

RAIL REPORT

March 2018 • No. 690



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Today's Moffat Road

Presented by John Crisanti

March 13th, 2018 • 7:30 PM

In this program, we will follow today's Moffat Road from Denver to Phippsburg along the former Denver & Rio Grande Western. Although traffic levels now are not as they were at least a decade ago, it is still possible to capture Colorado railroading at its finest on one of the most scenic mainline railroads in the west. John will end the program with some of his favorite photos. He is the author and photographer of *The Moffat Road – Denver To East Portal*.

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.**

RMRR 2018 Calendar

- March 17: Union Pacific Steam Shops Tour.
- April 10: Monthly Meeting and Program by Kevin Morgan.
- April: Union Pacific Maintenance of Way Shops Tour.
- May 8: Monthly Meeting and Program.
- May 19: Cheyenne Depot Days.
- July 14: Picnic At The Colorado Railroad Museum.

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.

Today's Moffat Road



Union Pacific 8477 at Yampa, Colorado, on October 1, 2016.
– Photo © 2016 John Crisanti



BNSF 8268 at Tolland, Colorado, on December 6, 2017.
– Photo © 2016 John Crisanti

For Rail Report 690, celebrating the 80th Anniversary, the masthead 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

Union Pacific Steam Shops Saturday, March 17th

We have a special tour of the Union Pacific Steam Shops hosted by Manager of Heritage Operations, Ed Dickens. We will get an update of progress on UP Big Boy 4014. This tour is limited to members that have signed up at a Club meeting with phone and e-mail contact information. Members on the list will be given parking directions and the time to arrive.

Lunch is nearby on your own for those that are interested. Transportation to and from Cheyenne is on your own. The cost will be \$20 paid at the tour. Remember to wear appropriate clothing – long pants and closed toe shoes.

Union Pacific Maintenance Of Way Shops – April

We will tour the Union Pacific Maintenance of Way Shops at 5929 Pecos in Denver. They are actually located at Utah Junction. On the other side of the Pecos bridge, the old steel water tower and the big elevators are there. We requested April 21st as our first choice and April 28 in case our first choice is not available. During the tour we will see the inside of the repair building where the MOW machines are repaired and brought back to specifications. Working with the ballast takes a hard toll on machinery.

Their library on site has 5,000 books and manuals on hydraulics, electronics, gas engines, and manufacturers. All sorts of fabrication is done with welding, bending, and various fasteners. There is a turntable outside for the equipment and many types of cranes inside. To the East of Pecos are two yards where various track machines are stored after rebuilding.

We will have sign up sheets at the March and April Club meetings. We will confirm you are going the day before the event. You should wear steel toed shoes if you have them otherwise stout shoes and long pants – no shorts or open toed shoes. They will provide safety glasses and hard hats if they need us to use them. No pets or concealed weapons. There is ample parking in a parking lot just east of the main blue building. I will provide a map for those going.

Cheyenne Depot Days – May 19th

We will go to Cheyenne Depot Days May 19 and 20. Those of you unable to see 4014 in March will be able to see it then. The Sherman Hill Modelers sponsors this event and they have a nice train show at Frontier Park with tours of the Depot as well.



80th Anniversary Events

RMRRRC Picnic – July 14

Our BBQ picnic will be held at The Colorado Railroad Museum. This will be a family event so plan on setting aside time for bringing your kids and grand kids.

Steam at Como – June 30th

We are planning to ride behind 2-6-2, Klondike Kate #4, at Como. We will see two 80th celebrations since the last South Park train ran in Como in 1938.

Summer Work Day

We will go to Bailey in the summer and Pat Mauro will organize a work day for us.

Denver & Intermountain Interurban Car 25 Open House – August 11

Free Rides at the Denver Federal Center, weather permitting.

Leadville, Colorado & Southern Fall Color Train Ride September 8th (Tentative Date)

Colorado Live Steamers – September 15th (Tentative Date)

We will go to Byers to ride the Colorado Live Steamers trains.

Annual Banquet – October

The 80th anniversary Annual Banquet should surpass last year.

80th Anniversary “Signature Trip” – November

We have it planned and are working on additional details on this trip.

Annual Meeting – December 11th

We will put out a nice spread of cake, punch, cookies, Debbie’s delicious train chocolates. Oh yes, we will also have elections and a special program.

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.



