

RAIL REPORT

September 2018 • No. 696



A Double Feature: Colorado's Black and Gold and Colorado Rails

Programs by Tim Tonge

September 11th, 2018 • 7:30 PM

Colorado's Black and Gold showcases the DRGW primarily from 1975 through 1998, with images of the DRGW taken throughout Colorado. These were the last years the DRGW was independent, and through the beginning of the UP takeover over the DRGW. Photography by Timothy Tonge with additional images from Joe Blackwell and John Shine. This program was shown at Winterail 2018.

Colorado Rails features images shot digitally from around Colorado from 2003 to 2009. Featured areas include the Twin Peaks Subdivision, the Pueblo and Boise City Subdivisions, the Brush and Greeley Subdivisions, the Joint Line, as well as the Moffat Subdivision and Craig Branch. Rounding out the show are steam images in Colorado from the same time period. Photography by Timothy Tonge with additional images from Tyler Eaton. This show was included in Winterail 2010.

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 2018 Calendar

- | | |
|---------------|---|
| September 8: | Georgetown Loop Mixed Train Steam Excursion. |
| September 15: | Visit to Colorado Live Steamers. |
| September 22: | Leadville, Colorado & Southern Fall Color Train Ride. |
| October 13: | Annual Luncheon Banquet and Program by Stathi Pappas. |

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.

Colorado's Black and Gold and Colorado Rails



D&RGW 5367 on the lead at Littleton, Colorado, on June 4, 1977.
– Photo © 2017 Timothy Tonge.



BNSF 5085 and 6090 on the Joint Line at Greenland, Colorado, with Pikes Peak in the background on March 6, 2008. – Photo © 2008 Timothy Tonge.

For Rail Report 696, celebrating the 80th Anniversary, the masthead again features Union Pacific EMD DD-35 #80 at Provo, Utah, on April 22, 1978.
– Emil Albrecht Photo from the James L. Ehernberger Collection.



80th Anniversary Events

Georgetown Loop Steam Mixed Train September 8th

Last Minute Tickets May Be Purchased On The Platform The Day of the Trip

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

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

Colorado Live Steamers September 15th

We will go to the Colorado Live Steamers at Byers, Colorado, to see Mark and Linda Adcock. The trip cost is \$10 payable to the Club in advance or at Byers and will be donated to Colorado Live Steamers to help with track work, extension to the mines and other needs. You can arrive about 10:00 AM and stay as long as you want. The track plan is an out and back with spring switches on the sidings and fully signaled. No matter how many of us there are they can handle us. You can get bake sale type goods in the depot. There is a grocery store just as you leave town so lunch is available. For supper, the "High Plains Diner" in Bennett serves good food and good service. They have plenty of room and good steaks. If you are still around at 5:00 PM, plan on meeting there. See page 14 of this *Rail Report* for driving directions.

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

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



80th Anniversary Events

Annual Banquet – October 13th

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

Annual Meeting – December 11th

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

Watch For 80th Anniversary Event Updates

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

President's Report

By Steve Mason

The Club has three events in September and the banquet in October. A lot is happening for our 80th year grand finale. For any new members that have just joined, we welcome you to participate in any of these activities.

First is the Saturday, September 8th, Georgetown Loop train trip. Tickets will still be available on the platform the day of the event for \$65 if you haven't already bought your ticket. Bring cash, a check or credit card. This is a unique trip in that we will have the run of the railroad for photo run-bys. We will make a pit stop for your needs. There will be three types of box lunch available. Dave Schaaf is trip leader on this. If you are having a good time be sure to thank him and the guys running the train.

Second in September on the 15th is

our visit to the Colorado Live Steamers at Byers during their Open House. Directions are on page 14 of this *Rail Report*. I would expect Mark Adcock's D&RGW diesel and Rich Farewell's D&RGW diesel. The Thistlewite's will run their 4-3/4-inch compressed air loco that the kids may be able to run. I will collect an event donation of \$10 and will turn all donations over to CLS. Stay all day and about 5:00 PM we will eat supper at the High Plains Diner in Bennett.

