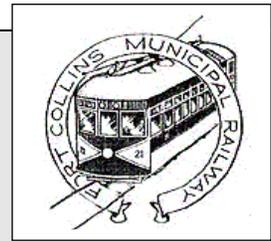


Trolley Fare

Municipal Railway Society News

Volume 34, Number 2, December 2014

www.fortcollinstrolley.org/



You're invited to our annual public meeting!

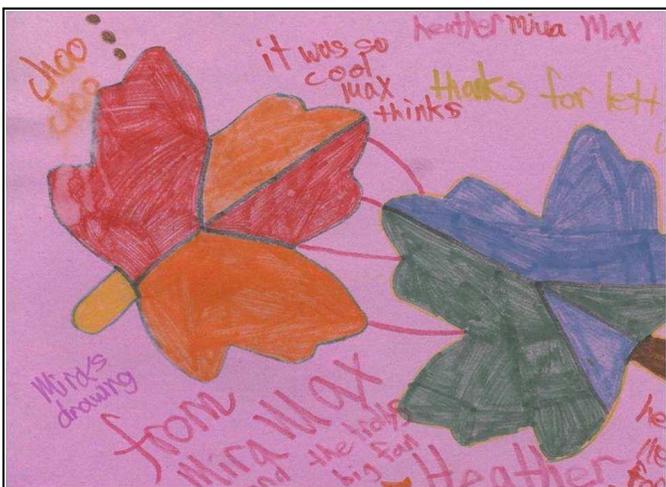
Mark your calendar: **February 27, 2015, 6:00 pm, City Community Room, 215 N. Mason**. Enter at the North door. In addition to re-electing officers and board members, we'll review 2014 accomplishments and current project plans.

We love the trolley!

A letter from Heather McDowell

Hello, I would like to extend a thanks to the conductor shown at left in this picture (ed: Bob Browning) and another man not shown who has a dark beard and wears glasses. (ed: Alan Cram).

I'm sorry I did not catch either of their names when my children and I rode the trolley. At any rate, we sat down on the curb next to the trolley stop at City Park to watch the trolley finish up his work for the day and the conductor offered to give us a special ride to the barn since it was the end of the day (ed: September 27th). My son is only two years old and so I don't think his emotion was showing... but he was quite star-struck with the whole ordeal. He has been talking about it ever since and my daughter has made a card (see below) for the nice guys who gave us a special ride. Thanks so much for making a memory for my children!



Season wrap-up at the annual dinner

by Craig Stith

We celebrate each operating season with a banquet each October. This year we again enjoyed dinner with volunteers and family members in the Fort Collins Museum of Discovery (MoD) on October 24, with fine food catered by Fiona's and Car 21 English Ale donated by Pateros Creek Brewery. Also, thanks to **Brent Carmack** and **Beth Higgins** from the MoD for working with me to arrange space for this event. And a special thanks to **William Bevel** who was the Museum's host

this evening. William has been active for several years in a variety of rolls between the museum and the trolley board.

We have a good crop of new volunteers this year. New car 21 crewmembers include conductors **Don Walters, Jim Hebbeln, Irene Mason, Marsha Mulroney, Larry Green** and **Deanna Adams**. **Royce Webb** trained as a conductor but hasn't served on the car yet. Don Walters moved into motorman training very quickly after his conductor start.



Crew posing the camera between shifts.

We have a lot of folks to thank this year for a wide range of work that keeps our operation running, so let me get to it.

- **Car 25 reconditioning:**
 - **Earl Paige** (assemble truck, interior work)
 - **Charlie Rock** (controllers, electrical, carpentry)
 - **Roger Smith & Bob Browning** (windows, doors, interior woodwork, project advisors)
 - **Jim Thake** (mechanical, painting)
 - New this year: **Bob Piers** (refinishing, painting)
 - **Chuck Bade & Randy Reynolds** (air systems)
 - **Brad March** (mechanical, equipment procurer)
 - **Alan Cram** (mechanical, safety)
 - **Sean & Collin Jackson** (mechanical, painting)
- **Rebuilding track over repairs to Arthur Ditch:**
 - **Jim Thake**
 - **Bob Browning**
 - **Brad March**
 - **Charlie Rock**
 - **Alan Cram**
 - **Chuck Bade**
- **Track cleaning:**
 - **Jim Thake**
 - **Bob Browning**
 - **Moose Shattuck**
- **Thanks to all who worked Car 21 throughout the season.**
The top 12 Car 21 crewmembers are:
 - **Simon Turner** (19 shifts)
 - **Don Walters** (15)

