

## The Caboose at McGraw Park

### Frequently Asked Questions

Parents bring their kids to the caboose at McGraw Park. The kids ask questions about the caboose and I don't know the answers. Do you know the answers to these caboose questions? In a perfect world all the answers will even have a link to a reference or source. With your help we will answers these questions and more Oh, and can we give you credit for your answers? Video tour of caboose – type this in your browser: <https://youtu.be/xmpef7FeYTI>

**Do you have more questions? Ask and we will try to find out. Send questions, answers or corrections to: [jimglenncolorado@gmail.com](mailto:jimglenncolorado@gmail.com)**

Is this caboose in McGraw Park the same caboose that ran thru Bailey in 1878?

No. The railroad that ran through Bailey stopped running in 1937; this caboose was built in 1940. The railroad through Bailey was a narrow gauge (rails were 3 feet apart); this caboose ran on a standard gauge line (4 foot 8 inches apart). This caboose ran on the Colorado and Southern Railroad, the company that owned the railway through Bailey during the 1900s. It is interesting in that it was made from plans from 1910, so it is mostly wood. It was built during World War II, when most steel was going to the war effort. It is a good example of what a caboose looked like inside and out, but it's wider and longer than a narrow gauge caboose. You can see a narrow gauge caboose in South Park City and in Breckenridge. JR

How fast did the trains go?

15-50 mph, unless they were runaway trains. PM 10-20 mph on the narrow gauge tracks. (Tom Klinger)

How long did it take from Denver to Bailey?

6 hours? PM

How much farther did the trains go past Bailey?

To Leadville via Breckenridge and to Gunnison via the Alpine Tunnel. PM

Did people hop the trains?

Yes, Helen McGraw Tatum (Bailey Country Store), Barb Tripp (Glen-Isle) & Bob Wonder all talked about hopping the train for trips between Bailey & Glen-Isle.

How much did it cost to ride the train?

\$3-5 for a ticket. PM

Did price rise from 1878-1937?

In comparison, in 1862 before the narrow-gauge, John Dyer said it cost \$10 for stagecoach from Buckskin Joe to Denver. To save money, John walked the 100 miles in 21/2 days. (Dyer)	
Where did the coal come from?	
King Coal Mine when it was active. PM Also coal from Baldwin near Gunnison. LJW (Leonard Walmsley)	
Where did the railroad ties come from?	
Trees from the area up and down the North Fork. PM After Morrow Mountain was clear cut, Blanche & William Morrow bought it at tax sale (Entriiken)	
How old do kids have to be to work on the railroad?	
18 years by law in the 1960s. However, some kids gave exaggerated age to get work. LJW Back in the 1880s? 16 years old maybe? PM Would I have to start out by selling newspapers or clean the station? PM Leonard, for instance, started out as a laborer at the Roundhouse in Denver and worked his way up to Locomotive Engineer. LJW	
Did boys leave the city to work in the mountains or did they leave the mountains to work in the city?	
Both happened depending on the needs of the railroad. Sam Spees' son left Como to work in Denver, but later was sent back to work in Como. LJW	
How much did railroad workers get paid?	
About \$10 per day. PM In 1936, when hours of service was 16 hours max, for 8 hours, an engineer was paid \$8.66. For 15 hours, 20 minutes, an engineer was paid \$19.41. (Tom)	
How many people were needed to run a train?	
5-6 people (1 engineer, 1 firemen, 1 conductor, 2 brakemen (head brakeman in engine, rear brakeman on caboose, sometimes even a swing brakeman in middle) LJW	
Did any engineers or conductors live in Bailey or did they all live in Denver?	
Lived in towns along the line and Denver. PM Some in Pine Grove (42 miles from Denver) and Como LJW (100 mile basic day) Some crews likely at terminals in Pine Grove and Como (not Bailey)	
How long were the train crews gone on trips?	