Third, we will ride the Leadville, Colorado & Southern on September 22nd. First we will meet at the Golden Burro Restaurant on Harrison Street for lunch at 11:30 AM, allowing 1-1/2 hours for lunch. We then drive over to the LC&S depot by 1:30 PM and have a drawing there for people who have bought tickets. Purchase tickets using the

President's Report



Rocky Mountain Railroad Club Vice-President Dave Schaaf (at front right) gives a cash donation from the June 30th Club Como excursion to Tim Bain, treasurer of the South Park Rail Society. From left in back are Bob Schoppe (President of the DSP&P Historical Society), Jeff Badger (South Park Rail Society Director and CMO), Kathy and Chuck Brantigan (Owners of the Como roundhouse and locomotive #4), – Photo © 2018 Deb Queen-Stremke.

order form in this *Rail Report*. Tickets will also be for sale on the platform. The Club purchased caboose tickets so everyone will get to ride in the caboose on the trip. The trip lasts about two hours so we should be back in Leadville at about 4:00 PM. We can eat somewhere for supper by mutual consent.

Buy banquet tickets using the order form in this *Rail Report*. We are returning to the Denver Athletic Club. The program will cover the C&TS shops restoration of D&RG 169 that used to be in Colorado Springs. We will have plenty of door prizes for many to take home!

This is my last year as President. I am a bit worn out as I had twin roles as president and trip chairman. I really like planning trips and putting on a good show for the members. It has been a pleasure and privilege to serve. I started out in 1996 forming the Club's Equipment Committee where about 15 of us took care of RGS #20, D&RGW 0578, The Rico, and a tool car at the CRRM. I took off about 1-1/2 years to be the executive director at the CRRM. I became a director where I learned about book publishing from Jim Ehernberger, video from Dave Gross and later I became Vice-President where I arranged

President's Report



David Winner checked Klondike Kate #4's fire during the first 2018 steam up on June 29, 2018 at Como Roundhouse. Trips were operated on June 30th for Rocky Mountain Railroad Club's 80th Anniversary. – Photo © 2018 by Chip.

programs under then president Mike Gailus. I was also trip chairman and ran two 3985 trips in 2002 and 2003. I had a lot of help and learned a lot.

Now the Board, your Board, is looking for volunteers. There are great opportunities with this Club and a proud tradition to carry on. We are nationally known and it is something to be proud of. I urge you to consider serving on this Board, joining the fine bunch of outstanding people who have already volunteered.

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

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

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

October 13, 2018

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 13th 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. 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 consumables begin with a Caesar salad,



Denver Athletic Club Parking

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 finished 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 Stathi Pappas, Chief Mechanical Officer of the C&TS, will present a program featuring the restoration and repair of Denver & Rio Grande Western narrow gauge locomotive #168, the T12 4-6-0 built in 1883, making its last revenue run in 1937.

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 the meetings too. For the digitally inclined there is PDF reservation form at the web site www.rockymtnrrclub.org which can be Emailed back to us. See you there and don't be late.



The crew from the Denver Trolley operated No. 25 during the open house.
– Photo © 2018 Bruce Nall.

A Selected Chronology of Denver's Street Railway Systems

1888 – The Denver Electric and Cable Company adopts a double-track cable system and an intense rivalry begins with the Denver City Tramway Company as they complete 12-miles of track on three lines, including the Welton Street cable, which at 65,600-feet was the longest in the world. The first cable car begins operation.

1888 -1890 – The power house built at 18th and Lawrence streets was the largest in the nation. A power house was also built at Colfax and Broadway.

1889 – The first electric car employing an overhead trolley wire was placed in

operation on December 25, 1889.

1899 – The Denver City Tramway Company was formed, consolidating the Denver Electric and Cable Company and the Denver City Railway Company as well as several smaller companies.

1900 – The Denver City Tramway Company changes from cable to electric street cars at a cost of \$5 Million. The central power house was erected on the banks of the Platte River between 14th and 15th Streets at a cost of more than \$1 million.

