

RAIL REPORT

May 2019

No. 704

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Miracle of Como

– OR –

My Train Needs To Be Inside For The Winter

Presented By South Park Rail Society Board Members

May 14, 2019 • 7:30 PM

The South Park Rail Society and the Denver South Park & Pacific Historical Society will jointly cover the history of Como, the restoration efforts that began with the Como roundhouse in the 1980s and up to the present. They will also outline future plans followed by answering any questions members may have.

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.**

RMRRC 2019 Calendar

- | | |
|------------|---|
| June 11: | Monthly Meeting and Program: "Contemporary Steam Locomotive Restorations" presented by Jim Wrinn of <i>Trains</i> magazine. |
| July: | No Monthly Meeting. |
| August 10: | Denver & Intermountain Interurban Car 25 Open House at the Federal Center. |
| August 3: | Club Picnic and More. |
| August 13: | Monthly Meeting and Program. |
| October: | Annual Banquet Luncheon. |

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.

The Miracle of Como



Engine 4 arriving in Como “from Gunnison.”
– Photo © 2018 from The South Park Rail Society.



Como engine #4 on the turntable in front of the Como roundhouse on August 19, 2017. – Photo © 2017 from The South Park Rail Society.

For Rail Report 704, the masthead features Nickel Plate Road 704.
– Photo from the Tom Klinger Collection.

Spring Thoughts From RMRR President Dennis Leonard

As we leave one mining area and head to another through a small tunnel we cross a trestle on the side of a mountain. We approach Animas City on the trip to Lake City on a warmer May and we recognize the vast spans that the railroads ran over using the advancing bridge technologies.



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

In fact a famous bridge builder, Andrew Carnegie, went on to be even more famous as he built companies in the steel arena which evolved into the Carnegie Steel Company. In the 1870s Carnegie's new company built the first steel plants in the United States to use the new Bessemer steelmaking process and he became cofounder of US Steel which so advanced the metallurgy and production techniques of our modern steel industry. The wooden trestle gave way to the steel spans that we know today. CF&I in Pueblo followed a similar course and manufacturing using blast furnaces and the Bessemer process began April 12, 1881. Products included rails, pig iron, iron and steel bars and plates, and cut nails and spikes. The company's roots stretch back to 1872.

General William Palmer and his colleagues in the Denver and Rio Grande Railway (D&RG) wanted a local source for steel rail for their expanding narrow gauge empire.

The explosive growth of America industry was certainly paced by railroad technology with George Westinghouse's development of the air brake leading the way and

certainly include the standardization of the time zones. We have the successor company to the air brake for steam locomotives right here in Denver and will provide several sets of tours to see how steam locomotive air compressors are remanufactured. Generators and other appliances are also done in the facility in Arvada, Colorado.

Documentation of railroad history grew and our Club started publishing books in 1949 with *Denver, South Park and Pacific* by M.C. Poor. That book and some of my other favorites are *The Colorado Eastern Railroad* by Charles Ryland (1951), *The Case of Train Number 3* by Arthur Ridgway (1957), *Rails Around*

In Remembrance

Dr. Carl R. Bogardus Jr.

Dr. Carl R. Bogardus Jr. passed away on February 23, 2019. He was a 58 year member and held seniority number 15 at the time of his passing.

Spring Thoughts From RMRRC President Dennis Leonard

Gold Hill by Morris Cafky Edited by E.J. Haley and R.H. Kindig (1955). *Pictorial Supplement to Denver, South Park and Pacific* by M.C. Poor, E.J. Haley and R.H. Kindig (1959), *Colorado Midland* by Morris Cafky Edited by E.J. Haley and R.H. Kindig (1965).

The 70s and beyond saw *A Century of Passenger Trains: A Study of 100 Years of Passenger Service on the Denver and Rio Grande Railway, Its Heirs, Successors and Assigns*. (A special printing of an article which originally was printed in a 1970 Westerners Brand Book) by Jackson Thode (1972), *Memorial Edition – Denver, South Park and Pacific* by M.C. Poor (1976), *Georgetown and the Loop* by P. R. Griswold, Richard H. Kindig and Cynthia Trombly (1988), *David Moffat's Denver, Northwestern and Pacific – The Moffat Road*, (1995) and *Denver and Salt*

Lake Railroad 1913-1926 (1996), both by P. R. Griswold. *A Century of Passenger Trains... And Then Some* by Jackson Thode (2001) and *Journeys to Yesteryear* by David C. Goss.

These books were worthy projects of the Rocky Mountain Railroad Club and many are collectors items today. There were many more projects including pamphlets, video recording, audio recordings, prints, t-shirts and maps.

