

RAIL REPORT

July 2020

No. 717



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A July Meeting In Barnes Hall

Enjoy Our First-Ever Online Virtual Meeting And Program

Moving Forward, Looking Back: Six Decades of Preservation in Golden

Presented By Paul Hammond

July 14, 2020 • 7:30 PM

The program will take a look back at 60 years of the Colorado Railroad Museum in Golden, plus look forward at some of the goals and initiatives planned for the near future. Paul Hammond, the Museum's new executive director, who spent nearly 20 years at the California State Railroad Museum in Sacramento, will share an illustrated power point program along with some of his perspectives on the Museum and what the future holds.

See Page Two For Information On How To Sign Up And Participate.

RMRRRC 2020 Calendar

August 11, 2020	Virtual monthly meeting and "Como/South Park Update."
September 8, 2020	Virtual monthly meeting and program.
October 17, 2020	Annual Banquet.
November 10, 2020	Monthly meeting and program.
December 8, 2020	Monthly meeting and program.

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.

Virtual Meeting And Program Access Instructions

This will be a first for the Rocky Mountain Railroad Club – an online monthly meeting. In order to plan for the number of attendees and ensure our meeting runs smoothly, we need everyone to register ahead of time. Please send an email to rmrrc-show@drwgw.net asking for the July RMRRC virtual meeting address and password. Please send your request no later than Monday night, July 13th, and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Moving Forward, Looking Back: Six Decades of Preservation in Golden



The Colorado Railroad Museum in 2018.
– Photo courtesy the Colorado Railroad Museum.

For *Rail Report* 717, the masthead features New York Chicago & St Louis, NYC&StL, the Nickel Plate Road, NKP 717 at Brewster, Ohio on February 1, 1958. – Photo from the Tom Klinger collection.



A farm on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Summer Trails of RMRRC President Denny Leonard

It's a warmer Summer beginning as I write this and the virus, I think is still with us. Your board is still meeting via web conferencing to do the Club's business and as you will see in this issue, we are going to do a zoom general meeting in July. Yippie, virtual is better than nothing and we have a great presenter!

This is the second *Rail Report* that will also be available via email. We have had very positive feedback on the emailed *Rail Report*. We are excited to offer this enhanced digital medium which many members have asked for. We ask all members who are able to receive the *Rail Report* by email. We will continue to

mail a Rocky Mountain Railroad Club *Rail Report* to those who lack email access. For some time we intend to continue the availability of both formats but we will propose a difference in dues for next year.

In the picture above, beside my standard gauge railroad, on the way to Pandora there is a Revell barn with famous MAIL POUCH advertising. This particular barn is a classic and also dear to my heart. As mentioned last month, Revell made an incredible series of buildings and like many modelers, I enjoy the history of modeling also.

Summer Trails of RMRRC President Denny Leonard

This was a way for a farmer to make extra money, even though farming is one of three ways a society creates wealth, farming prices can vary considerably from year to year.

The Bloch Tobacco company began advertising their products on the sides of buildings in 1890. Mail Pouch probably was the most famous. At the program's height in the early 1960s, some 20,000 barns in 22 states displayed Mail Pouch advertising with the greatest number in the midwest. More recently, Bob Evans Restaurants painted barns in the Midwest in a style identical to tobacco billboards. Most are gone, but you still might see one off the beaten path. I hope to see some steam yet this summer, and will report any sightings!

Please remember that we are still planning an exciting annual banquet.

Thanks to Nathan and Ron for the managing the Historical Foundation Grants this year to continue our mission to help preserve our history.

I enjoy sharing about our club and what I know about Colorado railroad history and travels but I really so enjoy hearing your stories and remembrances. I think it is important to share them. We have published several recently as you have noticed. If the mood and literary gods move you, please send articles to me for consideration for publication in the *Rail Report*. As always feel free to contact me by email at denny@amerm.com or call my cell (303) 809-9430.

In Remembrance Erwin Chaim

Erwin Chaim, 92, passed away on June 5, 2020. He was a 45 year member of the club, joining in 1974. His seniority number last year was 64.