The February program crew from left: Rick Molzer (Como Mercantile owner), Pat Mauro (DSP&P Historical Society, RMRRRC, and RMRRHF Director), Chuck and Kathy Brantigan (Owners of the Como roundhouse and locomotive #4), David Tomkins (Owner of the Como Depot and Hotel), Bob Schoppe (President of the DSP&P Historical Society), Jeff Ramsey (Track Foreman), Jeff Badger (South Park Rail Society Director and CMO), Tim Bain (South Park Rail Society Vice-President), and Jason Midyette (South Park Rail Society and DSP&P Historical Society Director). – Photo © 2018 Bruce Nall.

President's Report

By Steve Mason

At the regular meeting in February we hosted DSP&P Historical Society and South Park Rail Society officers and directors as well as property owners and others associated with projects in Como. We had good attendance in the smaller west room of the church. Jason Midyette gave a digital presentation about returning locomotive #4,

Klondike Kate, to steam operation. Kathy Brantigan had marvelous insights for us. Bob Shoppe talked about the Como Depot and the depot track. David Tomkins spoke about acquiring the Hotel and his projects. Jeff Ramsey answered questions. It was an unusual evening because so many people involved in this project spoke about what they did.

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolo's Pizza, 7847 W. Jewell Ave. in Lakewood. We eat dinner at 5:30 PM and the Board meeting starts at 6:30 PM followed by the Foundation meeting. Meetings last to around 8:00 PM. Any member / visitor wishing to address the Board will be inserted first into the agenda. 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. We earnestly solicit your input! Before and after the meetings we informally visit and you are welcome to participate. You are always welcome!

President's Report



The South Park Rail Society presentation at the February Club meeting included a discussion of the history, travels and work to get locomotive Number 4 steamed up and operating in time for operation during Boreas Pass Railroad Day on August 19, 2017. The ex-Klondike Mines Railways, a Baldwin 2-6-2 built in 1912 was delivered to Como, Colorado, on August 15, 2017.

– Photo © 2017 Dave Schaaf.

Just ten years ago it appeared to many of us that some Como buildings were going to fall down. We are lucky all these people bought and worked hard to fix the buildings and put them into shape. In addition to private funding, many organizations including our Foundation provided grants for various work. It is easy to see the real Denver South Park and Pacific reborn again. This year, our 80th anniversary, is also 80-years from 1938 when the South Park was abandoned. It is fitting that we celebrate it's rebirth now.

I have seen programs by our next presenter, John Crisanti. He is a college student with a unique perspective on modern railroading on the Moffat subdivision. It is well worth your time to view his efforts. John is the future of our hobby. Please plan on attending this fine program.

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know.

Foundation Seeking 2018 Grant Projects

By Nathan Holmes

The Rocky Mountain Railroad Historical Foundation is pleased to announce that we're looking for candidate projects for this summer's mini-grant program. For the fourth year in a row, we're looking for up to five railroad-related preservation, restoration, or education projects that could use up to \$1,000 for their 2018 project. Help us spread the word and find the best projects for the Foundation's help this year. All applications must be received by April 30, 2018, and recipients will be announced at the June 2018 regular meeting.

If you know someone or a group who could use one of our grants, please direct them to the RMRRC / RMRRHF website grant application link for complete application details: www.rockymtnrclub.org/rmrhf-grant-2018.pdf

In Remembrance

Ted Gottwald

Ted Gottwald, a 52-year member of the Club passed away January 9, 2017. At the time of his death he held seniority number 41.

Ted was a retired Lockheed Martin Electrical Engineer. He built a live model steam locomotive called Catawatha and spent many hours constructing his intricate train layout. Ted was a volunteer at the Lititz Springs Park caboose, where he helped train enthusiasts from all over the country and the world.

In Remembrance

Dr. William Husa

Dr. William Husa, a 51-year member of the Club passed away March 4, 2017. At the time of his death he held seniority number 48.

Dr. Husa retired as the Chairman of the Science and Physical Dept. at Middle Georgia College in Cochran, Georgia. He was a life long train enthusiast and photographed trains throughout the U.S.A. His photos were published in many train magazines.

In Remembrance

Kurtis C. Penny

Kurtis C. Penny, a 45-year member of the Club passed away December 17, 2017. At the time of his death he held seniority number 85.

Kurtis was active in the Club and loved to study the history of the railroads and would retain the smallest details.

Forney Transportation Museum Equipment Moves



This 120 ton crane and its boom car have been saved and may be on display at the Moffat Road Railroad Museum in Granby, Colorado, later this year. The crane was built by Industrial Works at Bay City, Michigan.

– Photo © 2018 Dave Schaaf.



Retired crane 903053 (nicknamed Aunt Peachy) was moved around the Forney Museum of Transportation on February 18, 2018, to accommodate the arrival of DRGW 3006. – Photo © 2018 by Chip.

