

RAIL REPORT

August 2018 • No. 695



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Narrow Gauge Publications

Presented by Chris Lane

August 14th, 2018 • 7:30 PM

Chris Lane, Book Editor at White River Productions, will present a program that includes a brief overview of White River, now a leading publisher of railroad books and magazines, along with a slide show featuring select photos from recent Colorado narrow gauge books from White River. First will be *3 Days – 20 Bucks*, a compilation of the Rocky Mountain Railroad Club's legendary Memorial Day excursions on the narrow gauge by Dr. Stan Rhine. Next will be Mal Ferrell's new *Denver & Rio Grande – The Early Years*, featuring photos from the first track laid until about 1910 including the rarely seen Utah narrow gauge.

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 2018 Calendar

- August 10 & 11: Denver & Intermountain Interurban Car 25 Open House.
- August 25: Argentine Central Four-Wheel Drive Tour.
- September 8: Georgetown Loop Mixed Train Steam Excursion.
- September 11: Monthly Meeting and Program by Tim Tonge.
- September 15: Colorado Live Steamers.
- September 22: Leadville, Colorado & Southern Fall Color Train Ride.

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.

3 Days - 20 Bucks

A NOSTALGIC LOOK AT THE
ROCKY MOUNTAIN RAILROAD CLUB'S
NARROW GAUGE EXCURSIONS

MEMORIAL DAY WEEKENDS
1954-1966



Stan Rhine

Author of *Tin Feathers*, *Wooden Trestles* and *Iron Men*

Chris will talk about publishing railroad theme books, magazines and quarterlies. A recent publication featuring narrow gauge railroading is *3 Days - 20 Bucks*.

For Rail Report 695, celebrating the 80th Anniversary, the masthead again features UP coal burning turbine number 80 at Cheyenne, Wyoming, on September 28, 1963. – R. H. Kindig Photo from the James L. Ehernberger Collection.



80th Anniversary Events

Denver & Intermountain Interurban
Car 25 Open House
August 10th and 11th
10:00 AM to 2:00 PM

Please note the added day – Free Rides both Friday and Saturday at the Denver Federal Center, weather permitting. A government photo ID (Driver's License) is required for entry into the Federal Center at Gate 1, then proceed to Building 78. No pets or weapons are allowed.

Argentine Central Jeep Tour August 25th

To attend the tour, be in the City Park at Georgetown no later than 9:00 AM. We will leave at that time. Being early is a good idea. Go west on I-70 and exit Georgetown, at the bottom of the ramp turn left and go straight ahead to the round about. Ignore the I-70 visitor center – unless you need the convenience! Go right at the round about onto Argentine Street. The next street is 11th so turn left onto that and cross Clear Creek with Pho Bay on Rose. Turn right onto Rose Street and at the next street (Park), turn left. Turn right on Taos and park anywhere along Taos next to the park. Look for my 2006 yellow Wrangler. Make sure to bring a sack lunch and a small cooler for water and pop. If you want to attend and will not be signing up at the meeting, call Steve Mason at 720-371-8536 or email stevemason647@gmail.com. The cost is \$10.

If someone who does not have a jeep wants to go, you will have to set up a ride at the Club meeting. I will provide the sign up sheets at the Club meeting. You can park your car at the park. We plan to be at the Waldorf town site by noon and we will eat lunch there. The Mt. McClellan trail will be visible from there. If you want a good map of this trip, the National Geographic Idaho Springs/Loveland Pass #104 map is great. You can get it at any Forest Service visitor center. For example, in Idaho Springs at Miner Street and Colorado where the two streets diverge just past Safeway. In Lakewood on Youngfield about 25th on the west side, and Georgetown at the Visitor Center after you exit I-70. The map will show our route.

Reference books I recommend are: *Stairway To The Stars, Colorado's Argentine Central Railway* by Dan Abbott, Centennial Publications, Ft. Collins, Colorado, 1977 then CRRM Annual #26 *Stairway to the Stars* by Dan Abbott, CRRM, Golden, 2005. If you can find it, *The Argentine Central, A Colorado Narrow-gauge* by Frank R. Hollenback, Sage Books, Denver, 1959.