- **John Beckett & Jim Thake** (14 ea)
- **Bob Browning** (13)
- **Asad Aziz** (12)
- **Deb Stith** (10)
- **Moose, Dan Sapienza & Susan Browning** (9 ea)
- **Alan Cram & Jim Hebbien** (8 ea)
- **Dan Sapeinza** helped with conductor training this year, and a big help it was. Thank you.
- **Thea Sapienza** trained and operated as a motorman and I understand she did an excellent job.
- As always, I'd like to thank the Board of Directors for their dedication to the issues that require attention and action: **Moose Shattuck**, Vice-president; **Carol Tunner**, Secretary; **John Beckett**, Treasurer; **Roger Mitchell**, director; **Brad March**, director and legal advisor; **Brent Carmack**, director and Museum Liaison; **Bob Browning**, Director and Operations Manager-in-fact; and **Al Jackson**, director and Car 25 reconditioning manager, among other things.
 - **Moose** continues to be more involved in administrative activities. He has been the representative to the fire department group that is trying to get a museum at the Howes barn. This year he shared Charter Czar duties with **Bob Browning**. Moose's voice still graces the answering machine at the Mountain Ave. barn. He monitors the answering service there to help keep us in touch with our irreplaceable fans.
 - **Carol** continues to everything Carol has always done in her role as Mother Trolley. This was another challenging year for Carol and Joe, but their dedication to the trolley has never wavered.
 - **John Beckett** continued to do a great job as Treasurer. He's proactive with Tom Dandy our accountant. Since John resigned as Treasurer, **Asad Aziz** has agreed to pick up those duties. Asad has expressed willingness to join the board. John has agreed to stay on the board using SKYPE to attend meetings when he's in Palm Desert. We'll see how that plays out with the annual meeting and elections in January. We have no shortage of directors willing to step down.
 - **Brad March** provides legal guidance, interface with the City and helped on various maintenance projects.
 - **Brent** continues providing level-headedness in leadership and interactions with the MoD.
 - **Roger Mitchell** continues as a long-term board member. In addition to that, he has been helpful with technical matters on both Cars 21 and 25.
 - As I stated last year, very little happens in this organization without **Bob Browning's** knowledge and participation, and often with him as prime mover. Bob continues to be a go-to person for me. He's been a lead motorman trainer and leads the certification runs each spring. He continued in the thankless role of scheduler. He's been active with Car 21 maintenance and Car 25 restoration activities. He's been active with wood restoration and refinishing on Cars 21 and 25. In 2012 Bob launched an initiative to scan, save and organize Society documents. As I said last year, it was a monumental task to initiate, but he has continued to update the files and records since inception.
 - **Al Jackson** is also in constantly in touch with the all aspects of the organization. He is editor of *Trolley Fare*, maintains our website, manages our on-line scheduling package, leads Car 25 restoration, and is one of the primary track-maintenance operators and maintainers.
 - 2014 was the second year in a row that we didn't have a major unexpected repair project. This allowed us to bring Car 21 up to a still-better status of operating efficiency

and cosmetic excellence. **Bob Browning** coordinated refinishing Car 21's floor for this season.

- **John Beckett** continues extracting sponsorship through advertising cards from local businesses. This year was his best yet for filling car cards with paid sponsorships. He has promised to continue this activity when he returns from California.
- **Wayne Sundberg** keeps us in front of our adoring public via local newspapers.
- This is **Tom Dandy's** sixth year of preparing financial statements for the Society. His volunteer effort saves us about \$1,000 annually.
- Thanks to all the Motormen, Conductors and Depot Agents who worked throughout the season.
- **Chuck Bade** continued leading the Car 21 routine maintenance program. Chuck's done a great job working with many folks to develop a rotating maintenance schedule. He's brought along other volunteers. This year he worked a lot with reliable and eager members **Randy Reynolds** and **Tom Mulroney**.



City Streets crew pouring concrete after repairs on Whedbee St. this October. Note the ties still look in good condition and even have ties plates. Photo by Kelly Zwiemel.

