April *Rail Report* should be sent by March 11th.