1-2 days, up to 5 days. PM In pool freight service, the Divisions were Denver (home terminal) to Como (“away from home terminal” for Denver crews), Como (“home terminal” for Como crews) to either Breckenridge or Gunnison - both away from home terminals for Como crews. The crews would then be called out of the “away from home terminal” (in the order in which they arrived) to man trains back to the “home terminal”. The running time between the terminals would vary depending on train and the work required. Under the "hours of service law" (hog law) the crew could work up to 16 hours (later reduced to 14 hours, then 12 hours). The crews would then be required to have, at least, 8 -10 hours rest. The entire process would be repeated and they would again be called in order of arrival to man trains to the “away terminals”. This would apply to trains in freight service. Passenger trains would have assigned starting times at all terminals. LJW

Why did railroads go to the mountains anyway? Fish?

Fish? Yes. Flowers? Yes, but even more timber (lumber) and ore from mines, block ice from Maddox ponds, supplies and passengers. PM Answer #2: The railroad started in Denver, and went to the gold mining areas of South Park, Leadville and Alpine. It went through Bailey because they decided to build the tracks along the North Fork of the South Platte River. JR Answer #3: Evans (later Colorado Gov Evans) wanted his railroad to reach lumber and minerals in Leadville. Looking for gold, they initially had piles of gray sludge that turned out to have silver in it. Evan’s intent was to go all the way to the Pacific, hence the Union Pacific considered the Denver, South Park & Pacific R.R. a competitor and later acquired it. The DSP & P was completed to a point west of the Baldwin mine on Ohio creek near Gunnison. LJW

Did the South Park and Pacific railroad try to beat out the Midlands railroad?

Not really, the Midland came later. PM Answer #2: The Colorado Midland was a standard gauge railroad that began in Colorado Springs and went through Hartsel and Buena Vista before terminating in Glenwood Springs. LJW Answer #3: The Denver, South Park and Pacific Railroad and the Colorado Midland Railroad both went over Trout Creek Pass. The Colorado Midland was a competitor, as were other railroads, but it didn't cause the DSP&P's demise. JR

How many miles per ton (of coal) did they get?

Depended on speed, tonnage and grade. LJW

How many people would ride to Bailey on a trip?

50 to 150 people for passenger trains? PM Fewer people if train was mostly freight. LJW

Did trains arrive every day?

Yes, they arrived day and night. PM Passenger trains scheduled but freight trains were not formally scheduled. LJW

Was there food on the train?

Yes, when diner cars were “in the consist”. On trains without diner cars, such as mixed freight trains - passengers would either bring their own lunch or eat in the lunchroom in some of the depots. LJW	
Is engine #9 still around?	
Yes, Engine #9 is at railroad park in Breckenridge. JR The photo outside the caboose makes it look silver. Actually it is graphite.	
Were narrow gauge trains smaller and lighter than standard gauge?	
Yes, they could take a more restrictive curve and a steeper grade. LJW	
How much did engine #9 weigh?	
Need answer	
Did the engineer & conductor sleep in the caboose?	
No, caboose was for train crew. If they had reached their 16 hour workday limit, they may sleep.	
We're there 2 engineers?	
No, just 1 engineer and 1 fireman. LJW	
How did you become an engineer? School?	
Training was from the ranks up. PM Leonard Walmsley was trained as a fireman by the engineer. He took a series of annual tests, 1st year test was mechanical, 2nd year test was air (brakes), 3rd year test was rules, then became an engineer. For Kids: No drugs allowed. (Tom)	
Were the workers young people or really old people?	
Both young and old in crew. LJW	
How many trains crashed near Bailey?	
There was a wreck near Insmont in _____, at Estabrook in _____ and one just west of Platte Canyon High School in _____. Also one close to Kenosha (Halls valley?) in 1936? (Tom)	
Why did they crash?	
Got up too much speed downhill & brakes failed or brake application delayed by ice, snow, so too late? Brakeman = Dangerous job	
How did they get the coal inside the train? Shovels?	
Mined coal taken via gondola (coal hopper) shoved up on a track above the main line, then shoveled into coal tower by hand. Later coal hoppers had drop bottom. LJW	
How much water did they need to make steam to get to Bailey?	

