

RAIL REPORT

October 2016

No. 674



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Rocky Mountain Railroad Club Annual Banquet Luncheon

October 15, 2016 • Socializing at 11:00 AM • Lunch At Noon

The Denver Athletic Club – 1325 Glenarm Place – Denver, Colorado 80204

Guest Speaker: Steve Patterson – “Railroader or Railfan?”

Steve was born in eastern Tennessee where his hometown railroad was The Clinchfield. After graduating from ETSU, he was hired in 1965 by the Santa Fe Railway at Topeka, Kansas, as a stenographer. He retired from the BNSF 42 years later. His program will illustrate his life-long affair with railroads and photography. He and his wife settled in Arvada 36 years ago. The Director of the Center for Railroad Photography & Art, Scott Lothes, decided to run a feature article in their quarterly magazine, Railroad Heritage, about Steve. Scott selected fellow Board member Kevin Keefe to write the story. It sums up Steve's photographic background with a career in railroading and allows the audience to decide if he was a railroader or a railfan.

The lunch includes a choice of London Broil or Herb Roasted Chicken. Coffee and tea is included and a cash bar will be available. Tickets are \$44 per person.

Call the Club Treasurer at 303-781-8616 with questions or for last minute reservations (prepaid by credit card) no later than October 9th.

Parking is available for \$7 in the Denver Athletic Center Parking Garage. The garage entrance is at the corner of 14th and Welton.

RMRRC 2016 Calendar

November 8th Meeting and Program, “Photo and Video Potpourri.”

December 13th Annual Business Meeting, Program and Treats.

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.

Railroader or Railfan?



A Cumbres & Toltec Scenic Railroad train at Sublette on September 24, 1989.
– Photo © 1989 Steve Patterson.

Are You Ready To Share?

November Is Photo and Video Potpourri Night

Just a reminder – the November general meeting will feature our famous “Photo and Video Potpourri,” where Club members can bring 12 to 15 slides or digital images, or 5 to 8 minutes of railroad-related video to show off. We’ll have a 35mm slide projector, digital projector and laptop, and DVD player available. If you need something else, let us know and we’ll do our best to accommodate.

To avoid technical difficulties the night of the show, we’d like to compile digital images and build a show for each presenter. Digital images should be high quality JPEGs that are a maximum of 1920 pixels wide or 1080 pixels tall. That’s the limits of our projector, so it doesn’t do any good to go larger. Please email the images you’d like to show to rmrrc-slides@drwgw.net no later than Sunday, November 6, so they will be ready for the regular meeting. For those showing slides, just show up with a box or a tray. If you’re interested in showing some video, please get in contact with me and we’ll work through the technical details.

For Rail Report 674, the masthead photo features Canadian National 674 at St. Georges, Quebec, Canada, on October 7, 1955.

– K. S. Bolton Jr. photo from the James L. Ehernberger Collection.



Winter Park Ski Resort platform construction on the UP Moffat Tunnel Subdivision. Amtrak train 5, California Zephyr, passed platform construction (note Bobcat working in future platform location) at Winter Park Ski Resort, Winter Park, Colorado, on September 19, 2016. – Photo © 2016 by Chip.

The details of the Amtrak Winter Park Express rail service:

26 round-trips will run Saturday and Sunday, from January 7th to March 26th, 2017, with Monday service on holidays in January and February. One-way tickets are available. The 500-passenger Winter Park Express Amtrak train will leave Denver's Union Station at 7 AM, arriving at the resort around 9 AM, leaving at 4:30 PM, returning to Denver at 6:40 PM. Adult tickets start at \$39 each way and children ages 2-12 ride for half price with a ticketed adult. Tickets are on sale at Amtrak.com/WinterParkExpress.

Notes From The President

By Nathan Holmes

Just a reminder – because our annual banquet will be held on October 15th, there will not be a general meeting this month. If you've forgotten to get tickets, there may still be a small window to act depending on when you're reading this.

