

# RAIL REPORT

March 2019

No. 702



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Georgetown Loop Railroad, The First 30 Years Of Restoration

Presented by Bill Robie and Dave Ropchan

March 12, 2019 • 7:30 PM

Bill Robie was an employee, volunteer, and fan of the reconstruction projects for both the Central City and Georgetown Loop Railroads during the Ashby and Ropchan era. Bill will present a slide show covering many of the highlights of the Georgetown Loop Railroad early years from inception, to include the predecessor years at the Central City Narrow Gauge Railroad. Dave Ropchan, part owner of the two former operations, will provide most of the narration. Images will include moving #44 from Central to Silver Plume, laying the very first rail, some of the early employee special runs, double-headers, and rebuilding the famous Devil's Gate Viaduct "high bridge."

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.**

### RMRRRC 2019 Calendar

- April 9: Monthly Meeting and Program, "Patagonia Express" by Bill Jones.
- May 14: Monthly Meeting and Program, "Update On RR Progress In Como" by the South Park Rail Society board members.
- June 11: Monthly Meeting and Program: "Contemporary Steam Locomotive Restorations" presented by Jim Wrinn of *Trains* magazine.
- July: **No Monthly Meeting.**
- August 13: 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.

## Georgetown Loop Railroad, The First 30 Years Of Restoration



Setting the center span on the famous Devil's Gate Viaduct "high bridge."  
– Photo © Bill Robie.



Georgetown Loop #44 on a on a special run. – Photo © Bill Robie.

For Rail Report 702, the masthead features Lehigh and New England 702.  
– Howard Fogg photo from the Tom Klinger Collection.

# Georgetown Loop Railroad, The First 30 Years Of Restoration



SeaBees do grading work at the Georgetown Loop Pin Truss bridge.  
– Photo © Bill Robie.



Georgetown Loop #40 and #44 in the Silver Plume yards. – Photo © Bill Robie.

## Thoughts and Ramblings of Club President Dennis Leonard

As we visit Galt and load out ore on our trip to Lake City on the LC&O RR during a slightly warmer March, we recognize that the loading out of gold ore represents, in our case, the club members, our spouses, committee members, board members and officers of the RMRRRC.



Galt on Denny's model Lake City and Ouray Railroad.  
– Photo © Denny Leonard.

There are projects and trips that we can support and be involved in. And there will be opportunities to nominate worthy projects to support as the Rocky Mountain Rail Road Club Historical Foundation Board will soon so be considering grants. Please share with us projects that you might be aware of so we or you may encourage them to submit an application to us for consideration of a grant.

Our organization works at preserving the history of Colorado railroads and through the grants that we can do each year we have the opportunity to help fund a group of projects preserving our Colorado Railroad history.

As mentioned before, let us know places or equipment that we should consider to support and or visit.

But remember, in order to continue or increase the grants, the Club needs to enlarge its endowment. So, we ask all to consider some donation or bequeath to the Rocky Mountain Rail Road Historical Foundation which is a 501(c)(3) tax

exempt foundation.

Many other groups are focused on equipment, running and preservation (only to mention a few who have actual track like the Friends of the Cumbres and Toltec Scenic RR, Georgetown Loop, the Denver and Ft Collins trolley runs, the two South Park Groups and the Ridgway RR Museum) and deserve our support as they build and

rebuild railroad history!

The preservation of rail history includes the memories and stories of the railroaders who built, operated and documented the railroads of Colorado. Personnel stories and histories submitted to us are currently part of *Rail Report* pages. But there are many more to be told.

So as another exhortation, we encourage members to submit their own or others biographies for publication on our web page and for archives purposes. We have such a wealth of history and knowledge in our membership which needs to be shared!

I hope that some of you visited the RMRRRC booth at the train show March 2 and 3 at the Denver Merchandise Mart. Our board had pleasure of reaching out to other fans and potential members.

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



UP 844 leads the July 18, 2009, Cheyenne Frontier Days Train.  
– Photo © 2009 Nathan Zachman.

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## The End Of The Denver Post's Cheyenne Frontier Days Train

By Bruce Nall

*The Denver Post* and The Denver Post Community Foundation announced that in 2019 and beyond, The Denver Post Cheyenne Frontier Days Train will no longer operate. Their press release noted equipment availability as one reason since UP will be using its heritage equipment in 2019, running across the country commemorating the 150th anniversary of the completion of the Transcontinental Railroad.

The special train started running in the early 1900s. In 2018, over 700 ticketed passengers rode the rails behind the steam engine led train to Cheyenne for a grand time at Cheyenne Frontier Days.



The annual *Denver Post* special train ran from 1908 to 1970 except for 1924, and 1942 to 1945. On July 18, 1992, the trip came back as the Centennial Special using Ski Train coaches pulled by Amtrak locomotives.

