

# RAIL REPORT

August 2019

No. 706



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Fuel Stations On The Moffat Road

Presented by Ken Shaver, Denver & Salt Lake Railway Historical Society

August 13, 2019 • 7:30 PM

*Corona Telegraph Magazine* editor Ken Shaver will review the history of fuel stations of the Denver Northwestern & Pacific and the Denver & Salt Lake from Denver to Craig. As the line grew, fuel stations were added, then relocated, upgraded, and eventually reduced in number. These changes are also reflected in the appearance of the Moffat's distinctive 2-6-6-0 mallets.

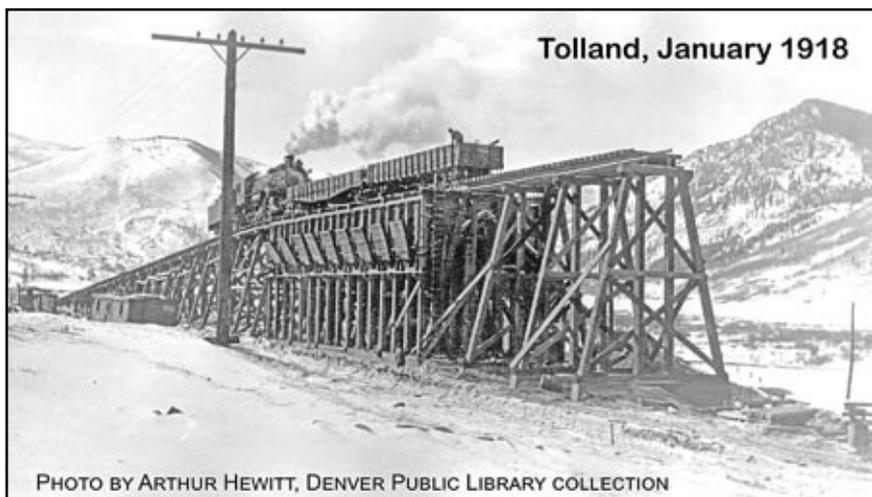
Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

### RMRRC 2019 Calendar

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|---------------|--|
| August 10:    | Denver & Intermountain Interurban Car 25 Open House at the Federal Center.   |
| August 17:    | Boreas Pass Railroad Days and Club Como Special Excursion.   |
| September 10: | Monthly Meeting and Program, "Obscure Information About The Transcontinental Railroad (UP & CP)" presented by Doug Geiger. |
| September 14: | Club Tour of Backshop Enterprises.   |
| October 12:   | Annual Banquet Luncheon featuring Jeff Johnson, General Manager of the D&SNGRR.  |

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](mailto:ds5280@comcast.net) or 303 988-3456.

## Fuel Stations On The Moffat Road



### Colorado Railroad Memorabilia Show and Sale

Saturday, August 24 – 10:00 AM to 4:00 PM

Boulder County Fairgrounds, at Hover and Nelson Roads in Longmont, Colorado

Early entry admission (Friday at Noon and Saturday at 8:00 AM) = \$40 per person.

Admission on Saturday at 10:00 AM = \$5 per person.

Dealer tables are available at \$65. Contact Sue Knous

Railroad Memories LLC, PO Box 415, Georgetown, CO 80444.

For Rail Report 706, the masthead features Illinois Central 706.

– Photo from the Tom Klingler Collection.

## Musings of RMRRC President Dennis Leonard

As we enter Akin, an isolated mining area on a hot August afternoon, we see the cable bucket system built to move the mined ore products from a mine high on a mountain or across a valley to a railhead loading area. These cable ways were used in many of the mountain mining areas! Those railroad and mining engineers did not have “NO” or “can’t do” in their vocabulary.

The first operational aerial tram was built in 1644 by Adam Wiebe in

Gdańsk. It was moved by horses and used to move soil over the river to build defenses. Using rope, it preceded the invention of steel cables by 200 years.

When a visitor saw the aerial tramways near the San Juan Mountains in 1903, he referred to the aerial tramways near Silverton as “great spider’s webs . . . spanning the intermountain spaces.” Visitors to many of the western mining districts at the turn of the century were impressed by the daily operation of spectacular aerial trams. Although a significant part of the mining scene, this unique method of transporting ore, supplies, and personnel is not well documented. As a supplemental means of transportation, trams were considerably less glamorous than



Akin and the mine’s cable bucket system on Denny’s model Lake City and Ouray Railroad.