1911 – Car No. 25 was built by the

Car No. 25 Open House



Students from the preschool at the Federal Center enjoyed a ride on Friday, August 10, 2018. One class made paper engineer's hats for the event. – Photo © 2018 Bruce Nall.

Woerber Car & Carriage Company of Denver and placed into service on February 7, 1911.

1950 – On June 3, 1950, the street cars make their last runs on the four remaining rail lines. Rubber tired vehicles replaced the street cars on June 4, 1950.

1953 – Car No. 25 made a last revenue run on March 8, 1953, at 2:00 PM on a club run D&IM standard gauge excursion from Denver to Golden and over the Morrison Branch and back.



Ride The Denver Trolley

If you enjoyed or missed riding the Interurban at the Federal Center, consider riding a replica of the “Seeing Denver” car. The Denver Trolley operates their car Thursday through Monday from 11:00 AM to 5:00 PM, departing REI at Confluence Park every 30-minutes. The trolley also stops at the Downtown Aquarium, at the Children’s Museum of Denver, and at the Broncos Bridge across from Mile High Stadium.

You can purchase tickets at the trolley outside REI at Confluence Park, at the Downtown Aquarium, or at the Children’s Museum of Denver at Marsico Campus. The fare is \$5 for Adults (age 13 and older), \$2 for children (Age 4 to 12), and children under age 4 ride free.



Following the acquisition of equipment from abandoned narrow gauge lines of Colorado, the Narrow Gauge Museum was constructed in a building that duplicated the RGS Mancos depot. The freight section contained displays, the main section was a gift shop and motel office, while the upstairs provided living quarters for Helfin and Richardson. This 1958 view was made looking west at the entrance from highway US-285 in 1958. The majority of the equipment and collection was moved to Golden, and became the Colorado Railroad Museum in 1958. – James Dyson Photo from the James L. Ehernberger collection.

Narrow Gauge Circle Trip in 1952

By James Ehernberger

In August, 1952, I made a circle trip via bus, along the famous Narrow Gauge Circle. At least, as much as the bus routes would permit. Along the way, beginning at Gunnison, I picked up a pocket size folder advertising the Narrow Gauge Motel at Alamosa. Fortunately, this folder was an older version, and covered details along the San Juan route, and the Mixed Train to Silverton, as well as The Galloping Goose schedules. These folders were available at other stops, and one of the later printing only covered the Silverton train, but included a view and information on former Rio Grande locomotive number 346 (the oldest locomotive in Colorado at that time) and a caboose on display at the Motel.

After spending a night in a hotel in Montrose, and visiting the railroad yard, engine 318 was handling switching du-

ties. I was able to view this operation, and in the meantime walked to the two stall engine house where narrow gauge locomotive 454 was stored, and a standard gauge (former D&SL) 2-8-2 was being prepared to go out on the local freight to Grand Junction.

The bus departed Montrose and only made a momentary stop at Ridgway. The Rio Grande Southern roundhouse and yard were visible in the distance. I had a parlor car ticket for the Silver Vista car for a one-way trip on The Silverton train to Durango. The departure was a little late, and when the train arrived in Durango it was after dark. Another night in an inexpensive hotel, but adequate accommodations for me.

At that time the train service to Silverton was tri-weekly, and after making a

Narrow Gauge Circle Trip in 1952



This 1955 view looking in an easterly direction from the former RGS 3-way stub switch toward the depot (museum, gift shop and office) and outside exhibits. Mount Blanca, one of Colorado's 14-ers is visible on the left. The caboose on the right was used as a parade float. Engine 346 and caboose 0500 were lettered for the museum's own Mt. Blanca and Western railroad. Visiting the Narrow Gauge Museum was a highlight during the travels to Alamosa, and especially for the annual narrow gauge excursion trips. – Photo © James L. Ehernberger.

visit to the roundhouse, I was told there would not be any freight train activity that day at Durango. Instead, I chose to take a bus to Alamosa since I had the bus time table.