In 1994, the train returned to steam power, pulled by UP 3985, the type of engine that had pulled the special in the 1950s. Since then, UP 3985 or UP 844, as well as UP E-9s have led the train.

There have been 27 Denver Post Cheyenne Frontier Days Train trips since the revival of steam locomotive powered special trains.

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### *In Remembrance* Daryl B. Ryder

Daryl B. Ryder passed away on February 6, 2019. He was a 53-year member of the club, joining in 1966, and held seniority number 32 at the time of his passing.



The Manitou & Pike's Peak Railway gasoline car #7 arrives and is pulled onto the Colorado Railroad Museum's turntable. Diesel motor #9 and coach #12 are in the background. – Photo © 2019 Bill Robie.

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## Broadmoor Pikes Peak Cog Railway News

By Dave Schaaf and Bruce Nall

Gary Pierson, CEO of Oklahoma Publishing Co., parent company of the Broadmoor Pikes Peak Cog Railway, said demolition of the existing 9-mile railway will begin this spring. The new cog system is not compatible with the old, worn infrastructure, so everything must be replaced or modified. The Colorado Railroad Museum acquired the old Manitou & Pike's Peak Railway's first gasoline car #7, as well as diesel motor #9 and coach #12. These arrived in Golden in mid-February. The M&PP snow plow is likely to go to the outdoor rail museum in Pueblo, Colorado.

New Pikes Peak Cog Railway rolling stock and track will be put in place over

the next year or two. Everything has been ordered from Switzerland for a complete replacement of the cog. A new \$50 million summit house is under construction at the end of the cog rails on Pikes Peak.

Stadler Bussnang AG of Switzerland announced in January that it had received the order for rack-and-pinion diesel locomotives, rail cars that will be configured to carry 240 to 260 passengers, and snow removal systems. The railway has been closed since 2017 while Oklahoma Publishing officials worked out a deal with the city of Manitou Springs to rebuild the tourist attraction. The railway is scheduled to reopen in 2021.

## Broadmoor Pikes Peak Cog Railway News



The Manitou & Pike's Peak Railway diesel motor #9 with coach #12 behind at the Colorado Railroad Museum roundhouse. – Photo © 2019 Dave Schaaf.



The Manitou & Pike's Peak Railway gasoline car #7 (left) and diesel motor #9 with coach #12 are on the rails at the Colorado Railroad Museum. – Photo © 2019 Bill Robie.



The Cimarron Canyon Rail Exhibit at the Curecanti National Recreation Area is back. The Cimarron Train Restoration Project has been completed and Locomotive #278, its coal tender, a boxcar, and caboose returned to the “steel deck span” bridge. The 288-foot long trestle, constructed in 1895, replaced the original 1882 wooden Howe truss design trestle. – Photo © 2019 Steve Mason.

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## Return Of The Cimarron Canyon Rail Exhibit

By Steve Mason

At the mouth of Cimarron Creek, just upstream from where it spills into the Gunnison River, stands a reminder of bygone days in railroading. Locomotive #278, its coal tender, a boxcar, and caboose stand atop the last remaining railroad trestle along the Black Canyon of the Gunnison route.

I was returning to Denver from Montrose with my son, Aaron, and we were told at a restaurant that the 278 was back on display at Cimarron. We decided to check it out and were told the Forest Service put the 278 and train on it's display atop the deck truss. We went towards the Gunnison River in the depths of the Black Canyon and were in deep, dark

shade when we arrived where the display was. After eight years of waiting it was there. The restoration looks really good, the loco looks perfect with the unique D&RG classification lights on the front. The box car lettering looks good and caboose 0577 (the sister of the 0578 from the Club at the CRRM) is also well restored.

The first time I saw D&RGW 278 was in Montrose during a semester break in August 1967. It was on open display along US-50 where the airport is now. There were three of us and we all took turns posing as engineers.

The 278 was built in March 1882 by



## Return Of The Cimarron Canyon Rail Exhibit

Baldwin for the D&RG as a C-16. The engine kept its number 278 through all the Rio Grande's corporate name changes. There are a number of photos showing 278 in the Montrose yards. Many times it was used as a helper over Cerro Summit.

When the D&RGW was pulling up rail on the 3rd division, locomotive 278 became surplus. The railroad donated the 278 to the City of Montrose in 1953. In 1976 Montrose gave the loco to the Park Service. The park service cosmetically restored the 278, a box car, and caboose 0577 and erected a truss bridge over the Cimarron River for display.

In 1973, locomotive 278 was leased (along with the tender and caboose) to the National Park Service for 20 years.