– Photo © Denny Leonard.

railroads, yet without them it would have been impossible to operate many of the most notable western mines.

Andrew S. Hallidie, future developer of the San Francisco cable car system, was the first engineer to apply aerial solutions to overcome natural obstacles in the West. Born in England in 1836, Hallidie came by his interest in cable technology naturally. His father, a manufacturer of wire rope in England between 1835

and 1849, taught his son the trade. In the course of his travels around the west, Hallidie noticed that manila hemp rope was being used to haul ore buckets with little success as it was subject to fast weathering and wear. Hallidie turned his building experience to making flat, woven iron ropes. These worked and sold well, particularly in the silver mines of the Comstock Lode of Virginia City, Nevada. About 1867 Hallidie devised an aerial tram to haul ore down mountain sides. An early one was built in Vallejo, Utah. Hallidie’s system used one cable to support and haul the buckets, “Curule chair” type towers, bolted brackets and small cubic buckets. Hundreds of Hallidie Tram ways were built in the next 30 years in the US, Mexico, Canada,

## Musings of RMRRRC President Dennis Leonard

New Zealand and Japan. Remnants of Hallidie systems can still be found in the Western US. — *Mining History Journal*, Robert Trennert. 1997

The German Bleichert 2 cable engineered systems came to dominate the ore transport cable market after the turn of the century and built hundreds of systems across the U.S.

Having just been in Chama, Durango and other former and present railroad towns you would recognize, I again am amazed and grateful for the opportunities we still have here in Colorado and the mountain west.

Our organization has helped preserved the history of Colorado railroads since 1938, through funding grants for a group of projects preserving our Colorado Railroad history. I think the projects we selected this year reflect the

Club's focus of values. Please feel free to give feedback to me or other board members.

George Westinghouse's development of the air brake lead the way of railroad safety and efficiency and would include the standardization of the time zones. We have the successor company for air brake systems for steam locomotives right here in Denver and will provide several sets of tours to see how steam locomotive air compressors are remanufactured. Sign up for the Club tour of Backshop Enterprises at the August and September meetings.

Don't miss Car 25 on August 10 and the South Park steam up at Como on August 17!

Please feel free to send comments to me by email at [denny@amerm.com](mailto:denny@amerm.com) or call me at (303) 809-9430.

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### Backshop Enterprises Tour

September 14th — Two Tours In The Morning

Bernie Watts, owner & founder of Backshop Enterprises will lead two tours of his facility. He writes that working on steam locomotives has been his life's work and passion. He has run Backshop Enterprises for 24 years with the objective of supplying quality new and rebuilt appliances to the Tourist Railroad and Theme Park railroad industry.

Each tour is limited to 15 people. There is a \$10 fee per person. Advance reservations are required. Call Denny at (303) 809-9430 or email [denny@amerm.com](mailto:denny@amerm.com) to sign up. You can also sign up at the August and September Club meetings. The Backshop Enterprises tour will be in Wheat Ridge, Colorado.

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### Rail Report Changes

Denny Leonard will be taking over the coordination of the printing and bindery operations for the *Rail Report* and

Debbie MacDonald will be handling the mailing.

**Thanks Denny and Debbie!**

# Food, Drink, and Socialize at the Club's Annual Banquet Luncheon

October 12, 2019

The Club invites you for a fall afternoon of socialization at the Denver Athletic Club. The club hosts one event each year whose main purpose is for club members and their significant others and friends to meet, enjoy a good meal, partake of adult beverage and most especially converse

with fellow rail enthusiasts. Please don't be bashful, plan on joining us on October 12th for relaxation. The doors open at 11:00 AM. Rule G is suspended for the gathering, so we will have a cash bar to excite your spirits.

The DAC has a parking garage on the corner of 14th and Welton. There are entrances on 14th as well as Welton. For special events such as ours, the parking fee is \$7.00 (Tell the attendant you are attending the RMRRC Banquet). If you desire a little exercise you can ride light rail, get off at the Convention Center Station and walk two blocks up 14th through the parking garage to the entrance of the DAC. Those coming in on the A,B,G, and W lines take the shuttle from Union Station to the stop nearest Welton or Glenarm, then walk over two blocks to 14th. Moral of the story, it is easy to get there so don't stay home.