He served as the club's Vice-President from 1980 to 1986. In 1999 Erwin and his wife Bobbie presented the program for annual club banquet.

For years Erwin was a significant presence at any Club meeting. He presented many Christmas card railroad themed programs at December annual meetings. All who knew him can remember his litany of jokes that he told at club meetings over the years.



Erwin at the December 11, 2012
Club meeting.

Did The Club Print Scale Drawings of D&RGW #3712?

By Dave Goss

Recently, Jimmy Blouch donated a box of Club-related files to the archives I maintain. In this material was a mimeo-graphed letter dated September 3, 1943, written by then President Carl Hewitt:

Dear Railfan:

The Rocky Mountain Railroad Club invites you to take advantage of an opportunity to obtain an item of exceptional interest to engine picture collectors and anyone else interested in locomotives.

Mr. Howard R. Ness, a draftsman of the U.S. Bureau of Reclamation, spent over 300 hours producing a 5/16" scale drawing of D&RGW 4-6-6-4 #3712. This drawing is nothing short of a work of art. It is a left side full broadside view, 16-1/2 x 38 inches in size, drawn with a slight perspective angle toward the rear, giving the front end a larger and more forceful appearance. It was reproduced, with the aid of a magnifying glass, from a builder's photo, and is complete right down to the smallest visible bolt and rivet heads.

The drawing was made on clear transparent tracing cloth, which gives the appearance of a reverse negative. It was drawn with black India ink and is minutely shaded all over, making a very deep rich picture.

We want to secure orders for at least 50 Roto-Prints of this excellent drawing. As you probably know, a Roto-Print is the nearest possible reproduction of a photograph and is an exact duplicate, being made from a plate that brings out all the detail and depth. The minimum charge for an order of 50 Roto-Prints is \$50.00, or \$1.00 apiece. If a larger number of individual orders can be secured, the cost of each will be less.

If you care to take advantage of this unusual opportunity, send \$1.00, plus 10¢ for packing and mailing, to Joseph Schick, Treasurer, Rocky Mountain Railroad Club, Keenesburg, Colo. If the minimum of 50 orders is not received in 30 days from this date, your money will be returned. This is a non-profit venture and if enough orders are received to bring down the cost, the difference will be refunded.

If you desire and further particulars, address inquiries to Everett L. Rohrer, 1580 Logan St., Apt. 25, Denver, Colo.

Very truly yours,

Carl C. Hewitt, Pres.

This must have been a remarkable drawing, however, I cannot confirm that 50 orders were received. If anyone in the Club has or has seen such a drawing, I would certainly like to know. Please email me a dave@dcgoss.com so we can add this to the list of Club publications.

From The W. L. VanPatten Photo Album – Denver Tramway Cars



Car 344 in 1950 with a sign reading “Good-bye Old Friends Last Day June 3rd.” The car is on the Englewood Loop near the Harry Grossman Ford dealership and the photographer is looking southeast toward the intersection of Broadway and Hampden. The building on the right is M-D Rexall on the northeast corner of Broadway and Hampden.

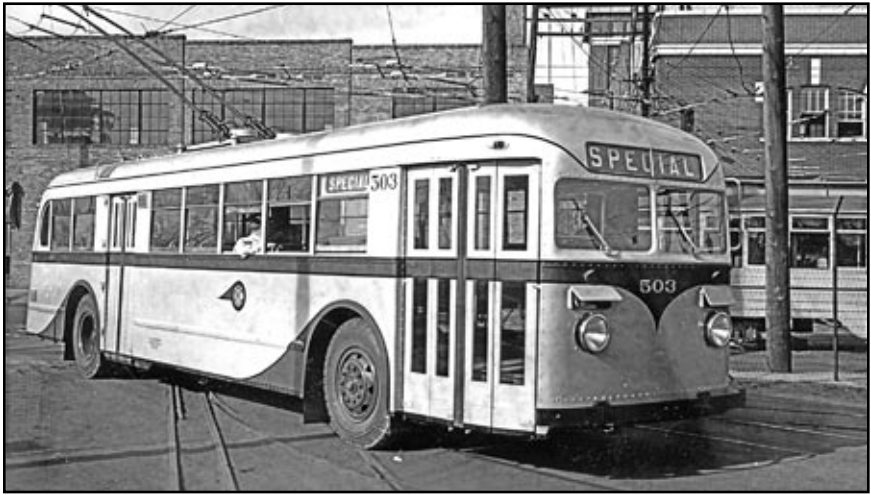
– W. L. VanPatten photo from the James L Ehernberger Collection.