Forney Transportation Museum Equipment Moves



Equipment was moved from Burnham Yard in Denver to the Forney Transportation Museum in Denver on February 17, 2018. The 120 ton crane's move to the Moffat Road Railroad Museum in Granby, Colorado, is planned for later this year. The D&RGW GP30 and caboose will be on display at the Forney Museum.

– Photo © 2018 Dave Schaaf.



Union Pacific and Anschutz Foundation volunteers and others completed a successful rail move at the Forney Museum of Transportation. Chicago & NorthWestern 444, a 4-6-0 Alco built in January 1906, was moved to accommodate the addition of Denver & Rio Grande Western Railroad 3006, a GP30, on February 18, 2018. – Photo © 2018 by Chip.

Current Railroad Happenings



The California Zephyr Railcar Charters private varnish (PV) in the snow on Amtrak train 6, the California Zephyr, at Tabernash, Colorado, on February 2, 2018. The two PVs came off at Denver Union Station for the weekend then departed February 5, 2018, on Amtrak train 5 back to California. – Photo © 2018 by Chip.

The Silver Solarium, a Vista-dome Sleeper Lounge Dome Diner, was built in 1948 by the Budd Manufacturing Company for the Chicago, Burlington & Quincy RR (CB&Q). The Silver Solarium was one of six dome/sleeper/observation cars specifically built for the California Zephyr. Operating between Chicago and San Francisco, California, for over 20 years, the car provided an elegant end to an elegant train. In May 1971, ownership of the car transferred to Amtrak and the car was retired in 1980. Put in storage by Amtrak, time and the elements soon took their toll on this once magnificent car. Vandals broke out windows and trees and mushrooms took root in the once elegant lounge. Amtrak sold her to a private owner and several years later, the grand lady of the California Zephyr was reborn.

Union Pacific “Big Boy” 4004 Asbestos Abatement



Preparation work in advance of asbestos removal on UP “Big Boy” 4004 at Holliday Park in Cheyenne, Wyoming. – Photo © 2018 Dave Schaaf.



UP “Big Boy” 4004 is encapsulated in preparation for asbestos removal on February 9, 2018. The UP caboose (on a frame, without trucks) is privately owned and is used as a warming shelter and a place for changing in and out of proper safety apparel required for asbestos removal workers.

– Photo © 2018 Jim Ehernberger.

Good Friends and Good Trips in 1950

Compiled by Dave Goss

While going through some the Club files dating from 1950, I ran across several items of personal history from early club members. Ed Haley and Philip Ronfor had a strong relationship as can be gleaned from these two passages in correspondence between them in October 1950.

From Phil:

Dear Ed, Lest you wonder what the devil to do with the package – which should have arrived by now, let me say it is your camera. Knowing that you wanted one like it – and being amply supplied in that line myself, I can see no reason for it gathering dust here when I know that it will be put to good use in your hands. Dick [Kindig] said that he had an extra lens for it so you should be well equipped.

Evidently earlier that year Phil and Ed had taken a trip up to Alpine Tunnel, Boreas Pass and Leadville with some other Club members. He remembers:

Speaking of passes – I want to say that our little jaunt out there is going to remain one of the high spots of my uneventful career, and I want to say thanks for the pleasure of your company. If it can be said without sounding maudlin, I count myself darned lucky to know you fellows, and will assert that our little jaunt was of epic proportion.

Ed replied:

My sincere thanks to you, kind fellow. You just don't know how much your wonderful gift means to me. For some ten years now I have thought that someday I would be able to own a camera just like the one you sent. But every time I had a little spare cash there was something that just had to be paid or

that I needed more. And as the children grew older they become more and more expensive...

A bit later in his letter Ed says:

And now I have a little surprise for you. A couple of weeks ago I stopped in at the Western History Collection in the Main Library and visited Miss Aulls for a while. In the course of our conversation she mentioned that she had some 8x10 negatives of the South Park that maybe Dick and I would be interested in. She gave us a box of 100 negatives. The deal is that Dick and I can print one each for ourselves and one of everyone for the library. But we remembered a couple of our friends, you, Mac [Poor] and Charlie [Ryland]. About one in ten is worth printing so I am sending you the first two we made for you...