Reservations must be received by mail or by phone (call our treasurer Keith at 303-781-8616) no later than Sunday night, October 9th. I'm sorry for the hard deadline, but I have to get the final count into the Denver Athletic Club on

Notes From The President



The first test run on new Denver RTD R Line on September 1, 2016. The test train with RTD 309, Siemens LRV, made the first run over the intersection at East Exposition Avenue and South Sable Boulevard at Aurora, Colorado. The R Line (also known as the Aurora Line/I-225 Rail) is a 10.5 mile extension of rail from the current Nine Mile station north to the University of Colorado A Line. The R Line service will travel 22 miles from the new Peoria Station at the north end of the line, to Lincoln Station at the south end of the line and is expected to open winter 2016. – Photo © 2016 by Chip.

Monday morning so that they can prepare as well.

November's program will be slide potpourri, so start digging through those little yellow boxes or your hard drives. We encourage anyone interested to dig up 12-15 interesting images or about 5 minutes of interesting video and share them with the club. Many of us take thousands of photos that are rarely seen by anyone other than ourselves, but part of the real joy of this hobby is sharing our material with others who appreciate

it as much as you do. That's why slide shows are a time-honored tradition amongst rail enthusiasts. Be part of that – participate in Slide Potpourri!

I was asked for a bit of guidance at last month's meeting for those interested in showing digital images next month. The technical details are listed on page 2.

I've received several questions recently asking if the book auction will be continuing. It certainly will be, but it's been an unbelievably busy year for

Granite Mountain Railway Open House In Longmont

See a large HO/HOn3 model railroad on Saturday, October 22nd from 10:00 AM to 4 PM at 701 South Terry Street, Longmont 80501. For further details, contact Doug Geiger at 303-651-2225 or email gmry@comcast.net

Notes From The President

myself and many of us on the board. My day job has had to be traveling almost continuously – I've only had a single full weekend to myself at home since May. Once I step down as president and my job settles down next spring, I can use some of that recovered time to get back on the book auction and making the old *Rail Reports* available online.

Finally, I'm happy to say we're starting to see results from this year's grant program. I received word that construction on the Ridgway Railroad Museum's new covered storage area started in early September. By the time this hits your mailbox, it should be completed. This new steel structure will protect their growing

collection from Colorado's harsh mountain weather for many years to come, and was a wise investment to ensure the longevity of their preservation efforts. I'm proud to say that the Foundation contributed in a small way to bringing this about. I'll have an update on the progress of all of our grant recipients for 2016 at the annual business meeting in December.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

November Renewals Are Almost Here

The season of membership renewals begins again next month, a full year has passed once more. Here is a preview of topics and happenings which affect us all. There are two matters worth a brief discussion; renewal invoices, and volunteerism.

This is the fourth year we will mail a renewal invoice to each current member of the club. The membership renewal forms serve multiple purposes. The correct USPS addresses is indispensable if you are to receive the *Rail Report*. Though it will never win a Pulitzer Prize, it is our primary means of communication between the president and board of directors with the membership. Your preferred phone number is used for last minute notifications when there is a sponsored event. The last purpose is to collect our yearly dues, the life blood of any organization. The revenue covers

the costs of the hall rental, publishing, mailing, insurance, etc..

As the club is getting older, the world is changing. The digital information age may provide us with new way of life but for the present volunteerism drives our operations. The time to ask for new volunteers to step up is here. Volunteers with fresh insight are needed to join the board or serve as an officer. We can use your talents on anything, from helping with programs, submitting photos/articles to the web page and *Rail Report*; sponsoring, organizing supporting travel outings or work days at historic venues. Please consider volunteering your help while filling out your renewal forms. Our future may be limited to a Facebook group page if participation from the membership does not increase on the board. Talk to a current director or officer who will be glad to help you become involved.

Narrow Gauge Rendezvous On The Cumbres & Toltec Scenic RR



Goose 7 at Cumbres Pass on August 28, 2016. – Photo © 2016 George Lawrence.



Goose 7 with Windy Point in the background on August 28, 2016. – Photo © 2016 George Lawrence.