80th Anniversary Events

Georgetown Loop Steam Mixed Train September 8th

We will meet in Silver Plume at 8:00 AM to have time to gather and do some photography in the yard. Our mixed train with the Club drumhead, pulled by the Shay #9 locomotive, will stop for photo run-bys and other photo opportunities. Station rest stops are planned during the day.

The cost for the trip is \$65 per person and includes a box lunch and beverages. There is a possibility of some early fall colors. We will have the Shay until early afternoon with our return to Silver Plume.

Colorado Live Steamers September 15th

We will go to the Colorado Live Steamers at Byers, Colorado, to see Mark and Linda Adcock. The trip cost is \$10 payable to the Club in advance or at Byers and will be donated to Colorado Live Steamers to help with track work, extension to the mines and other needs. You can arrive about 10:00 AM and stay as long as you want. The track plan is an out and back with spring switches on the sidings and fully signaled. No matter how many of us there are they can handle us. You can get bake sale type goods in the depot. There is a grocery store just as you leave town so lunch is available. For supper, the "High Plains Diner" in Bennett serves good food and good service. They have plenty of room and good steaks. If you are still around at 5:00 PM, plan on meeting there.

Leadville, Colorado & Southern Fall Color Train Ride – September 22nd

Drive to Leadville on your own, generously allow two to two and a half hours drive time on an autumn Saturday. Meet at the "Golden Burro" on Harrison Street downtown about 11:30 AM for lunch. After lunch we will go to the LC&S about 1:30 PM for the 2:00 PM train. We will take ticket purchases on the platform at 1:30 PM for those skipping the group lunch. We will have a raffle on the platform for two cab rides to end of line and two cab rides back to Leadville. Every one in the group will ride in the caboose for some time during the trip. If the weather is holding we will have a gorgeous day. Dress warmly and bring your camera! Tickets are \$45 per person.

Annual Banquet – October 13th

We will return to The Denver Athletic Club for our luncheon banquet. Featuring photos and a talk by Stathi Pappas, Chief Mechanical Officer of the C&TS.



80th Anniversary Events

Annual Meeting – December 11th

The annual meeting will feature a special program on the Milwaukee Road by Blair Kooistra. This was the grand finale presentation at the Winterail 2018 event.

Watch For 80th Anniversary Event Updates

The Officers and Directors are continuing to plan the exciting events for the Club's 80th year and due to circumstances beyond our control, events and dates are subject to change without notice.

President's Report

By Steve Mason

We have been providing event and trip sign up sheets at meetings and other gatherings like the picnic. We want you to go on these events. But like it has been for the 43 years I have been a member, until you pay, you are not going even if you sign up. We will try to contact you with the information you give us. It would be a good idea to bring a way to pay at every meeting. We have scheduled the Argentine Central tour for \$10 in August, the Georgetown Loop for \$65, the Colorado Live Steamers for \$10, and the Leadville, Colorado and Southern for \$45, all in September. In October we have the banquet and we will announce prices soon. There is always something going on. If you can't sign up at a meeting there are order forms in the *Rail Report* and on the Club website.

My son and I went trackside at 112th and US-85 when the Cheyenne Frontier Days train roared through at track speed. Loudest I ever remember it! I hope some of you were able to see it. The yard off Brighton Boulevard was getting track

work so the CFD train was not parked there, where it usually is. Instead, the U.P. ran it west into North Yard to Utah Junction. The only way it could be seen was from the Pecos Street bridge by the old Cargill elevators. The 844 was uncoupled from the train to be serviced. I didn't feel like a run in with Special Police so we satisfied ourselves with a drive by on Pecos.

Last year I hoped we might get a car on the Cheyenne to Ogden train. The Board communicated with Ed Dickens to see if this was a possibility. Sad to say we will not be able to make this happen for the 150th anniversary of the driving of the Gold Spike at Promontory Summit on May 10, 2019. We have not given up. If you want an idea of which league we are playing in, go to www.specialintresttours.com and hit train tours for next year. Tickets are expensive and they are sold out, but you can get on a waiting list. This is run by *Trains* magazine.

President's Report



The joint picnic of the Rocky Mountain Railroad Club and the Intermountain Chapter of the NRHS was held at the Colorado Railroad Museum on July 21, 2018. – Photo © 2018 Dave SchAAF.