Oh, did we mention the menu? The



Denver Athletic Club Parking

consumables begin with a Caesar salad, rolls and butter. You have a choice of London Broil (Marinated and broiled flank steak topped with mushroom Madeira sauce) served with oven roasted red potatoes and a fresh vegetable medley or Sesame-Crusted Salmon Pan seared in sesame oil and fin-

ished with ginger soy sauce; served with sticky rice and stir-fried vegetables. The tables will be set with your choice of coffee, iced tea, and water.

This year Jeff Johnson, General Manager of the Durango & Silverton, and others will present a program featuring reminiscences of the transition of the Silverton branch from the D&RGW to the D&SNG.

There will be door prizes of course following the program, so don't leave early.

The reservation form is the insert so don't hesitate, fill it out, pick your main course, write the check or credit card information and mail it in. You know we accept reservations at Club meetings too. For the digitally inclined there is PDF reservation form at the web site [www.rockymtnrrclub.org](http://www.rockymtnrrclub.org) which can be emailed back to us. See you there and don't be late.



**DENVER & INTERMOUNTAIN  
INTERURBAN  
CAR NO. 25 OPEN HOUSE**

**10 a.m. - 4 p.m.  
August 10**

**Denver Federal Center  
Building No. 78, Gate 1**

Roll into the past with free trolley rides from restored 1911 Car No. 25, live music, oral histories, historic photos and related kids activities.

**FREE RIDES**  
(Weather Permitting)

*All adults need a government photo ID (e.g., driver's license) to enter the Federal Center. Sorry, pets are not permitted.*

**Lakewood.org/HistoricTransit • 303.987.7850**

**FREE  
RIDES**

(WEATHER PERMITTING)

**DENVER FEDERAL CENTER  
BUILDING NO. 78**

Enter through Gate 1 off Kipling Street, south of Sixth Avenue. Continue straight on Main Street, turn right onto 7th Street, and the trolley is located on your left at Building 78.

**NOTE:** All adults need a government photo ID (e.g., driver's license) to enter the Federal Center. Sorry, pets are not permitted.



**Lakewood.org/HistoricTransit  
303.987.7850**



**The Alamosa Wine & Cheese Train Tour**

Savor a relaxing summer evening in the San Luis Valley. Engage in conversation in the vintage dome and art deco club cars while enjoying jazz music on a two-hour round trip rail journey. Departing from Alamosa at 6:00 PM on select Fridays and Saturdays through August 24th, the Wine Train offers first

class seating and traditional white linen rail service with three selected appetizer courses paired with Colorado wines.

Advance reservations are required and they accept same-day reservations before 1:00 PM. All guests must be 21 years of age or older and have valid ID.

## Current Railroad Happenings



Cumbres & Toltec Scenic RR moved Denver & Rio Grande Western rotary OY (on left, last operated in 1997) from Chama, New Mexico, to Antonito, Colorado, on June 13, 2019. Plans are to prep the OY for limited snow removal in early 2020. Rio Grande 463, a K-27 Mudhen, moved the rotary along with coach 500 – named ALAMOSA and a caboose 0306 from Chama, – Photo © 2019 by Chip.

### *In Remembrance* Carl Hammergren

Carl Hammergren, 94, passed away recently. He was a member of the club for 31 years. Due to Alzheimer's, his last active year with the club was 2014 at which time he held seniority number 164.

# Club Event At Boreas Pass Railroad Days

August 17, 2019

We will be riding the rails in the gondola behind steam in the Como yards. Plan on being in Como in the morning. Operations are planned to start about 10:00 AM. We have the first train of the day but you can also ride all day. The handcar will also be available.

Sign up sheets will be at the regular meeting in August. Riders can also pay at the event in Como and ride on a space

available basis. The cost is \$20, with \$10 going to the Como groups and \$10 for the Foundation to fund the grant program.

The Club drumhead with the special insert will be mounted on the end of the gondola, as is traditional on Club trips. Commemorative tickets will be printed for the event.

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## An Intermountain Chapter – NRHS Como Charter Bus Trip

To avoid the stressful hassles of driving US-285, relax in a comfortable rest room-equipped coach and enjoy the day with fellow rail enthusiasts, please join the Intermountain Chapter – NRHS on its charter bus to Como for Como Depot Day, Saturday, August 17, 2019.