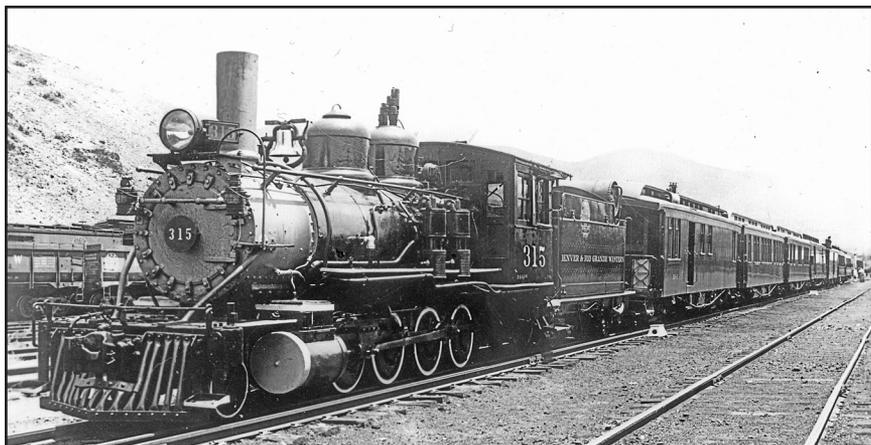
Narrow Gauge Rendezvous On The Cumbres & Toltec Scenic RR



Engines 315 and 463 pass Pile Driver OB on August 28, 2016.
– Photo © 2016 George Lawrence.



Pile Driver OB on August 28, 2016. – Photo © 2016 George Lawrence.



D&RGW engine 315 (fresh out of the shop) at Salida, Colorado, just prior to the inauguration of the refurbished narrow gauge cars for the SHAVANO. This train operated daily between Salida and Gunnison when it made its final run over Marshall Pass on November 24, 1940. The newly painted cars are glistening.

The Consist Is Quite Unusual. The first three cars in the train are: Business Cars, B-1 (Commissary – now displayed at Alamosa with engine 169); B-2 (Cinco Animas – now on the D&SNGRR); and the B-3 (Nomad – now on the D&SNGRR). Following is a Railway Post Office Car; Baggage Car; DeLuxe Passenger Coach and a Parlor Car. Parlor Cars SALIDA and GUNNISON were assigned to this run. The SHAVANO went into service on April 9, 1937, and this publicity image shows this train posed at Salida just prior to that date.

– Photo by Morris Photo Shop (Salida) from the James L. Ehernberger collection.

D&RGW Engine 315 History

By James L. Ehernberger

Engine 315, a 2-8-0, was built in July 1895 by Baldwin Locomotive Works of Philadelphia, Pennsylvania, for the Florence & Cripple Creek Railroad as their No. 3 “ELKTON” at the cost of \$8001.30. The ELKTON served the Florence & Cripple Creek for about 17 years until the flood of 1912. The ELKTON sat derelict in Canyon City and Colorado Springs until 1917 when it was purchased by the D&RG and moved to the D&RG Burnham Shops in Denver, where it was repaired and upgraded to help meet the increased transportation demands of World War I. When put into

service, the engine became D&RG #425 and after the reorganization of D&RG and its merger with the Rio Grande Western in Utah in 1921, the locomotive was D&RGW #425. Following the reorganization, D&RGW #425 became D&RGW #315 in January 1924.

Following restoration by the Durango Railroad Historical Society, the 315 rolled under its own power for the first time in 58 years on August 24, 2007. On September 26, 2007, the 315 arrived in Silverton for the first time after restoration.

D&RGW Engine 315 History



By 1942, the 315 became the regular Durango yard switch engine. At the time this image was made on March 7, 1945, the SILVERTON Mixed train was being switched out, and would be set over to the depot platform for loading LCL and express. The old Durango Ice House is in the background. This structure burned down in 1947. It appears the SILVERTON train will have a flanger on this trip to widen snow banks along the way.

– David Beardslee Photo from the James L. Ehernberger Collection.