I suppose the best you can do is get a room near Ogden for next year. I have it under advisement that UPHS and SPH&TS have booked an Ogden Hotel for their use but there are other options. I also understand that 4014 and 844 will be in Ogden. Rest assured that May 10, 2019, will feature a reenactment near Promontory Summit. You have to arrange a visit yourself and there is time to do it. You should go. This something you will never regret doing.

Another item is from the *Gazette-Telegraph* in Colorado Springs and they report that the Manitou and Pikes Peak Railway is going to rebuild the railroad. They will get all new track, all new rack, new cars, a new maintenance facility, and a new parking area in Manitou and possibly a new ADA accessible station. The City of Manitou Springs has agreed to give tax concessions to the M&PP. All this is to cost \$100 million dollars and be done by 2020. Good news!

On Saturday July 21st, we had a joint picnic with the Intermountain Chapter of the NRHS at the picnic pavilion at the Colorado Railroad Museum. It was

successful and the museum did a great job for us. We had a lot of grand kids attend and the Museum gave us free train rides. We changed the pricing structure at the last minute and kids under 12 attended for free. We also added lemonade and brownies for dessert. Although sunny, we were in the shade and the breeze felt nice. There is nothing like food and friends to come together.

The Argentine Central tour is coming August 25th. I will have a handout made. A lot of us are looking forward to this tour.

Come to a meeting. We have excellent programs. I hope to see you soon!

Board meetings are usually held the first Monday after a regular monthly meeting. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. You are always welcome! If any member has any question or concern on events or would like to go to a Board meeting to see what kind of fun we have or any other concern, call me at 720-371-8536 or stevemason647@gmail.com.

Moffat Road Museum Steam Derrick Move



This former Denver & Salt Lake 120-ton steam derrick was lifted from the U.P. house track to display rails at the Moffat Road Museum in Granby, Colorado, on July 3, 2018. – Photo © 2018 Dave Schaaf.



The derrick on display near the Granby depot. – Photo © 2018 Dave Schaaf.



On June 30, 2018, the Club celebrated its 80th anniversary and 80-years since the last train left Como, Colorado. Club members and friends rode in the gondola behind wood burning steam locomotive Klondike Kate #4 on the rebuilt narrow gauge rails from the roundhouse to the railroad hotel and restored depot. – Photo © 2018 John W. Stephens III.

80th Anniversary Steam Operations In Como

By Chip Sherman and Nathan Holmes

The South Park was on high alert for wildfires due to dry and windy conditions on June 30, 2018. Thanks to the Jefferson Fire District, our excursion rides operated.

The Club donated \$10 per ticket to the Como groups and \$10 to the Foundation to fund the grant program. Nathan Holmes painted a new name insert for the Club drumhead which was mounted on the end of the rider gondola.

The Denver, South Park & Pacific

Historical Society is currently restoring DSP&P 608, an 1879 wooden boxcar that is the only surviving intact DSP&P freight car. They received a Foundation grant towards completing that work before next year. Since the car itself is in remarkably good condition for its age and disuse, when the restoration is complete, it will maintain its historic integrity by still being largely original material. Once completed, the car will be kept inside the Como roundhouse and only rolled out occasionally, keeping it safe from the weather and away from vandals.

80th Anniversary Steam Operations In Como



The Club celebrated its 80th anniversary at Como with a group picture on June 30, 2018. Club president Steve Mason is to the right of the drumhead. Dave Schaaf, vice-president, is to the left of the photographer left of the drumhead with director Nathan Holmes left of Dave. Pat Mauro is in the gray coveralls kneeling in the foreground. Pat has been instrumental in working with the South Park Rail Society on the Como project. – Photo 2018 by Chip.

The 23rd Annual Boreas Pass Railroad Day

August 18, 2018 • 9:00 AM to 3:30 PM

Historic railroad sites open for visitors on the Como tour include the Denver, South Park & Pacific roundhouse, the restored depot, and the South Park hotel & Como eating house

Restored & colorful Victorian houses including the charming TreColore, Lady Blythe and Red houses will be open for tours by their private owners. Walk down Rowe street – in 1900, Rowe was Como's busiest commercial street reported to have at least five saloons plus stores and a laundry. The Como Civic Association

proudly maintains the Grade School, built in 1883, and the High School, built in 1890.