Ride behind Klondike Kate, locomotive #4, as it once again traverses the ever-expanding rail yard trackage between the famed stone roundhouse and the station & hotel “complex.” It gets better every year! As a Phoenix rising from the ash pit, the yard continues its restoration process. Another piece of the legendary Denver, South Park & Pacific RR comes back to life!

The bus fare is \$29 and the bus will depart RTD’s Thornton park and ride at 7:30 AM (both NB & SB bus slip ramps); Denver Union Station, Wynkoop St. at 8:00 AM; and RTD’s Mineral Avenue park and ride (Santa Fe and Mineral) at 8:30 AM. We plan a 9:45 AM arrival.

Please mail your check (payable to

Intermountain Chapter – NRHS) to: Intermountain Chapter – NRHS c/o Robert Brewster, 11300 Shimley Rd., Golden, Colorado 80403-8565. Direct questions to Bob Brewster by email at railbob2@gmail.com or call 303-642-0555 and leave a message. Please include your email address and cell phone number for last minute communication and please indicate your boarding location.

Please mail soon to avoid disappointment. The Royal Gorge trip sold out quickly!

Food vendors will be on site or bring your own picnic lunch. Dress in layers, the weather is unpredictable at 9,000 feet elevation (limit your running!). Our coach will make a 2-hour side trip to nearby Fairplay at 11:00 AM for additional dining and browsing options. And don’t forget your cameras.

The Denver Brass/Celtic Colorado Bagpipers concert begins at 2 PM and the motor coach will depart after the concert, about 3:30 PM.

## The Colorado RR Museum Celebrates 60-Years



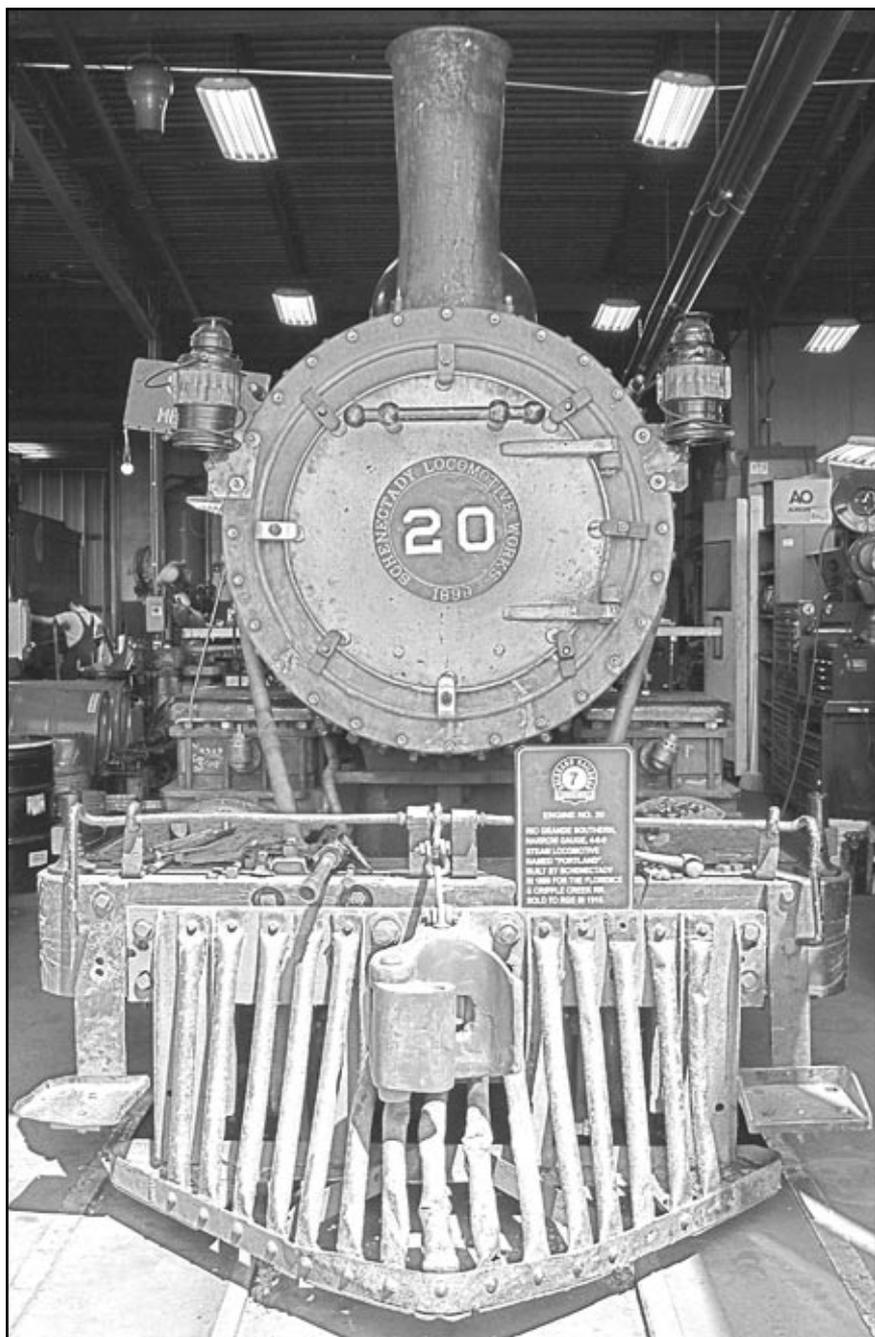
Club Secretary Andy Dell, (left) and new Colorado RR Museum Executive Director, Paul Hammond, who is replacing the retiring Donald Tallman at the end of August. Seen here at the Colorado Railroad Museum's 60th anniversary.