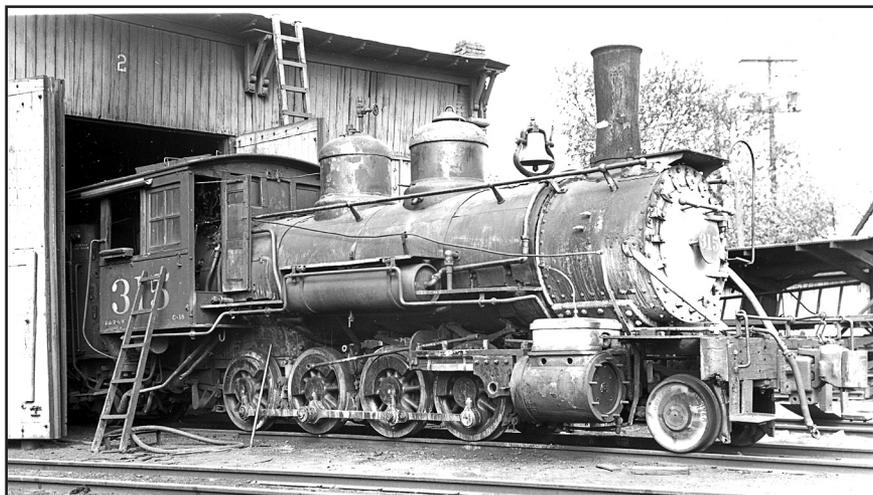
Rio Grande 315 working as the regular Durango yard switch engine with the old downtown buildings in the background on March 21, 1945. The building on the corner behind the front of the engine is the Hotel Linmor with the Alpine Tavern next door to the left of the hotel. The Coors Building is behind 315's tender.

– David C. Beardslee Photo from the James L. Ehernberger Collection.

D&RGW Engine 315 History



Rio Grande engine 315 is returning from Ouray to Montrose with just a caboose and a stock car. Montrose at one time was headquarters for most of the C-18 class consolidations, including engine 318 that made the final narrow gauge trip to Ouray in 1953 before abandonment of that segment of the branch. Caboose 0577 is now held by the National Parks Department for future display in the Black Canyon near Cimarron. This image was taken on July 1, 1940. – Richard B. Jackson of California photo from the James L. Ehernberger Collection.



The Rio Grande retired engine 315, and decided to donate the locomotive to the city of Durango. On May 23, 1950, the roundhouse forces were preparing the locomotive for display. It appears a thorough cleaning was taking place. No doubt there was a lot of pride with the workmen knowing that the “old lady” was to be preserved. – R. P. Middlebrook photo from the James L. Ehernberger Collection.

D&RGW Engine 315 History



The Durango round house force did a fine job preparing the locomotive for display along North Main in Durango. The stack, however, was fake, and not typical of the old D&RG, but the 55-year old locomotive was spiffed up and became an attractive display. – R. C. Gray Photo from the James L. Ehernberger Collection.



The movie producers “borrowed” engine 315 from display and it was featured in more than one of their productions. At this time, it displayed initials “C. P.” for Central Pacific, and was named JUPITER and given number 60. The reason for this paint scheme was for the movie “Around The World In 80 Days.” This image was made on May 3, 1956.

– R. H. Kindig photo from the James L. Ehernberger Collection.



The new motorcar purchased from the DSNG is now parked on new track near the restored Como depot. – Photo © 2016 George Lawrence.



Laying rail during the Como work days. – Photo © 2016 Pat Mauro.



Adding ballast during the Como work days. – Photo © 2016 Pat Mauro.

Como Work Days

By Pat Mauro

The work days in Como to continue the rail laying project on July 16th and 24 went well. We had six volunteers on 7/16 and about nine on 7/24. We re-leveled the rail laid last year and added ballast to help counteract the erosion that happened over the year. Rail was laid for a section of the main line from the switch.

The new motorcar purchased from DSNG is now parked there. We had one more day of spiking on 8/14, and now the rail has moved into the roundhouse grounds. Railroad day was on 8/20, and about 100 attendees rode the handcar on the newly laid rail. Thanks to all that helped. More rail laying coming soon.

Events of Railroad History: Nineteen Years Ago – Anniversary of the Arrival of the First Eastern Railway Train to the City of Denver

Rocky Mountain News, August 18, 1889

Contributed by Dan Edwards

Just nineteen years ago today the veteran stage driver, Steve Harland, drove the last stage into Denver on the old overland stage route, and on the same day the first through train on the newly completed Denver Pacific railroad rolled into town, and with shrieking whistle and clanging bell stopped at the freight depot on Nineteenth street near Wazee, while 2,000 Denverites yelled and cheered themselves hoarse with enthusiasm.

Denver as a city has grown rapidly, and the changes from year to year have been many. In no portion of the city are the changes more extensive and so completely transforming as along that portion occupied by the railroad yards. New railroads have been added to the extensive system year by year, until now Denver is one of the great railroad centers of the West, and a large portion of the city is grown up to the network of tracks required to handle the immense traffic, and thousands of men are given employment in the shops and depots of the different companies which can be found in all parts of the city.