South Park Rail volunteers will have steam locomotive #4 operating. **The Steam Locomotive Is Also Scheduled To Operate On Sunday, August 19th.**

US Forest Service will also host tours and demonstrations.

For more information see:
<http://www.southparkrail.com>



The original RGS Ridgway Depot at the new location.
– Photo © 2018 Steve Mason.

A New Home For The Ridgway Railroad Museum

By Steve Mason

Passing through Ridgway on July 10th, I looked over the new Ridgway Railroad Museum grounds. They have been working hard on moving. The big item was to move the canopy from the corner of US-550 and CO-62 on the southwest corner to across the Uncompahgre River and north on Railroad Avenue, on the northwest corner, but west of the river.

They had a grand re-opening on July 21st. They have a partial loop of track laid that goes from the switch to the canopy on the west side around the

north side and to the east side. The old Ridgway depot has been turned 90 degrees and moved south a bit from where it was. They have worked hard and accomplished a lot. They are an enthusiastic group.

The Foundation gave them a grant of \$1,000 and you can see they certainly used it well. Sometimes they trade labor with the 315 group. At their old location there were no rides, but it appears they will offer rides in the summers.

A New Home For The Ridgway Railroad Museum



The canopy at the Ridgway RR Museum with two cars on blocks and Galloping Goose #1 on the through track on July 10, 2018. – Photo © 2018 Steve Mason.

There are motels in Ridgway and many good places to eat if you want to go. Membership in the Ridgway Railroad Museum is \$20 annually and they have a nice newsletter on line. Don Paulson is Editor of the newsletter and Karl Schaeffer is president of the Museum.

If you go, a brief stop at Cimarron on US-50 at the foot of the Cerro Summit grade is in order. Although the C-16 has been taken off the truss bridge in the canyon and run up near the cattle pen exhibit with the tender detached it is worthwhile to see. D&RGW gave #278 to the City of Montrose in the 1950s where it sat near the new airport. In 1976 the City gave the locomotive to the Park service, I believe, not the Forest Service where it was put on the Truss bridge high in the air to discourage vandalism which it was subject to in town.

The road bed over Cerro summit is easily picked out and on US-550 the road bed south to Ouray. There is a truss bridge over the Uncompahgre River just

north of Ridgway by the Dennis Weaver Park. In Ouray the road bed is generally on the west side of the river and is a dirt county road. In town where the streets are paved it is a bit harder to pick it out.

The standard gauge track ends in Montrose, just west of the Russel Stover factory. The D&RGW depot still stands in Montrose on Main Street next to the tracks. Inside a UP caboose, the historical society has a lot of information on the Gunnison Tunnel. The President came out on the train from Washington to dedicate the tunnel. If you go to the Black Canyon National Park, you can drive down to the tunnel mouth on the river. It is a steep grade with lots of tight curves. There is a nice picnic grove along the river there.

A trip anytime to see the new version of the Ridgway Railroad Museum is worthwhile and just over Red Mountain Pass is Silverton with operating narrow gauge trains.

Current Railroad Happenings



The work on the caboose in Bailey continues after our Club work day. The new end sill is finally ready to fit in place. – Photo © 2018 Steve Mason.



The Stratton Depot is boarded up at Stratton, Colorado. The former Rock Island depot still stands along the Kyle Railroad in this eastern Colorado town. At right, Utah Railway 5005, a rare MK50-3, was working the Stratton Equity Co-op on June 22, 2018. Grain traffic was heavy on the former Rock Island line. – Photo © 2018 by Chip.

Events of Railroad History: Mileage on the C&S Narrow Gauge

Memo from A.T. Million, C&S Valuation Engineer, December 4, 1942

Source: C&S Collection, History Colorado

Contributed by Dan Edwards

Referring to Mr. [Mac] Poor's letter of November 27 regarding the narrow gauge mileage on the C&S. We have three sets of records in the Engineering Department on mileage: the historical record written up by Mr. McMurray; a genesis showing the accumulated mileage as of date of inventory worked up by Mr. Hess; and the Engineering mileage reflected in the stockholders' reports. None of these records agree in all cases as to the original mileage and the changes. There have been numerous cases of re-chaining. In 1918 the I.C.C. took an inventory of our property and chained all of our tracks at that time, and they arrived at entirely different lengths of tracks.