In 1974 they were loaded aboard a Bureau of Reclamation "lowboy" for the move from Montrose to Cimarron Canyon. At that time, the western end of the trestle was still covered with earth from fill over a culvert, and it was possible for the "lowboy" to back up to that end and the locomotive and cars to be moved directly onto the trestle.

In 1976, the trestle was placed on the National Register of Historic Places, due to its significance as the last remaining structure representing the history of the narrow gauge railroad in the Black Canyon of the Gunnison. The lease of the locomotive, tender, and caboose was renegotiated in 1989 and extended to 99 years.

The set of rail cars were added to the

National Register of Historic Places from April 2009 to May 2010. The listing provides recognition of the significance of the resources, and opens funding avenues for preservation actions.

### The Cimarron Train Restoration Project

Locomotive #278, its coal tender, box-car and caboose were removed from the Cimarron Canyon trestle in July 2010 for restoration. The restoration of #278 locomotive was completed by Mammoth Locomotive Works in Palisade, Colorado.

The boxcar was built in 1904 (rebuilt in 1923) and was large for its time, able to carry 25-tons. In the 1930s and '40s, it was used to ship agricultural products and silica ore.

The caboose was built in 1886 and used on this route of the Denver and Rio Grande Western Railroad.

The locomotive and the other cars have been restored to look as they would have in 1940.

In the summer of 2012 a detailed inspection of the "steel deck span" bridge, constructed in 1895 and listed on the National Register of Historic Places, was made. A coatings specialist from the Bureau of Reclamation inspected the bridge in the fall of 2013 and documented areas of rust and the degree that the paint had deteriorated. The bridge was restored by Eddie Lopez Construction of Hurricane, Utah.



The Midland Terminal Railway Club special taking water at the Midland, Colorado, water tank. – William (Bill) Van Patten photo from the Ehernberger collection.

## The Only Midland Terminal Railway Club Excursion

By Jim Ehernberger

Seventy years ago, February 6, 1949, the Rocky Mountain Railroad Club operated their only excursion via the Midland Terminal Railway.

This special operated over the 52-mile line between Colorado City (located 3 miles west of Colorado Springs) and Cripple Creek. Cripple Creek was the location of gold mines, and precious ores were handled over the years by the MT. The railroad was being abandoned and it was the final opportunity to ride over this historic line.



The first 23 miles operated in a westerly direction over the original Colorado Midland line to Divide. From Divide the line went over the

MT trackage in a southerly direction by utilizing steep grades via Midland (water station), Gillett (a ghost town), Bull Hill, Victor and into Cripple Creek.

The railroad repainted locomotive number 59, a 2-8-0 especially for this occasion. The paint scheme was very attractive, and unique, not matching anything ever used on this railroad. The

## The Only Midland Terminal Railway Club Excursion

locomotive was built by the Schenectady Locomotive Works in 1898 for the Midland Terminal. Unfortunately it was scrapped in 1949, along with the entire railroad.

The excursion train consisted of four wooden passenger cars. It was necessary to borrow two baggage-coach combination cars from the Rio Grande. One was assigned to the Aspen Branch out of Glenwood Springs, and the other was used on the Westcliff Branch. The other

two cars were an ex-Cripple Creek Short Line combination car, and the wooden observation car, formerly Colorado Midland 111, now on display at the Colorado Railroad Museum at Golden. It was necessary to obtain the Rio Grande cars, as modern steel passenger cars presented a clearance problem.

The fare was \$7.00 and 169 passengers enjoyed the trip under clear skies, with a near-zero temperature.

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### Events of Railroad History: Double Tracks Open to Pueblo Monday

From the *Denver Times*, September 28, 1918

Research by Dan Edwards

One of the fruits of government control and unification of railroads is to be served to the traveling public Monday [October 1] in the form of a double track system between Denver and Pueblo. Heretofore the Colorado & Southern and the Santa Fe lines have shared a single line of track for both southbound and northbound traffic; the Rio Grande its own single line track for a similar purpose.

Beginning Monday, however, the three roads will use the Colorado & Southern [sic] track jointly for one-way travel and the Denver & Rio Grande track for travel in the other direction. In this way delays will be avoided and smoothness of operation insured, with results not only beneficial to the roads themselves but substantially to the advantage alike of passenger and shipper. Without government control this arrangement would have been either impossible or a matter over which to wrangle perhaps for years.

Joint use of tracks is a war measure suggested by Hale Holden, regional director. Schedules will be about the same with a few minor changes. Southbound trains will use the Rio Grande tracks; northbound the [Santa Fe]. The stations [of the two roads] are close together, except at Colorado Springs, where they are about a mile apart.