Not sure, water was added to the tender, there were 3 hatches on top, crew would pull the water spout down. So the coal tender was 1/2 full of fuel and 1/2 full of water.	
Did the fishing (or wildflower) trains run once a week or every day?	
I believe that they ran trains called "Fisherman Specials" every weekend. I am not sure about "Wildflower Trains". Good book to read is "Goin' Railroading" by Margaret Coel. She is the daughter of C & S Engineer Sam Speas. Margaret writes a story of riding the engine up to a place near St. Elmo to pick berries. Engineer then would blow whistle on way back to pick them up with buckets of berries. LJW	
Did they have to use a certain kind of coal? Bituminous? Anthracite? Wood?	
Best coal in US is in Moffat in Routt County. Some coal was substandard, lot of clinkers in it. LJW	
What did they eat? Biscuits & lard? Fatback? Potatoes? Beans? If you were rich, would you eat different food? What about special occasions?	
Not sure of common food but Leonard has seen menus on the dining car with oysters on the half shell. LJW Wife would pack lunch & supper for train workers. Sometimes roast beef, fried chicken, etc. (Tom)	
Did Elizabeth Enriken advertise in the Denver Post for boarders or food?	
Need to check "Colorado Historic Newspapers" online (Tom)	
Are any people associated with the train in Bailey?	
Not sure. Leonard met a guy at Cowboy Christmas 2016 with a story about eating ice cream in Bailey, train engineer leaned out and asked, "Can I have a lick of that?" LJW	
On the fishing trips, did they catch cutthroat trout? Anything else?	
Maybe not cutthroat? Suspect more rainbows and browns. Leonard heard it was common to dynamite the river and get the fish with nets. Hunting almost wiped out the turkeys. LJW	
For flowers, what were they picking? Penstemon?	
The road is fringed with the loveliest larkspurs, columbines, wild roses or powerful and exquisite odor, billy flowers, lupines, sweet peas and coreopsis. (from page 26, Life and Times of Elizabeth Enriken and Joseph Barnett)	
Were there barkers that met the trains selling stuff? Newspapers? Food? Rides?	
Fishing trails sold some "flys". (Tom)	
Did the train whistle sound as it arrived in town? If yes, did people come running to the station?	

Yes. The trains followed a schedule, so most people that wanted to meet the train were probably already at the station. JR Required to sound whistle 1/4 miles as train approached any road crossing.	
The ladies in the photo at the Shawnee Way Station were wearing long dresses. Did they make them or were they 'store bought' ? Did they have to wear dresses all the time?	
A dress was "the thing" for a lady. Could be made at home or bought at a store. (Tom)	
Why did people go to Bailey versus Pine Grove, Shawnee, Grant or Como?	
Different lodges with different views. (Tom)	
What's the ginormous wrench for on the floor of the caboose?	
That wrench tightened the bolt where the steam piston attached to the locomotive wheels to turn them. PM	
What's the lever high in the cupola for?	
Emergency brake valve, dump air, set brakes LJW	
Where did they get the ice for the icebox in the caboose?	
Maddox Ice in Shawnee and they had a warehouse near where Elitches is now. C&S round house was near there.	
Is turntable still there?	
When they built Elitches they plowed under train stuff in basements there. Jack Moore worked fireman on train that dismantled the train rails through Bailey. LJW	
What did the guys look for out of the windows in the cupola?	
Mostly checking hotboxes, which had friction bearings in case they started smoking. Also looked for shifting loads. When stopped, brakeman had to set up flags behind the train so that following trains would know that you had stopped. LJW	
Did the caboose have (electric) lights riding through Bailey?	
No (Tom) Doubt it, maybe oil-fired lantern up till 1940s? Trains had electric lights when Leonard started working in 1961. The lantern over the conductor's deck and the marker lights on back of caboose were oil-fired. You could turn them so they were red or green. LJW	
What was the caboose for?	
Housing for the crews and place to watch the train. Rear brakeman would have to jump off the caboose to change and lock the switch back to the main line. All done with lantern signals. Also, used caboose to cook. Heading downhill the brakeman would need to set hand brakes. The term everyone "goes high" meant running along top of the train to set brakes. LJW	
Why is the back of the caboose all smooshed?	