Mr. Poor was in my office a number of times in the last three years collecting certain information, and we gave him all the information that we could at that time. I offered to work up the information for him, but he wanted to do this himself as it was a hobby of his. Due to the fact that he was unfamiliar with our property, he has drawn various wrong conclusions and included standard gauge mileage in several places in his reports. As an example, he is including the Leadville Mineral Belt, which was never narrow gauge, and the Golden Brick spur, which was never narrow gauge, from the time purchased by the C&S in 1898. He has also included changes in the Silver Plume Line at Argo Junction, which was never narrow gauge since purchased by the C&S, and I

believe he has also included all the standard gauge tracks at Leadville as narrow gauge.

I do not claim that the narrow gauge mileage as furnished you on November 16 is absolutely correct. However it is as nearly correct as I can make it from the information at hand at this time, and if there are any errors in this statement, they are very small and probably are less than a mile.

Comment: The Mineral Belt Line in Leadville is an interesting case. It was incorporated on October 28, 1898, by Frank Trumbull and other officials of the Denver, Leadville & Gunnison, and construction began immediately thereafter. The newly-formed Colorado & Southern officially took charge of the former DL&G lines on January 11, 1899. In May 1900, a newspaper account noted that **work of laying a third rail at Leadville on the C&S terminals, the Mineral Belt Line and the spurs of tracks surrounding the mines was to begin.** A C&S memo from July 1900 stated it would take some time to complete the third rail over the entire Mineral Belt Line. Thus it is clear that the Mineral Belt Line as originally built by the DL&G was narrow gauge, but it was quickly third-railed and subsequently extended to other mines by the C&S. So both Poor and Million have their points. See Edwards, *A Documentary History of the South Park Line: Vol. 2*, pp. 186-187, 206 and 209.

Colorado Live Steamers Calendar of Events

August 11th – Scheduled “Work” day.

August 18th – Scheduled “Run” day and Swap Meet.

As always, if the weather is bad please call to see if any of these events have been cancelled.

Contact numbers are: Mark & Linda Adcock 303-469-0299
or mlmakingtracks@gmail.com

Jerry & Earline Bernard 303-424-3547 or jbernardb533@gmail.com

The best way to reach us, also the fastest, is by e-mail.

To get to Colorado Live Steamers, go east of Byers, CO from I-70, Exit 316 on US-36 east about 2-3 miles and turn left on Calhoun-Byers Road. Go north 6-1/2 miles past 72nd Ave and turn left at the yellow farm house.

Murder At The Railroad

7:00 PM Fridays & Saturdays through August 25 at the Colorado Railroad Museum

A wild west “who dun it,” taking place outside (rain or shine) at the Colorado Railroad Museum. Not your typical theater, here the audience moves within the story as it unfolds and are immersed into the plot line! Come in Costume for added fun.

Buy tickets online at www.murderattherailroad.com

Colorado Railroad Museum 2018 Special Events

October 27th – Trick Or Treat Train
Day Out With Thomas:
September 8, 9, 15, 16, 22 & 23

The Polar Express Train Ride:
November and December

Colorado Rails and Cocktails – An Evening of Colorado History

September 7 – A Ticket to Tomahawk!
November 2 – Train Wreck!

Admission includes two beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30 PM and the bar opens at 6:00 PM. The presentation starts promptly at 6:30 PM and the doors close at 8:00 PM. Admission: \$20 for members and \$25 for non-members.

RESERVE TICKETS ONLINE – 21 and older only. – Advance tickets required.

For information call 303-279-4591 or <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 information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Dinner Meeting at Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado

Wednesday, August 15, 2018 – Dinner at 5:30 PM – Meeting begins at 7:00 PM

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.

First class postage paid at Denver, Colorado.

Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>
Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Dennis Leonard
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

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. Golden membership is \$500.00.

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:

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

E-mail: selectimag@aol.com

Items for the September 2018 Rail Report should be sent by August 17th.