- On the Car 25 front, some of the progress made includes: new composite flooring (now covered to protect it during remainder of restoration), much interior painting and the truck is being rebuilt. Work continues.
- **Susan Browning** and grandchildren managed the souvenirs for the third year in a row. Susan has brought creativity to the effort, pursuing new items to see how they move. She put in some time earlier this year to consider having Corgi make more cars, or possibly a Car 25 model. But we felt the cost was too high for the potential long-term return.
- Next, I'd like to thank the **Brownings** for coordinating the 2013 Senior Center's Annual Holiday Market, the day after Thanksgiving. The event was a financial success.
- **Deb Stith** maintained our Facebook account. According to Deb we had 589 Friends as of today. Interestingly we have them in such remote locations as Uruguay and Saudi Arabia. She was often amazed how quickly responses came in following an update of Saturday work sessions and new photos posted.
- **Paula Shattuck** maintains the membership list and stuffs, stamps and mails membership-renewal forms each January. Thank you for renewing your dues!

Car 25 reconditioning update and plans

We've made a lot of progress on Car 25 this year. Here's a review of our work and some objectives for next year:

- Finished prepping subfloor, removed all above-floor piping and build new trap doors.
- Pedersen Flooring installed new Altro TransFloor, a composite flooring used by many light and heavy rail operators.
- Build and finished six new end-window sashes; installed new ¼" safety glass.
- Finished repairing side-window sashes and doors. Will finish and install doors in 2015.
- Finished priming and installed new insulation under side and end windows.
- Painted above-floor air and electrical piping and air fixtures. Will re-install and test air system (again) in 2015.
- Painted interior panels below side- and end-windows. Will install them and refinished oak kick panels in 2015. (Special interior and exterior industrial enamels donated by Sean Jackson.)
- Reconditioned destination-roller mechanism on B end. (Need to find/make mechanism for A end.)
- Made patterns for casting broken resistor-grid elements. Tested casting new elements but results unsatisfactory (resistance too low). Found vendors to manufacture new grid. Will evaluate quotes in 2015.
- Continued rebuilding controllers. Found vendor to make new controller fingers; will see sample this winter.



Interior of Car 24 or 25, date and source unknown.

- Rebuilding truck:
 - Received and installed new coil springs.
 - Rebuilt brake hanger brackets and added zerk fittings.
 - Finished reconditioning, painting and installing brake rigging, including adding zerk fittings.
 - Fabricated and painted new brake-shoe keys.
 - Repaired and painted gear cases.
 - Painted entire truck.

Additional Car 25 projects for 2015/16:

- Finish installing controller wiring and pull new lighting wiring.
- Install refinished interior sheet metal and wood trim.
- Recondition all light fixtures.
- Recondition, paint and install interior stanchions.
- Re-install previously-tested new air lines and rebuilt air fixtures.
- Move overhead barn lights to aisle (contractor?).
- Purchase and install new overhead wire and OCS materials in the Howes and Mountain Ave. barns.
- Power truck: Machine motor-axle bearings; polish and pack axle journals; install motors; fabricate missing journal-box covers; test truck; install reconditioned gear covers; mate finished truck to car body.

Car 21 operations summary

by Bob Browning

From a safety viewpoint, 2014 was quite successful. There were a few relatively minor back-poling incidents but no "extremely prejudicial" interactions with either cars or pedestrians. From a maintenance perspective, Car 21 performed superbly!

Fares and charters this year outpaced 2013 by about \$1000 with a significant increase in charter revenues.

We trained two new motormen and conducted a total of 25 scheduled and no-notice evaluations of motormen performance during the season.

Update on extending track to the Howes barn

by Craig Stith

I've taken on the action of working with the City to secure a future route for the trolley from the Howes barn to the existing Mountain Ave. line and barn.

In April, the City revealed its plan for a new government complex in the middle of Howes one block south of the Howes barn. I was able to get the project manager to include a graphic representation of the trolley tracks passing around the complex on their master plan drawing. It's not an ideal route for us, but it will support the language in their report which I'm told includes a description of the trolley participation. This is a wrench in the works of our plan to have the extension done by the time Car 25 is operational. We're now planning to expand the Mountain Ave. barn to accommodate Cars 21 and 25.



Car 25 on Howes St. approaching the wye at Mountain Ave. in 1948.

Souvenir sales summary

by Depot Despois Susan Browning & Maddie Floyd

As 2014 comes to an end, we held two final souvenir sales events - the Senior Center Holiday Market on November 28/29, and the Society's annual Car 25 Open House on December 6. Our gross proceeds from these events were \$453. Our history book, *Trolley Cars of Fort Collins*, remained popular along with pins, baseball caps, postcards, and Car21/25 coffee mugs. In addition to the history book, Conductor **Phil White's** book, *Growing Up in Fort Collins*, was a top seller for us. This book is Phil's compilation of wonderful, humorous stories of growing up in the 1930s. A special thanks to Phil for donating the books!