Car 304 on June 3, 1950, with a sign that reads, “TODAY Is my last day ... Tomorrow a new bus replaces me.” The sign on the white building on the right reads, “The George Washington Apts.” That would put the location at about 40th and High, looking west from the end loop for Route 61, (Larimer – West Colfax).

– W. L. VanPatten photo from the James L Ehernberger Collection.

From The W. L. VanPatten Photo Album – Denver Tramway Cars



The street railway folks were proud to show off the new trolley buses that started service on June 4, 1950. There were free rides. The building to the right appears to be the Tramway's Central Division Carhouse. These trolley buses were all gone in another five years.

– W. L. VanPatten photo from the James L Ehernberger Collection.

Denver Street Railway Service In 1950

By Jim Ehernberger

Denver had a long history of street railway service. On June 3rd, 1950, the last street cars operated within the city of Denver. On the following day, June 4th, 208 electric trolley coaches, 127 Diesel coaches and 124 gasoline coaches replaced the street cars.

A month later diesel busses replaced Interurban cars. Cream-colored signs marked with three red stripes were put up at strategic street corners northwest of Denver to indicate where, starting Sunday, July 2nd, new diesel busses will make stops when they begin service to Arvada, Leyden and Golden.

The *Denver Post* reported on Friday,

June 30th: "While regular passenger service will stop at midnight Saturday, members of the Rocky Mountain Railroad Club, of which I. E. August is president, have arranged a special treat in the way of a "last ride." "So many reservations are coming in that it appears a third car may have to be chartered. August said Friday that the Club bought one of the old cars as a permanent souvenir.

The Denver Tramway Corporation was offering Street Car Bodies for \$100 in ad in *The Denver Post* on January 4, 1951, It stated: "Denver's street cars have been used for summer cabins, grain storage, trout hatcheries, playhouses, waiting rooms, etc."



Bill Abbott's recent purchase of this sepia post card started his Argentine Central research on trackage at the end of the line. The eBay seller incorrectly stated it was a train wreck. The back of the card said only "Mount McClellan, 14,007 ft." Since the man on the right is holding a picnic basket and based on the dress, this was probably a tourist outing and maybe an included Ice Palace visit.

It is interesting as there are three trains, but the one at the left (above) appears as

if it had pushed the car up from Waldorf.

Above, the two cars closest to the photographer appear to be on a spur above the main track with the three engines and their cars. The engine of the third train is to the left of the closer cars and another of the observation cars, sitting on a lower track behind the two closer cars.

– Photo from the Bill Abbott collection.

Argentine Central



A current view of the Argentine Central end-of-track area. – Photo © Bill Abbott.

Argentine Central Photo Review

By Bill Abbott

The current Google aerial/satellite view hints at a line from the summit down to the Ice Pavilion and up from level 4 to the Ice Palace. It also hints at the possible spur to the west of the main line. I never noticed it clearly the 4 times I've been there.

Comparing the mountains to the right to those in the above photo, I would say this is a view from the short spur, higher than the main line here, looking north toward the end of track. The track to the right, the same track to the left in the vintage photo, is the main line.

The truck is parked near the location

of where a switch to a spur on this last stretch of track would be. The spur is where the two close cars in the vintage view are located.

A satellite views show at least a path down to the Ice Palace, and another path (or perhaps a wagon road) in a straight line down to the next lower level of track, but also a smaller angular path to a point on that level a short distance down hill (north).