After my arrival into Alamosa on the bus from Durango, I put my suitcase in a locker at the depot, and walked the entire distance to the Narrow Gauge Motel. I believe it was close to four miles, but in those days there was a variety of narrow gauge cars to see along the way. Finally reaching the Motel, I met Carl Helfin (Richardson's partner at that time), and talked about the railroads. Other than viewing the lone 346 and the caboose, there was nothing else to do. Once the additional equipment was displayed at the Narrow Gauge Museum, it was a narrow gauge enthusiasts paradise.

Carl had to go to the post office, and offered to take me back to the bus de-

pot. On the way, Carl made a side trip to the roundhouse, and we walked around. One section housed standard gauge locomotives, and the other was for narrow gauge. The shop had an engine on props while getting an overhaul. Outside were several locomotives awaiting the shop or service. The trestle coaling station was most intriguing to me, as I had never seen one like it on the Union Pacific.

The next day I was back home in Cheyenne. However, after joining the Rocky Mountain Railroad Club, I was able to make the two-day Alamosa to Durango excursion on September 26 and 27, 1953. The fare was only \$13.00. It was also my first time to stay at the Narrow Gauge Motel, and by this time other equipment had been added. Over the years making the annual narrow gauge excursions was the greatest benefit of being a member of the Club, until the final narrow gauge excursion in 1966.

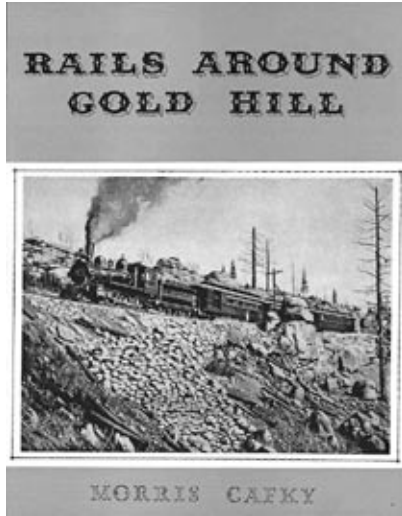
Another Notable Publishing Event

By Dave Goss

“Here in a single radiant album sized book of 464 pages is a transcendent example of the fanatic devotion that was aroused in the hearts of a million Americans by the visible, tangible and audible aspects of railroading in the age of steam. It is, in its own devoted manner, an offering on the altar of reciprocating motion and draw-bar pull, a testimonial of faith and an affirmation of belief that clove to a way of life deeply ingrained in the national consciousness and still, in wistful retrospect almost as faithfully served.” You might guess that these glowing words flow from the pen of none other than Lucius Beebe, taken from the December 2, 1955 edition of the *Territorial Enterprise*, published in Virginia City, Nevada.

Beebe’s words continue, “This truly stupendous job of painstaking research and loving care – it weighs a good five pounds which brings the reader a special sort of religion at \$2.00 the pound – has been gotten together, edited, copy-read, laid out and published not with any least thought of all the author who will be lucky if he makes expenses.” The book, of course, is the Club’s second venture in publishing, *Rails Around Gold Hill*.

In a summary of the Board’s meeting



held on June 16, President Irv August explains that the decision to print 2,750 copies of the book was based on several considerations. World Publishing estimated the total cost of printing to be about \$13,340, not including any unexpected costs related to corrections that might occur during review of the proofs. The cost for

mailing was estimated to be \$4.00 each. A pre-publication price of \$8.50 was approved along with a normal sale price of \$10.00. Based on these numbers, the Club expected to clear about \$6,250.

Additionally, 1,000 sets of three color plates from the book were made available to buyers at \$1.00 each including shipping, postpaid. As was expected, the book sold out and whatever the net profit to the Club was is not detailed but author Morris Cafky was paid \$1,882.93 for his work. Many years later, it was possible to purchase the out-of-print book for many times its selling price (more than \$200.00). Even today, a nice, collectible edition of the books commands between \$150 and \$300.00 on Amazon. Not because of his review, but because of the foresight and dedication of early members of the Club and Morris Cafky himself, the books remains a respected historical treatment of a fascinating era in Colorado railroading history.