– Photo © 2019 Dave Schaaf.



The parade of operating equipment during the Colorado Railroad Museum's 60th anniversary ceremony on Saturday, July 13, 2019, led by RGS Geese 2, 6 and 7.

– Photo © 2019 Dave Schaaf.



RGS No. 20 in the CRRM roundhouse on July 10, 2019, for the completion of the restoration. – Photo © 2019 Bruce Nall.

## RGS No. 20 Returns To The Colorado RR Museum



Rio Grande Southern Locomotive No. 20 arrived at the Colorado Railroad Museum on June 4, 2019, after undergoing restoration in Strasburg Pennsylvania for the past 12 years. The locomotive is 80% complete and the remaining work will be done at the Colorado Railroad Museum.

Originally built for the Florence & Cripple Creek Railroad in 1899, Locomotive No. 20 was a narrow gauge engine for the winding and steep Phantom Canyon to Cripple Creek, Colorado. Named "Portland" after one of the area mines, the locomotive was a powerful 85,000 pound ten-wheeler, a 4-6-0, measuring 49-feet from engine to tender.

By the late 1930s, Locomotive No. 20 had become a fan favorite and was often requested by tourists or railway clubs for excursions. Hollywood used the locomotive in the 1949 film, *A Ticket to Tomahawk*. The 1899 engine was redressed to an 1876 look for its role as the Emma Sweeny.

In 2006, the Rocky Mountain Railroad Club transferred ownership of Locomotive No. 20 to the Colorado Railroad Museum. A generous anonymous donation was provided to bring Locomotive No. 20 back to operational condition with the stipulation that it be rebuilt by the Strasburg Railroad in Pennsylvania. Locomotive No. 20 was then sent to Strasburg in August of 2006 to begin the restoration process. – Photo © 2019 Debbie MacDonald.

## Disappointment and Negotiations in 1967 – Part 4

By Dave Goss

In our last piece about the events of 1967, Ed Haley had sent a letter to President Gus Aydelott of the D&RGW on November 7, expressing to him the Club's surprise at statements in a letter from Mr. McKinney's Executive Assistant. Ed explains, "Mr. McCall's letter was read to a rather astonished group of members at the October meeting." Furthermore, Ed takes Mr. Aydelott to task when he says, "Considering Mr. McCall's specific statement regarding special trains and special cars, it was a real shock to receive in yesterday's mail (November 6) an announcement from the Intermountain Chapter of the National Railway Historical Society (NRHS) stating that the D&RGW would be hauling the Society's two private cars to Craig and return on November 25 and 25, 1967." Ed suggests that the railroad should consider giving the Club an equal opportunity saying, "I assure you that we would be willing to guarantee filling five coaches on the rear of Trains 9 and 10 on a farewell trip over the Craig Branch if the company is willing to haul them."

Because Mr. Aydelott was leaving town the day Ed's letter was received, a reply was sent to Ed from Mr. Alexis McKinney, Director of Public Relations. He explains that the NRHS cars are rail-worthy and fulfill exacting insurance requirements. He also reminds Ed that a number of Club members, including Ed himself, made a trip to Craig and back on Trains 9 and 10 on October 28 and 29 and that the railroad ran an extra coach to protect against overflow

of the passengers. However, he offers a proposal. "... if the Rocky Mountain Railroad Club wants to make a farewell trip on Nos. 9 and 10, and if the runs would be made on days that would not conflict with ski trains, and if, the club would reconcile the use of the ski train coaches (which Ed had criticized in his previous letter), he'll (Mr. Long, Passenger Traffic Manager) gladly make the arrangements."