The Historical Foundation Grants soon will be announced indicating our yearly grants to support projects that help fund a group of projects preserving our Colorado Railroad history.

Please feel free to send comments to me by email at denny@amerm.com or Call me at (303) 809-9430.

Pueblo Railway Museum receives Manitou & Pikes Peak Snow Plow

By Paul Brown, VP Pueblo Railway Foundation

The Pueblo Railway Museum received donated Manitou & Pikes Peak Railway Snow Plow #22 on April 2, 2019. The Museum was contacted in early January 2019 by the Cog Railway asking if they would be interested in receiving the Snow Plow. After the Museum Board approved the donation, the gears began to turn to get things ready for an April delivery date.

Disher Enterprises delivered the equipment in two pieces which were placed on a newly built track on the



back side of the Museum Shop at 330 D Street in Pueblo, Colorado. The donation is a great addition to the Museum collection. It is a unique machine from a unique Colorado Railroad. It joins the Museum's other equipment, a good number of which came from the Colorado & Wyoming Railway.

To see the plow up close drop by the Museum any Saturday when crews are working or call 719-251-5024 to arrange a tour.

Pueblo Railway Museum receives Manitou & Pikes Peak Snow Plow



The Manitou & Pikes Peak Railway #22 unloading at the Pueblo Railway Museum Shop. – Photo © 2019 Debbie MacDonald.



The Manitou & Pikes Peak Railway Snow Plow #22 back together at the Pueblo Railway Museum Shop. – Photo © 2019 Paul Brown.



Big Boy No. 4011, climbing Sherman Hill in July 1959.
– Photo © 1959 Roger Sherman

The Big Boy Remembered

By Roger Sherman

The thought of a Union Pacific 4-8-4 restored to activity transports my recollections to a warm July morning in 1959 confronting the giant coaling dock in the Cheyenne, Wyoming, yards dwarfed by the towering black smoke of an immense articulated locomotive.

I was there because the *Denver Post* had a small story one evening that week remarking that “Union Pacific announced Wednesday 15 steam locomotives have been pressed into service in Wyoming and Nebraska to handle an increase in traffic due chiefly to the start of the grain harvest.” Eight 3700 class Challengers were involved along with the “big” 4000s.

My friend Joe invited me to accom-

pany him. He was a serious railfan. I was a mere amateur. And we spent a glorious day under sunny skies and no wind.

In that place that day I had a taste of truly awesome steam motive power. Challenger 4-6-6-4 types rolled east to Sidney over Archer. Big Boys climbed for coal and water at Harriman on their way to Laramie. Articulateds rode the roundhouse turntable. Stalls were redolent in hot grease and Bunker C, while tiny humans crawled over them through the drifting steam and turbo-generators whined.

The last Big Boy I ever saw in operation, No. 4011, climbed the Hill at twilight that day. I have never experienced anything quite like it since.

Current Railroad Happenings



Union Pacific passenger equipment moves through Kingsdown, Kansas, on April 12, 2019. CBOA3-11 passenger (North Council Bluffs, Iowa, to Oakland, California) led by UP 8850 and UP 8968, EMD SD70AH locomotive units.
– Photo © 2019 Nathan Zachman.



After serving in the 1970s validating their technologies and determining the costs for deploying the technologies, the US Department of Transportation (DOT) Test Track donated three vehicles including the Garrett LIMRV (Linear Induction Motor Research Vehicle) to the City of Pueblo. The Garrett had been at the Pueblo Weisbrod Aircraft Museum until 2012. The Garrett LIMRV “Rocket Car” was recently relocated to a display track at the Pueblo Railway Museum.
– Photo © 2019 Debbie MacDonald.



D&RGW engine 361, a 2-8-0, originally Crystal River RR No. 102, Baldwin 1900, acquired by the D&RG in 1916. These locomotives sometimes were referred to as “Little Mudhens.” This engine was dismantled at Pueblo on November 15, 1951. This scene is at Cimarron taking water prior to train returning to Gunnison.
– Jack Pfeifer photo from the James L. Ehernberger collection.

The Last Passenger Train Through The Black Canyon

By Jim Ehernberger

The Club’s last D&RGW (narrow gauge) trip through the Black Canyon of the Gunnison was on May 30, 1949. This trip was also the last passenger train through the canyon. The trip originated and terminated at Gunnison and was operated as an extension of the RGS excursion on the 28th and 29th.

The train left Gunnison at 9:00 AM for Cimarron where it was turned.

Locomotive 361 was used to pull the nine-car train. The train included baggage car 126, seven coaches (including 306, 280, 284, 312, 310 and two unidentified others) plus the Silver Vista on the rear.