Souvenir sales for the entire year were a bit flat, however. Our total sales for the year were about \$1500, which is down

from what we had hoped for. On the plus side, we continue to have success with credit card sales and we'd like to expand this capability in the future.



Our souvenirs on display in the Howes barn office on Dec. 6.

The USRA, was it needed?

by Jim Thake

The United States Railroad Administration (USRA) was formed on December 26, 1917 to take over nation-wide railroad operations during WW I. It was disbanded on March 1, 1920. This narrative explains the effects of the USRA on US railroads, and especially the Fort Collins streetcar division of the Denver & Interurban (D&I) Railroad.

There were several reasons for the US Government takeover of rail systems, due both by man-made and natural events. For example, the winter of 1916-17 was the worst on record. The Union Pacific's Fifth Division, between Cheyenne and Laramie, saw some of the worst weather on the continent. The line was closed several times to clear snow and ice, and remove stalled, frozen steam locomotives (no diesels then).

Many man-made reasons contributed to the need for government takeover:

- Regulations by the Interstate Commerce Commission (ICC) created in 1887 sharply curtailed how the railroad industry could react to increased demand during WW I. The ICC was conceived in hostility to the rail industry, repressing and punishing the rail industry by setting shipping rates and regulating operations. By 1917, the rail industry had become a prisoner of politics. Shippers captured the ICC and labor unions gained the unwilling support of the Wilson Administration.
- The US closed the Panama Canal in 1916, further burdening the rail industry with more cross-country traffic.
- Unrestricted German submarine warfare in 1917 forced rail shipments to move from Atlantic ports to southern ports. At one point, 180,000 carloads stuck in Atlantic ports brought eastern rail operations to a standstill.
- Progressive Era regulations inhibited companies from raising capital for needed improvements in wartime. Investors were fearful to put savings in high-cost, low profit industries.
- Although oil and coal prices doubled between 1916 and 1918, the ICC refused requests to raise shipping rates three times prior to the US entering the war.

- By 1915, one sixth of the nation's railroads were either in or facing bankruptcy. Railroads found it impossible to coordinate services. Anti-trust provisions prevented railroads from working together to move shipments. Lessons learned during the Civil War had been forgotten. General James A. Van Fleet stated "There was not a breakdown in rail transport, but the result of abuse and mishandling of rail transport."

The ICC issued a report to Congress on December 1, 1917, stating what was needed to improve the railroads. The Government should either take over operation of the railroads, or suspend key parts of the Sherman anti-trust act.

Since Congress had progressives from both parties and didn't want to gut key parts of progressive legislation, they decided to take over operation of all railroads on December 28, 1917. The Administration formed the USRA and appointed Wilson's son-in-law, William McAdoo, as Director.

The USRA streamlined operation between railroad companies by bypassing the ICC, ignoring anti-trust laws and anti-pooling statutes, and brushing aside interference from state commissions. This helped railroads by curtailing or canceling marginal services and provided consistency throughout the nation-wide system. Finally, in June 1918, the USRA allowed increasing nation-wide passenger rates by 18% and freight rates by 28%. The increases helped but didn't cover railroads' expenses. The USRA also:

- Set standards for locomotives including designs and build quotas for new equipment, and where they would be assigned.
- Authorized railroads to share each others' equipment, shops and rail lines.
- Set workers' wages and hours, including the first eight-hour day and 'equal work for equal pay' rules for women and African Americans. This didn't affect the 12-hour train-crew 'Hours of Service' law established in 1907 and still in effect today.

All Class 1 railroads were taken into the USRA fold while many shortline roads, including electric interurbans, were not included, though all were to operate under USRA policies. The USRA role was misunderstood by the public. It was not intended to operate railroads for profit, but operated railroads to move military and freight efficiently to help the war effort.

Under USRA oversight, operating ratios increased from 65.5% when the USRA took over in 1917 to over 94% by March 1920. However, the USRA cost taxpayers \$1.1 billion and the deferred infrastructure maintenance reduced operating safety for years afterward.

By 1918, two railroads in Colorado had succumbed to war-time inflation and the USRA:

- The Colorado Midland, handling mostly summer tourists between Colorado Springs and Grand Junction, fell into receivership when the USRA refused to utilize the CM for cross-state shipping.
- The Colorado & Southern, who owned the Denver & Interurban, was directed by its parent company, the CB&Q Railroad, to spin off the D&I as a separate company. With little capital and lots of debt, the D&I was bankrupt by July 1918. The D&I's Fort Collins streetcar division immediately shut down. The following year, the City bought the line, made some route changes, bought new cars and resumed operation.