Events of Railroad History: Paderewski Lives in His Car Parked in Santa Fe Yards

Source: *Colorado Springs Gazette*, May 1, 1932

Contributed by Dan Edwards

“The Superb,” deluxe private car of the Pullman company, has the distinction of being Ignacy Jan Paderewski’s home, sometimes for six months at a time. Whenever news comes that the noted pianist is returning to the United States, this car is overhauled, manicured and redecorated inside and out.

Unlike most musicians, he does not favor hotels when he is on tour. When he has played his last encore and made his last bow in each town, he prefers to return to his own fireside, even if that fireside is only an electric heater on a railroad train.

The car has as nearly as possible the appointments of a home—his piano, his many books, comfortable chairs and attractive hangings. It has its own lighting and heating system so that it can be sidetracked without losing any comforts. It is connected by telephone with each city where Paderewski stops for concerts. It has a special chef and accommodations for the pianists’ entourage of eight people. The famous pianist arrives today [in Colorado Springs] and will give his concert tomorrow at 8:15 p.m. in the city auditorium. His private car will be parked in the Santa Fe yards.

Paderewski travels in a private car as a matter of convenience. It saves him the trouble of having to get up at an early hour to catch a morning train or wait around for a late one following an evening concert. Also he likes to have his one big meal of the day late at night after the concert. To

get a good hot freshly prepared dinner at a hotel at midnight is next to impossible.

The routine of the car is always the same. Paderewski wakes late, rings for tea, the goes thru an hour of daily dozens. He practices three or four hours a day, but only when the train is standing still. Those who have toured with him tell of how in the evening when the car is sidetracked Paderewski will start playing. Outside his window a brakeman stops to listen, then an engineer, then other yard employees, until a fair-sized group is standing silently beside the car listening with rapt attention to this wonderful music.

On concert days, Paderewski retires to his stateroom about 5 o’clock to rest and concentrate. He emerges from his retirement dressed for his performance but never eats before going on the stage.

Mr. Fitzgerald, the tour manager, declared Paderewski, premier of Poland in 1918 and 1919, seldom discusses politics when on tour. “I do not mix music and politics,” he has said. “I either devote my time to music or to politics separately.” Paderewski, now 71 years old, has voiced the opinion that a few modern musical selections have merit but that most of them are not deserving. He places numbers “with melody” in the merit class.

Paderewski will leave Colorado Springs for the east Tuesday noon, and after his two concerts in New York city, he will sail for Paris May 26.

Colorado Live Steamers Calendar of Events

September 8th – Scheduled “Work” day.

September 14th, 15th and 16th – Annual Meet.

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

Contact numbers are: Mark & Linda Adcock 303-469-0299

or mlmakingtracks@gmail.com

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

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

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

Colorado Railroad Museum 2018 Special Events

October 27th – Trick Or Treat Train

The Polar Express Train Ride:

Day Out With Thomas:

November and December

September 8, 9, 15, 16, 22 & 23

Tickets are on sale now and sell quickly.

Colorado Rails and Cocktails – An Evening of Colorado History

September 7 – A Ticket to Tomahawk!

November 2 – Train Wreck!

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

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

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

Colorado Railroad Museum Admission

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

Intermountain Chapter, NRHS Events

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

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

Wednesday, September 19, 2018

Dinner starts at 5:00 PM – Meeting begins at 7:00 PM

Rocky Mountain RR Club members are invited to see an excellent DVD, *California Zephyr: The Ultimate Fan Trip*. Featuring this photographer railfan's CZ ride from Chicago to San Francisco on the Chicago, Burlington and Quincy (Then known by railroaders and rail fans as “The Q”). Showing scenes that have changed a lot, including the author's cab ride from Denver through the Rockies as an engineer sees it. Reserve this date to see this “modern history” showing what the ride was like before Amtrak and the many railroad mergers.

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Club Information

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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 October 2018 Rail Report should be sent by September 14th.