[*Excerpts from a newspaper announcement*]: United States Railroad Administration, W.G. McAdoo, Director General of Railroads. [*Northbound and Southbound schedules of passenger trains on the three railroads given, along with this note*.] Tickets will not be interchangeable and will be honored only on trains of the line over which they read. Local Time Table giving new train schedules may be secured at the United States Railroad Administration Consolidated Ticket Offices, Seventeenth and Welton Streets or at the Union Station.

## A Busy Year – 1965 Part 2

By Dave Goss

In addition to the Moffat Tunnel trip behind Great Western locomotive #51 and the trip to Winter Park in June (described in a previous Rail Report), the Club also operated its annual Memorial Day trip on the narrow gauge lines of the Denver & Rio Grande Western Railroad May 29 to 31. Nearly 400 members and guests enjoyed another of these memorable trips. On August 29, the Club operated another trip behind #51 from Denver to Longmont. This time the locomotive was able to handle four heavyweight coaches and one combination coach car for the more than 250 riders.

On October 17, Union Pacific locomotive #8444 pulled an excursion for the Club from Cheyenne to Rawlins and return. The legs of the trip to and from Cheyenne and Denver were diesel powered. About 200 riders took the trip, including *Trains* Editor David P. Morgan. In a letter from Morgan to Trip Committee Chairman, Ed Haley, Morgan said:

You people run a very good trip and Margaret joins me in expressing our appreciation for a fine outing with the 8444. In this connection, could you provide me with an authenticated speed log of the run back to Cheyenne from Rawlins? I heard several references to 90 and even 98 mph running ... I'd hesitate to place these claims in print without some verification from you.

In reply to Morgan's request, Ed writes:

I thank you and Margaret for your kind comments ... I had the usual frustrations and worries of not quite a sufficient number of passengers to break even (Ed. Note the Club lost \$574 on the trip) and the usual delays ... It was, however, the first time I ever had one of our trains delayed by a broken whistle cord (the reason for not leaving Cheyenne westbound on time).

On the west bound run, we clocked the 8444 mile post to mile post with a stopwatch for a number of miles at 79.5 m.p.h. but we were unable to do any accurate clocking after dark. At Laramie I heard one of our passengers query the road foreman of engines about our speed. He did not get a direct answer but the road foreman said they had run faster than 80, but he also stated we had not been going any 90 m.p.h. because the engine was so seldom run that they were afraid to really open her up. (Later Haley confirmed with the Dispatcher at Laramie that from Rawlins to Laramie (117 miles) the train had taken 124 minutes).

It's pretty remarkable that at this time in 1965, 8444 was almost 21 years old and today, we are looking forward to seeing 844 running at speed in 2019 at the age of 75 years old. This remarkable locomotive ran many more trips with the Club and operated as recently as July of 2018 for the Cheyenne Frontier Days Train. I wonder who in 1965 would have predicted this to be the case?

## More Rocky Mountain RR Historical Foundation Grant Results



The Denver Tramway Heritage Society, who runs the trolley along the South Platte in Denver, requested a grant to help them rebuild two of the traction motors on their car 1977. Long time Club member Pete West reports that both motors were successfully rebuilt and installed in the car on September 12, 2018, and the car is now running smoothly on all four motors again. Hopefully as a result of this, many more visitors will get to experience the joy of open air trolley travel in the Mile High City. – Photo courtesy of The Denver Tramway Heritage Society.

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### 2019 Mini Grant Applications Due Next Month

Do you have a railroad history-related project that could use a small grant for this summer? The Rocky Mountain Railroad Historical Foundation is looking for up to five individuals or organizations who have a summer project that could use up to \$1000.

Full details and the application

form can be found on our website: [www.rockymtnrrclub.org/index.htm](http://www.rockymtnrrclub.org/index.htm)

Applications must be received by USPS or email no later than April 30, 2019. The board will review applications at the May board meeting, and the 2019 recipients will be announced in the June 2019 *Rail Report*.

## Current Railroad Happenings



Iowa Pacific's SLRG 100, E8A built as Chicago, Burlington & Quincy 9938-A, was picked up by UP's Sidney Turn on the Sidney Subdivision at Lodgepole, Nebraska, on January 31, 2019. The unit had tripped a hotbox detector and was set out at Lodgepole for repairs. The unit was headed to the San Luis & Rio Grande RR in Colorado. – 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:

March 22 – Settling Colorado.

May 31, June 28, August 30, September 27, October 25, and November 29 – Caboose.

March 8, May 10, July 12, September 13, and November 8 – Kitchens.

March 15, June 14, July 26, August 23, October 11, and November 22 – Locomotives.

March 29, April 12, May 24, August 9, and December 13 – Railroad Post Office Cars.

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For information call 303-279-4591 or visit <http://www.coloradorailroadmuseum.org>

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### 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**

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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. 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 2019 Rail Report should be sent by March 15th.**