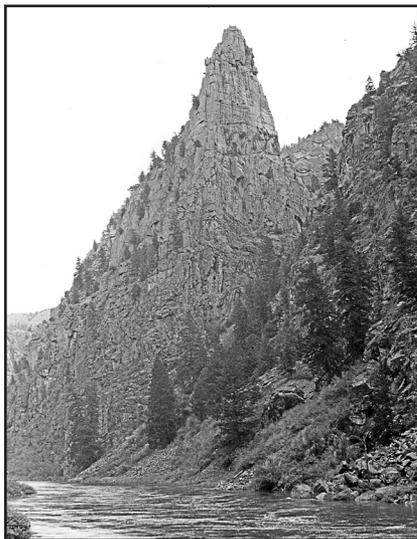
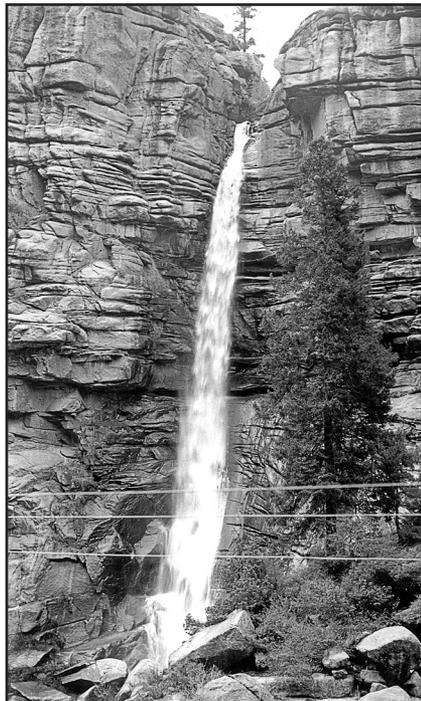
Tickets could be purchased at the train Monday morning so no reservations were necessary. Round trip fare for adults was \$3.25 and \$1.75 for children.

The Last Passenger Train Through The Black Canyon



The last passenger train through the Black Canyon of the Gunnison crossing Crystal Creek near Cimarron, Colorado, on May 30, 1949.

– Jack Pfeifer photo from the James L. Ehernberger collection.



Chipeta Falls (at left) and Curecanti Needle (above) are scenic features along the route. – Jack Pfeifer photos from the James L. Ehernberger collection.

Other Organization's Railroad Events

Fort Collins Trolley Charter Excursion – May 18, 2019

The National Railway Historical Society (NRHS) is organizing a Trolley Charter trip to Fort Collins on May 18, 2019. The cost is \$29 per person. **If you wish to attend, please RSVP by May 11th with your check payable to Intermountain Chapter, NRHS, by mail to Bob Brewster, 11300 Shimley Rd., Golden, CO 80403-8565.**

The Arrow Stageline motor coach charter is scheduled to depart Union Station on Wynkoop Street at 8:15 AM,

and the Thornton Park-N-Ride near 84th Ave. and I-25 about 8:30 AM.

The trip will celebrate the 100th year since the Birney trolley cars were first delivered to Fort Collins. These are single-truck type street cars and a ride has been arranged on Car 21, one of the original four cars that started service. The tour will include a visit to Car 25 which is under restoration as well as a ride on the Max BRT Service.

Colorado Springs Birney Car 100th Birthday – May 25, 2019

Celebrate the Birney Car's 100th Birthday at the Pikes Peak Trolley Museum, 2333 Steele Drive in Colorado Springs on Saturday, May 25th, from 10:00 AM until 3:00 PM. There will be Trolley Rides, Tours, Exhibits, Special Events, and Operation Lifesaver. Lunch and birthday cake will be served from 11:00 AM to 1:00 PM. Admission is \$3.

One hundred years ago this May, four Birney trolley cars were completed and delivered to the Fort Collins Municipal Railway (FCMRwy). One of those cars was PPTM's Birney No. 135, the former FMCRwy No. 22, historically significant because it was the last Birney car to run in revenue service in North America on June 1, 1951.

Royal Gorge Charter Excursion – June 22, 2019

The National Railway Historical Society (NRHS) is organizing a Royal Gorge train ride including a charter bus on June 22nd at a cost of \$59 per person. **If you wish to attend, send your check payable to Intermountain Chapter - NRHS to Robert Brewster, 11300 Shimley Rd., Golden, CO 80403-8565.**

A brunch / lunch stop will be made before the train ride, likely in Canon City. That will be by individual settlement. There is also a bring-your-own lunch option, to eat on bus or train. Food is available onboard the train in the food service car. The onboard menu is available

on the website: royalgogeroute.com.