Subsequently Ed responded quickly and accepted the offer and plans were made for a trip January 20 and 21, 1968, which included three coaches temporarily released from the California Zephyr. The round-trip fares for adults were \$14.45 and one-way fares were \$8.05. A family fare was offered for a husband and wife in which the man paid \$14.45 and wife only \$8.05. The Club charged \$16.00 for the round trip adult fare and \$8.00 for children. 176 members and friends took the trip. The Rio Grande discontinued the Yampa Valley in April 1968.

The San Juan & Rio Grande idea faded from the scene as Mr. Hinman never secured agreements with the D&RGW because his plan was for the railroad to provide motive power and personnel, something the railroad would not even consider. The D&RGW sold the line from Alamosa to Chama to the states of Colorado and New Mexico in 1970. One might even credit the Club as having some influence in the establishment of the Cumbres and Toltec Scenic Railroad

## Disappointment and Negotiations in 1967 – Part 4

in that the Club's persistence in 1967 in arguing the value the line held for rail fans and tourists was worth preserving.

It is noteworthy that throughout correspondence the D&RGW was very

complimentary, if not agreeable, of the Club's viewpoints and passion. This lengthy correspondence was discovered in the Club archives is remarkable for its completeness of the story. We hope you have enjoyed this four-part article.

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### Burlington Locomotive 705 History



Michael M. Bartels provided additional information on Burlington No. 705, pictured on the last *Rail Report* masthead. The photo from the Tom Klinger Collection featured CB&Q 705 at Galesburg on June 7, 1950.

The engine was a K-4 class 4-6-0 built in 1900 by the Burlington & Missouri River at its Havelock Shops near Lincoln, Nebraska, in 1900. Originally B&MR No. 74, it was renumbered Chicago Burlington & Quincy No. 705 in 1904. It was retired in May 1951. But the remaining K-4s were renumbered in the 900s in 1951, and three survive today.

The 919 was made famous by Jim Ehernberger's photos of it on the branch from Sterling, Colorado, to Cheyenne, Wyoming, where it was used until 1956. It was backdated to No. 719 and placed on display in Alliance, Nebraska, in 1962. It's now at 18th Street and Box Butte Avenue in Alliance. Brewery 719, taking its name from the engine, opened in Alliance early on February, 8, 2019.

The 710 is on display at Lincoln Station, the former Burlington passenger depot in Lincoln, Nebraska. The 915 is at the RailsWest Museum, the former Rock Island passenger depot in Council Bluffs, Iowa. Two other CB&Q 4-6-0s also survive, K-2 No. 637 at the Illinois Railway Museum in Union, Illinois, and K-10 No. 967 at Pioneer Village in Minden, Nebraska.

## Current Railroad Happenings



The San Luis & Rio Grande RR removed track along the Rio Grande River east of Del Norte, Colorado, concerned about river bank erosion. The Rio Grande River was running deep and fast from heavy snowfall runoff from the 2018-2019 winter. The Creede Branch was used to store freight cars (note stored tank cars in the upper right). The photo is of milepost 279 on July 4, 2019. – Photo © 2019 by Chip.

### Colorado Railroad Museum 2019 Special Events

Each Friday, join us for an hour of exploring a different aspect of Colorado's railroad history. Each tour covers a specific theme and focus. Friday Tour Tickets are \$3 each plus General Admission (\$10 adults, \$5 kids 2-15, \$8 seniors). Tickets are available for purchase at the door, no reservations required.

#### Friday Tour Dates And Topics:

August 30, September 27, October 25, and November 29 – Caboose.

September 13, and November 8 – Kitchens.

August 23, October 11, and November 22 – Locomotives.

August 9, and December 13 – Railroad Post Office Cars.

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

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

## **Publishers Statement — Rocky Mountain Rail Report**

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### **Club Information**

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

### **Club and Foundation Officers**

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

### **Club and Foundation 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 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](mailto:selectimag@aol.com)

**Items for the September 2019 *Rail Report* should be sent by August 16th.**