Leonard Walmsley was the engineer pulling this caboose and was setting coal at the Public Service Plant in Denver. He was pulling coal uphill and the weight stretched out the porch, aka bumpers, then the bumpers drooped down. LJW

**Do you have a question we forgot?**

Answer more questions for us? Contact Jim Glenn: [jimglenncolorado@gmail.com](mailto:jimglenncolorado@gmail.com)  
303-699-8056

**Railroad Slang Ditty**

By Tom Klinger

We were bucking snow with a bear trap and a butterfly on the engine.  
We were about to die on the lull with our double header  
When we saw that the snowbirds had gone to beans.  
Where was one riding the cushions in the caboose who was deadheading,  
But the breakee was tying down when I big-holed the engine and joined the birds. We  
were on the ground and it took a dead man to get us up.  
With all that, I pulled the pin and went to the barn. There was a jack train on the  
mountain.  
I saw a fisher rail joint on the ground.

**Dictionary**

<b>Bucking snow</b>	plowing
<b>Bear trap</b>	spark arrestor on top of smokestack of locomotive
<b>Double-header</b>	two locomotives
<b>The breakee</b>	brakeman
<b>You join the birds</b>	you jump off the train
<b>The breakee was tying down when I big-holed the engine</b>	all breaks on locomotive in reverse
<b>We went on the ground</b>	derailed
<b>Deadman to get us up</b>	bury a bridge timber in ground as an anchor to pull train rightside up
<b>Pull the pin</b>	decoupled, stopped working
<b>Went to the barn</b>	took engine to the engine house
<b>Jack train</b>	set of mules

<b>Fisher rail joint on the ground</b>	joint that holds rails together
<b>Footnotes</b>	
<p><b>JR</b> – information from John Rankin. Many of these answers will need historical research. My answers are things that are in my head and I would have to find &amp; document sources to make sure the answers are indeed true. I suggest that (research) be followed for all the answers; it will make a great document for reading, not just answering kids' questions. John is Curator &amp; VP for the Park County Historical Society.</p>	
<p><b>PM</b> - Pat Mauro – Pat is a long-time train enthusiast with many hours laying railroad tracks at the Como Depot and on Boreas Pass. Pat hosted the video tour of the caboose in McGraw Park answering some of the FAQs here and is a past president of the Park County Historical Society. Video produced and edited by Joshua Cantu of Mount Bailey Productions.</p>	
<p><b>LJW</b> - Leonard J. Walmsley is a retired Locomotive Engineer. Leonard was the engineer when this standard gauge caboose had its last day in service in the Denver area in 1972. Leonard was born 3 years after the narrow gauge trains stopped running through Bailey.</p>	
<p><b>Tom</b> - Tom &amp; Denise Klinger are retired educators. Tom has modeled &amp; photographed trains for 70 years. The Klingers have written four books on the Denver South Park &amp; Pacific/Colorado &amp; Southern railroads. Their website is: <a href="http://www.railroadphotos.com">www.railroadphotos.com</a></p>	
<p><b>Dyer</b> – Father John Dyer from the book “Snowshoe Itinerant” page 138</p>	
<p><b>Entriiken</b> – From Life and Times of Elizabeth Entriiken and Joseph Barnett</p>	