D&I Car 103 at Lindenmeier Lake in about 1910. Photo courtesy the Poudre River Libraries Collection.

During WW II, railroads and federal regulators applied lessons learned under the USRA. The government assumed control of the railroads only to settle labor troubles, from December 1943 through mid-January 1944.

After reviewing the effects and cost of the USRA, was it needed? You be the judge. For more, see these sources:

- **Encyclopedia of North American Railroads**, William D. Middleton, "Regulation 919-935, Railroad War Board", pp. 1072-1119.
- **Engines of War**, Christian Wolmar, "ICC & WW I". pp. 228-292.
- **Trains Across the Continent**, Rudolph Daniels, pp. 104.
- **Railroads and the American People**, H. Roger Grant, "USRA", pp. 68-70.
- **Union Pacific Volume II 1984-1969**, Maury Klein, Ch. 12.



Roger Smith custom-bent new roof boards on Car 21 in the Howes barn in the early 1980s. Three decades later, he has completed six new cherry sashes for Car 25's end windows and rebuilt most of the side sashes. Bob Browning has finished and installed new laminated safety glass in the end windows and is now refinishing the old doors.

It's that time again...

Our operation relies on income from Car 21 fares, souvenir sales and contributions from members like you. Without your dues and contributions, we wouldn't be able to continue running Car 21 and doing special projects such as reconditioning Car 25. As Craig explained earlier, new City

plans may prevent us from extending track up Howes St. to the original carbarn when 25 is ready for service. We now have the additional, near-term tasks of planning and expanding the Mountain Ave. barn to accommodate Car 25 when it's operational. This project will also allow us to work year-around work and add better protection for our cars.

When you receive our annual renewal letter, please consider renewing or upgrading your dues to a higher level to help us upgrade our barn and continue work on Car 25.

Thank you for your continued support!

Welcome new members!

These folks joined our society this year:

- Steve Armstead
- Doanna Adams (conductor)
- Brian Bennett
- Phyllis Freeman
- Jim Hebbeln (conductor)
- Shawn, Allison & Aiden Hines
- Erik Kuitert (car man)
- Irene Mason (conductor)
- Tom (car man) & Marsha (conductor) Mulrony
- Larry Page (conductor)
- Michael Peterson
- Robert Piers (car man)
- Randy Reynolds (car man)
- Don Walters (conductor)
- Royce Webb (conductor)

Get Trolley Fare at the speed of light!

Over 75 members are now getting color copies of Trolley Fare via email rather than B&W ones via snail-mail. To get on the email list send us your email address via:

fcMrs@netzero.com

Want more Trolley?

You'll find lots of recent pix of our operation and historical views of Fort Collins trolleys on our Facebook page:

www.facebook.com/fortcollins.trolley

Trolley Fare is published for members and friends of the Fort Collins Municipal Railway Society.

FCMRS Staff

President: Craig Stith, 498-0286
 Vice-president: Moose Shattuck, 472-1071
 Secretary: Carol Tunner, 484-3957
 Treasurer: Craig Stith (temp), Asad Aziz (2015), 310-5249

Directors

Bob Browning, 225-0136, Brent Carmack, 416-2702, Al Jackson, Brad March, 482-4322, Roger Mitchell, 207-9295

Departments

Advertising on Car 21: John Beckett
 Car 21 maintenance: Chuck Bade
 Car 25 reconditioning: Al Jackson
 Crew scheduling: Bob Browning
 Charters: Moose Shattuck
 Conductor & depot-agent training: Carol Tunner
 Maintenance of way: Al Jackson, Roger Smith, et al
 Membership: Paula Shattuck
 Motormen training: Bob Browning, Roger Smith, Jim Thake
 Public Relations: Wayne Sundberg
 Souvenirs & Depot Control: Susan Browning & family
 Trolley Fare & website: Al Jackson, fcMrs@netzero.com
 Volunteer coordinator: Bob Browning

Fort Collins Municipal Railway Society
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All three cars are departing from their regular meet every 20 minutes at Mountain and College Aves. on this rainy day in 1950. Car 21 is departing west on Mountain Ave. while Car 25 begins another trip around the loop by heading east on Mountain Ave. The third car is heading south on College and will meet Car 25 at Pitkin and Remington Sts. in 10 minutes.