Dan Abbott's (no relation) *Stairway To The Stars: Colorado's Argentine Central Railway* book has more photos and information on the railroad on this area.



C&S boxcar 8311 currently on display on Boreas Pass.
– Photo courtesy of the Denver, South Park & Pacific Historical Society.

2020 Foundation Grants

By Nathan Holmes and Ron Keiser

The Club and Foundation would like to announce the 2020 recipients of the Rocky Mountain Railroad Historical Foundation Mini-Grant Program. With many groups not meeting and some uncertainty about what this summer would look like, we decided in late April to extend the deadline for applying until the end of May. That's why we're announcing them a month later than usual.

First up this year is a perennial recipient with a solid track record – the Denver, South Park & Pacific Historical Society. They've entered into an agreement with the US Forest Service to retrieve C&S boxcar 8311 from Boreas Pass, bring it to Como for restoration, and display it there on indefinite loan. Moving and painting the car will run around \$2,500, and we're happy to contribute a thousand towards that goal.

The South Park Rail Society – the other group behind all the amazing progress in Como – has also asked for money to bring another type of freight car to Como's fleet. They've acquired D&RGW 5743 with the intention to backdate it to its 1926 appearance. This would match the 1911-1934 period when these cars regularly appeared on South Park rails. We're giving them our second grant of \$1,000, which will be matched with an equal amount by the Narrow Gauge Preservation Foundation.

Our third grant goes to the Ridgeway Railroad Museum. Their replica of RGS Motor #1 (the original "Galloping Goose", long before they received that moniker) has long had issues with its rear axle breaking. The current design is a 93-year old Buick housing that – while true to the original prototype – tends

2020 Foundation Grants



The replica of RGS Motor #1 (the original “Galloping Goose”) at the Ridgway Railroad Museum. – Photo courtesy of the Ridgway Railroad Museum.

to eat axles. Now that Ridgway has a half mile loop of track that they operate weekly, the axle breakage has become a critical issue. They’ve contracted a local off-roading shop to build a replacement based on a Dana 60 to assure reliable operation through the summer. Our \$1,000 will cover 20-25% of the total bill, and should keep Motor #1 reliably creating new RGS fans for years to come.

Grant number four goes to a new recipient this year – the Letterpress Depot, who operates the old Englewood Santa Fe depot as a non-profit living museum of vintage print shop technologies. They’re asking for funds to help repair and remediate some drainage problems with the depot foundation, and to restore the old Santa Fe station sign.

Our last grant for 2020 goes to the Colorado & Southern Railway Society, who are currently restoring C&S narrow gauge bobber caboose 1006 up in Silver Plume. They’ve been working on the car for close to six years now, and are at the point of reinstalling the flooring and siding and then painting the car. 1006 received a grant back in 2015 for new roof ribs, and we’re continuing to support the car’s restoration with a follow-up grant to cover some of the cost of finishing the car.

Members, don’t forget - if you would like to support the Foundation and its grant program goals, we’re always looking for donations to help defray the costs. Please consider a donation to the Foundation to support these and other worthy preservation projects.

Additional Information About June *Rail Report* Items

From Michael M. Bartels

CB&Q 4-6-0 No. 715 (the masthead photo on *Rail Report* 716) was renumbered 915 in 1951. It was the last steam locomotive stored at Lincoln, Nebraska, being placed on display at Dodge Park in Council Bluffs, Iowa, in January 1966 with Burlington heavyweight lounge car Omaha Club, joining UP 4-8-4 No. 814. On September 16, 1999, the 915 was trucked to the RailsWest Museum, located in the former Rock Island depot in Council Bluffs, as the equipment display was being relocated.

The Intermountain Chapter also had a “rocky” Craig trip in addition to the RMRRC chartered car trip described in *Rail Report* 716, June 2020. The chapter trip’s No. 10 hit a rock slide coming out of Tunnel No. 54 on February 10, 1965, derailing the lead unit, F7A No. 5564. The cars, including the chapter’s ex-CB&Q business car No. 96, were pulled back to Toponas and passengers were bused to Bond, where No. 9 was turned back to Denver. The accident was pictured in the May 1965 *Trains*.