This correspondence illustrates the strong bond early Club members had for each other and the bonding or brotherhood of early rail fans was shown in many ways. Today we take having a camera for granted as every smart phone seems to provide images better than early 35-mm cameras and are certainly easier to use than bulky glass plate or film models. Many of us can relate to getting the first camera, like Ed did, but the friendship it represented is not common and the impact it had on Ed's life was significant. And who can imagine going to the Western History Collection today and being loaned a box of original negatives for someone's personal use. Obviously Ms. Aulls knew and respected Ed [and probably the Railroad Club itself] and the serious interest he had in Colorado railroad history. It was in the fall of 1950 that Mac Poor's book on the Denver, South Park & Pacific published by the Club sold out.

Events of Railroad History: Rockefeller's Generosity and Roosevelt in Engine Cab

Contributed by Dan Edwards

Denver Post, April 15, 1903

Pueblo, Colo., April 15. John D. Rockefeller, who is said to possess \$1,000,000,000 and is accredited with being the richest man in the world, nearly sent Engineer R.W. Gutchall of the Denver & Rio Grande railroad into nervous prostration this morning.

Mr. Rockefeller arrived from the West at 5:45 o'clock in his special train. The run, despite its multiplicity of dangers incident to mountain railroading, was made in safety, and the man with a very much impaired digestion and more money than he knows what to do with, slept through it all. Mr. Rockefeller's physical condition is not conducive either to long or profound sleep, but last night he lost his identity for nine hours in the land of nod.

Before the train left Grand Junction last evening, Mr. Rockefeller called his private secretary and bade him ascertain if the "engineer was safe and reliable." His fears being set at rest on that score, the train started. Engineer Gutchall had been duly impressed by his superiors that he must make both time and safety or off would go his head.

At 5:45 this morning when the special rolled into Pueblo, Engineer Gutchall had "made good" and just as he was preparing to leave his cab, word was brought to him by Mr. Rockefeller's valet that the oil magnate wanted to see him.

When the much begrimed engineer appeared in Mr. Rockefeller's car, the latter handed him a \$10 bill and told him he had never enjoyed a better night's sleep, which he thought was due to the skill of the man who was at the throttle.

The Rockefeller special left for the East at 5:55 over the Missouri Pacific.

Denver Post, February 17, 1901

Rifle, Colo., Feb. 16. Governor [and newly elected U.S. Vice President Theodore] Roosevelt today made the most exciting experiment in his whole trip. He rode on an engine from New Castle to Glenwood Springs and was jerked around curves and over rough track at 60 miles an hour. Engineer Snell was in charge of the special train that brought the governor to Glenwood. The run was a record breaker, and the governor asked to ride up ahead.

Engineer Snell pulled her wide open, and in a few minutes the governor's head was bumping the top of the cab. When he got to Glenwood, he thanked the engineer and said he would not trade jobs for any money.

Governor Roosevelt's trip from Rifle was very pleasant. At all stations crowds were on hand waving handkerchiefs, and at New Castle, a stop of 5 minutes was made for handshaking; at Glenwood the governor took a bath in the vapor and then started east for Colorado Springs.

To a few friends at Glenwood the governor showed the stock of his rifle where a large piece had been bitten out by a lion two days ago. Mr. Roosevelt explained he had stabled the lion four time while the dogs were fighting and snapping; suddenly the beast turning and grabbed at him.

"I had the rifle in my left hand," said the governor, "and when the lion came for me I struck the stock into his mouth and then stabbed him to death."

[Note: Teddy Roosevelt had been elected U.S. Vice President in November, 1900, and was inaugurated three weeks after his trip to Colorado. He became President on September 14, 1901 when William McKinley was assassinated in Buffalo, NY.]

Current Railroad Happenings



Caboose Number 01416, built by the Rio Grande in August of 1941, was one of 90 steel cabooses in this series. The waycar moved to the Caboose parking lot in Lakewood from Parker, Colorado, on February 17, 2018. Less than a dozen of these exist today. – Photo © 2018 Dave Schaaf.

Colorado Railroad Museum 2018 Special Events

March 31st – Bunny Express Train	Day Out With Thomas:
May 12th – Steampunk At The Station	September 8, 9, 15, 16, 22 & 23
July 18th – Dinosaur Express Train	The Polar Express Train Ride:
October 27th – Trick Or Treat Train	November and December

Colorado Rails and Cocktails

May 4 – Otto Perry, Master Photographer
August 3 – Colorado Rails and Cocktails: Locomotive 20
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 5:30PM and the bar opens at 6:00PM. The presentation starts promptly at 6:30PM and the doors close at 8:00PM. 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, March 21, 2018 – Dinner at 5:30 PM – Meeting begins at 7:00 PM

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Club Information

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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:

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Items for the April 2018 Rail Report should be sent by March 16th.