We plan to leave from in front of Denver Union Station at 8:00 AM (17th & Wynkoop) and make a south stop at the end of the SW light rail line (Mineral Station) at 8:30 AM – in the RTD bus area in the park and ride lot, reached by pedestrian bridge from the rail platform.

The train ride will be from 12:30 to about 2:30 PM with full use of the open air car included with the coach ticket. We hope to return to DUS by 5 PM, depending on traffic.

Events of Railroad History: Old Friendships Renewed, New Ones Made at Rodeo Party

From the *Denver Post*, July 24, 1935

Research by Dan Edwards

The greatest “gang” aboard the finest train ever to pull out of Denver’s union station rolled on its speedy way to Old Cheyenne right on the dot of 7:45 o’clock Wednesday morning. It was the *Denver Post’s* Frontier Days Special, carrying more than 400 of the city’s and state’s civic and business leaders as guests of the Post, to the opening of the thirtieth annual Frontier Days show—the daddy of all rodeos.

With two bands blaring out the songs of the range, the starting signal was given by N.A. Williams, general manager of western lines for the Union Pacific railroad. Up ahead in the cab of the giant locomotive, Engineer R.C. Barr, veteran of thirty-five years on the Denver-Cheyenne division of the road, opened the throttle, and the “iron horse,” bent upon establishing a record run, was on its way.

Long before train time—as early as 6:30 in fact—some of the *Post’s* guests were at the station. Some were in natty sport suits; others like Gov. Ed C Johnson, in ten-gallon hats, with flaming shirts characteristic of Frontier days. Some wore the high-heeled boots without which no ranch top-hand feels himself dressed.

W.C. Shepherd, *Denver Post* publisher, was the host of the day. Thousands of folk, listening in on radio station KOA, which broadcast the train’s departure, heard the words of scores of the *Post’s* guests. Many of those aboard the special have made the trip in other years. Every one of them said the 1935 crowd was not only the most representative of the city and state but the fin-

est bunch of fellows ever assembled. It was the largest group by far ever carried aboard the famous train.

The train itself was the last word in perfection. Not only the engine, in charge of Barr and Fireman Ed Peterson, but every coach, the entertainment cars, and even the famous Union Pacific’s Colorado Club car—the most perfectly appointed club car on the Union Pacific system—had been freshly painted inside and out.

“I’ve been railroading almost all my life, but I’ve never seen a train to compare with this one,” said Conductor Claude A. Kindig, [*father of Dick Kindig*] who with Brakeman W.J. Curnow and Flagman Ray Fry, was in charge of the train. Up ahead the supply car was packed to the top with refreshments. There was case upon case of Tivoli and Walters beer. There were dozens upon dozens of cases of Coca-Cola, furnished by the Denver Coca-Cola company.

Back in the entertainment cars where the buffets had been built, waiters from Baur’s had prepared thousands of sandwiches of every kind and description. There was punch, cigars by the dozens of boxes, and cigarettes in hundreds of cartons furnished by the Cuban Cigar company.

The orchestras, under the direction of George Morrison, king of Denver synopators, were voted by those aboard the train the snappiest group of musicians to be found anywhere. Not one thing had been left undone to make the day the most enjoyable one in the memory of the *Post’s* guests.

Disappointment and Negotiations in 1967 – Part 2

By Dave Goss

In the first installment of this story, we set the stage for ongoing discussions between the Club and the D&RGW. On January 18, Ed Haley again wrote to Mr. Aydelott. He firmly pointed out that the Club was "... not endeavoring to tell you or other company officials how to operate your railroad." He simply was asking them to reconsider the decision based on inducements the Club would offer. Given that the Club had been privileged in the past to make the last passenger runs through the Black Canyon; over Marshall Pass; to Villa Grove; as well as on the Midland Terminal to Cripple Creek and over the Rio Grande Southern, the Club very much wanted to be the last to operate a passenger train from Alamosa to Durango and return.

Ed explained that the Club would be willing to accept a lengthened schedule and to proceed very slowly on the sections of road bed the railroad was most concerned about. He said that at such slow speeds derailment was unlikely to cause any serious damage. He also noted that 85% of the line is closely paralleled by auto road so in case of a derailment, it would be possible to remove passengers. Furthermore, the Club was willing to pay a higher rate per passenger and increase its insurance coverage to any reasonable figure. He also suggested that if adequate time was given to promote the "last run" that thousands of people might be willing to come to Colorado later in the year and the resulting income to the railroad would be significant.