Arthur Ridgway (his retirement was noted in “Events of Railroad History:

Mountain Railway Expert Retires as Chief Engineer” – *Rail Report* 716), was the author of *The Case of Train No. 3*, an official report that was a very readable account of the June 1921 Pueblo flood disaster. The club published it as a small hardback volume in 1956. Prior to coming to the Rio Grande, Alfred E. Perlman (1902-1983) had been involved in reconstruction of CB&Q lines in southwest Nebraska and eastern Colorado after the big Republican River flood in May 1935. He wasn’t a big fan of the narrow gauge but would go from the Rio Grande to fame on the New York Central and Penn Central before taking the top Western Pacific job in 1970.

I had known Forrest Bahm (Remembrance – *Rail Report* 716) for many years as a personal friend. He had been postmaster in his hometown of Shelby, Nebraska. He was able to ride many railfan trips, perhaps the rarest an exhibition run of the GM Aerotrains from Chicago to Los Angeles on the Santa Fe in 1956. He rode the club’s first 844 trip in November 1960 and the 50th anniversary trip in November 2010.

Help Fund The Rocky Mountain Railroad Historical Foundation

Donations to the Rocky Mountain Railroad Historical Foundation provide annual, ongoing funds for educational, preservation, and restoration projects.

Up to five individuals or organizations who have a summer project that could use up to \$1000 for a railroad history-related project are awarded a

small grant. The 2020 recipients are announced in this *Rail Report*.

To support funding for these grants, please send donations to:

Rocky Mountain Railroad Historical
Foundation
PO Box 2391
Denver, CO 80201-2391

Colorado Railroad Museum

STILL ON TRACK

The Colorado Railroad Museum Re-Opens Tuesday, June 2, 2020!
Please Note New Guest Requirements and Operating Hours

After temporarily closing its doors in March 2020 to protect the health and safety of visitors along with paid and volunteer staff, the Colorado RR Museum is pleased to announce that it will re-open to the public beginning on Tuesday, June 2. Regular Admission prices will once again apply, and train rides will be available for an additional fee on selected days (Thursday-Sunday, through August).

While sharing Colorado's rich heritage with guests, as an educational institution they also must affirm that "safety remains their first priority." Thus, as of June 2 we are implementing new procedures and operating hours, along with new requirements for our guests. These join even more stringent requirements for our paid and volunteer staff team which have been implemented during the closure period.

NEW TO THE MUSEUM

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance

Mask Requirement: All guests and staff must have a mask in order to be granted entry into the Museum. If you do not have one with you, we will have limited quantities of masks available for sale. This requirement applies to ALL persons ages 2 and older, and is in place because adequate social distancing may not be possible within certain Museum facilities and programs (specifically rest rooms and indoor exhibit galleries, and train rides). This policy is in accordance with national and statewide health recommendations and helps to ensure everyone's safety.

Closed on Mondays: The museum will be closed on Monday to allow for additional, regular cleaning and to adequately staff the Museum when open. The museum will be open six days each week: Tuesday through Sunday, from 9 AM to 5 PM. Starting Thursday, June 4, train rides will be offered every Thursday, Friday, Saturday and Sunday – through August. Train rides will depart every 30 minutes between 10 AM and 3 PM on these days except there will not be a 12:30 PM train ride.

Purchase Train Ride Tickets in Advance: To help ensure public safety and avoid crowds, capacity aboard our open-air gondolas and coaches is reduced. Timed Train Ride ticket purchases will be required. It is strongly recommended that visitors pre-purchase Train Ride tickets online, in advance. Museum members train ride tickets are now FREE except during special events and specially ticketed themed events—however, you should also reserve Timed Tickets online in advance. ALL train rides will be offered on a first-come, first-served basis. There are currently no additional costs or convenience fees associated with purchase of standard admission tickets and weekend train ride tickets.

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 current meeting information email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Facebook:
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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.

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:

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

E-mail: selectimag@aol.com

Items for the August *Rail Report* should be sent by July 10th.