Very few of the old-time railroad men can be found today who were here in 1870 when the first railroads entered Denver, but there are a few left, and they delight to tell of the old days and can relate some interesting stories of the times when Denver was a village and the arrival and departure of each train an event in the day's record.

The last rail of the Denver Pacific was laid in Denver at 3:30 Tuesday afternoon, June 21, 1870, in the presence of only a few spectators, as the track-layers had made better time than was expected. The only announcement of the fact was the shrill blasts from the

whistle on engine No. 30, the first iron horse that ever entered the City on the Plains. The first passenger train arrived in the city shortly after 6 o'clock the next morning after the completion of the road, bringing in forty passengers, who were received with great enthusiasm by the crowd of Denverites, who had stood nearly two hours in a drizzling rain awaiting the train's arrival. The train pulled up to the platform of the old freight depot on Nineteenth street in fine style. It consisted of two handsome new passenger coaches and a baggage car drawn by engine No 30. After the train had been unloaded, Colonel L.H. Eicholtz, chief engineer and superintendent of construction, was asked to step into the freight depot out of the rain. Here he was met by Governor Evans and a number of officials, who presented the colonel with a handsome gold watch as a testimonial of the esteem and appreciation in which they held his services

On the next morning the first through train left Denver for Cheyenne, running on Omaha time, and trains have continued to run on this line ever since. With the exception of a few months previous to the sale of this line to the Union Pacific, this road has always paid big dividends, and today it passes through the most thriving agricultural country in Colorado.

When the Denver Pacific reached Denver in June, the end of the Kansas Pacific track was still over 100 miles distant, and in order to hasten its completion the construction gang of the Denver Pacific was put to work to build from this end, iron being hauled around by the Union Pacific. Work was pushed rapidly, and Monday, August

Events of Railroad History

16, 1870, the gap on the Kansas Pacific was closed, the last rail being laid at 3 o'clock in the afternoon. On the morning of that day ten and one-half miles remained to be laid, each force of track-layers being five and one-quarter miles from Wolf creek, which was to be the meeting point. The Denver Pacific gang on the west end was under the leadership of Mike Green, while Mike Guilford bossed the Red Cloud gang. Both of the Mikes had done considerable bragging of what their separate gangs could do, and on this day the question of superiority was to be decided by a track-laying contest, the gang completing the five and one-quarter miles to the Wolf creek first to be declared the winner. The distance was carefully measured off, and a flag placed at the exact center between the two ends of the track. Promptly at 7 o'clock the race commenced. The men in both gangs entered into the contest with great enthusiasm, and up to noon it was everybody's race, and bets on the result were even up. Mike Guilford's gang had a little bad luck about this time in getting iron enough, and Mike Green and his men reached the flag

half an hour in advance of the eastern gang.

The excitement ran so high that the officials feared there might be trouble between the two gangs and moved Green's gang back a couple of miles until the last rail was laid, after which both gangs were taken to Kiowa creek where a fine banquet was given the men by the officials of the road, the boarding cars all being placed together and the boys feasted as they never had before, the repast closing with California fruits, ice cream and cigars.

Two days later the stage coach, which had been running regularly to the end of the track, was withdrawn into Denver from Kiowa creek for the last time on that day. Just nineteen years ago today the first train left for Kansas City over the new railroad.

For some months after this railroad was completed the terminal facilities were very poor. The locomotives had to stand out doors all night without shelter, and the machine and repair shops were all crowded into an old freight car and consisted of little more than a freight car and a few tools.

Colorado Railroad Museum

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

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. Please contact the volunteer coordinator at the CRRM.

Intermountain Chapter, NRHS Events

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

Wednesday, October 26, 2016 — Intermountain Chapter Annual Banquet

White Fence Farm – Heritage Room, 6263 W. Jewell Ave., Lakewood, Colorado 80232

Open Bar at 5:30 PM, Dinner served at 6:30 PM

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Club and Foundation Officers

President	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
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Club and Foundation Directors

Andy Dell, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nathan Zachman.

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.

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
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E-mail: selectimag@aol.com

Items for the November Rail Report should be sent by October 14th.

ROCKY MOUNTAIN



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