Interestingly, Ed closed his letter with the following thoughts:

Please give the above propositions your consideration. We believe that an agreement by the railroad to operate the last passenger train from Alamosa to Durango for our organization would result in much good publicity here in Denver for the Denver & Rio Grande Western. This would help counteract the big boost given the Union Pacific public image by their recent \$10,000 donation to the Colorado State Historical Society for the restoration of the Georgetown Loop. We know this gift wouldn't even buy the ties for the loop – but the general public doesn't know this and that \$10,000 looks awfully good coming from the company that wants to take over the Rock Island.

The Club has spent many thousands of dollars with the D&RGW, and no matter what your decision is we no doubt will continue to run trips each year. We do hope, however, that you will decide to let us have one more run on our favorite piece of railroad.

Just a few days later (January 20), Mr. Aydelott replied to Ed's letter:

If our personal sentiments could be permitted to outweigh the well-founded conclusions that led to cancellation of excursion passenger trains over Cumbres pass, I wouldn't

Disappointment and Negotiations in 1967 – Part 2

have to give you a disappointing and reluctant answer to your letter of January 18. None of us could speak more highly of the understanding and reasonable way in which you presented the Rocky Mountain Railroad Club's feelings

John Ayer, Jr., vice president-operations, who fully shares the burden of disappointment, leaves no doubt that the railroad would be bordering on risk if it provided completely adequate supervisory personnel for the excursions. The extraordinary demands of mainline transportation mean that we are running more trains and employing more operating supervisory personnel than at any time since the peak demands of World War II. To divert such personnel from the main line to noncritical duties on the narrow gauge before and after the regular season on the Silverton Branch would be to forsake a paramount responsibility.

I knew some would ask whether we would run risks with freight trains that we would not take with passenger trains over Cumbres. The answer is that the freights are

manned by experienced, seasoned railroaders who can handle themselves and the trains with utmost capability. But the situation is entirely different when these men are responsible for passenger cars filled with men, women and children. Even a minor mishap could spell untold problems and liability.

In closing, Mr. Aydelott mentions the Rio Grande and San Juan Railway topic:

No doubt you are watching with interest as alert as ours as the flurry over the Thomas Hinman press releases subsides into realistic appraisals. There is no doubt that his precipitate publicity over a questionable and totally unresolved venture was unwarranted. That it has complicated the picture is beyond doubt.

So as this part of the correspondence concludes, it takes us to another part of the story, that of the Rio Grande & San Juan Railway's impact with more letters and discussions. Stay tuned!

The next part of the story will continue in a future issue of the *Rail Report*.

The Colorado Railroad Museum Names New Executive Director

Paul Hammond has been selected to replace Donald Tallman as Executive Director of the Colorado Railroad Museum. Mr. Tallman, who has led the Museum since 2006, will be retiring at the end of August.

A lifelong transportation enthusiast

and historian, Southern California native Paul Hammond began his museum involvement as a volunteer organizer, leader and trustee for the Orange Empire Railway Museum. Paul most recently served as executive director for the AAM-accredited March Field Air Museum in Riverside, California.

Symposium: Colorado and the Transcontinental Railroad

Friday – Sunday, June 7-9, 2019

Celebrate the 150th anniversary of the Transcontinental Railroad with a decidedly Colorado twist. The top scholars in railroad history explore the struggles undertaken to build one continuous line of track from coast to coast and the resulting impact this had on our nation's settlement and economy.

The Friday & Saturday activities will take place at The American Mountaineering Center, 710 10th Street in Golden, CO 80401. Sunday activities will take place at The Colorado Railroad Museum. The Symposium Hotel is The Table Mountain Inn at 1310 Washington Avenue in Golden.

The registration fee includes the Friday Evening Reception & presentation of the new documentary, *Journey To Promontory*, Saturday presentations & lunch, Sunday's "Day at the Museum" special activities as well as admission to the Colorado Railroad Museum on June 8 & 9, 2019.

Book Your Tickets Now at www.coloradorailroadmuseum.org. Registration is \$75 for Museum members and \$85 for non-members. Register by Friday May 24, 2019.

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:

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

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

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

May 24, August 9, and December 13 – Railroad Post Office Cars.

New Exhibits Now Open

Images From the Tracks: Photographs of William Henry Jackson

Got Style? Railroads & Interior Design – Ski Train: A Colorado Tradition

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

Colorado Railroad Museum Admission

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

Intermountain Chapter, NRHS Events

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

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Club Information

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Club and Foundation Officers

President	Dennis Leonard
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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 June–July 2019 Rail Report should be sent by May 17th.



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