

RAIL REPORT

October 2009 • NO. 594



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

71st Anniversary Luncheon Banquet Saturday, October 17, 2009

Please Plan To Join Your Fellow Club Members And Guests At The
Rocky Mountain Railroad Club's Annual Banquet.

Our Luncheon Banquet will again be held at The Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard in Arvada. Enjoy visiting with your railfan friends from 11:00 AM to Noon. Lunch will be served at Noon. The menu includes your choice of London Broil or Chicken Wellington.

Danger Lights

Following the meal will be the 1930 movie, *Danger Lights*. The movie was largely filmed along the Chicago, Milwaukee, St. Paul and Pacific Railroad's lines in Montana. *Danger Lights* features rare footage of a tug of war between two steam locomotives, actual documentary footage of the activities in the Deer Lodge, Montana, yard, and what is believed to be the only motion picture footage of a dynamometer car from the steam railroad era.

RMRRC Calendar

- | | |
|--------------------|---|
| November 10th | Meeting & Program: Photographs from the John A. MacIntosh collection. |
| December 8th | Annual Business Meeting, Slides by Bryan Bechtold. |
| January 12th, 2010 | Meeting, with program to be announced soon. |

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Joe McMillan at jmcmillan20@comcast.net or phone 303-456-4564 with program ideas.

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Please make your reservation using the insert in the *Rail Report*. **Reservations must be received – postmarks don't count – by Saturday, October 10th** in order to meet the Arvada Center's deadline. We cannot issue refunds on cancellations received after October 10th. Last minute orders and / or "will calls" must be prepaid by credit card with the Club Treasurer at 303-781-8616.

Don't Procrastinate — Make Your Reservations Today!

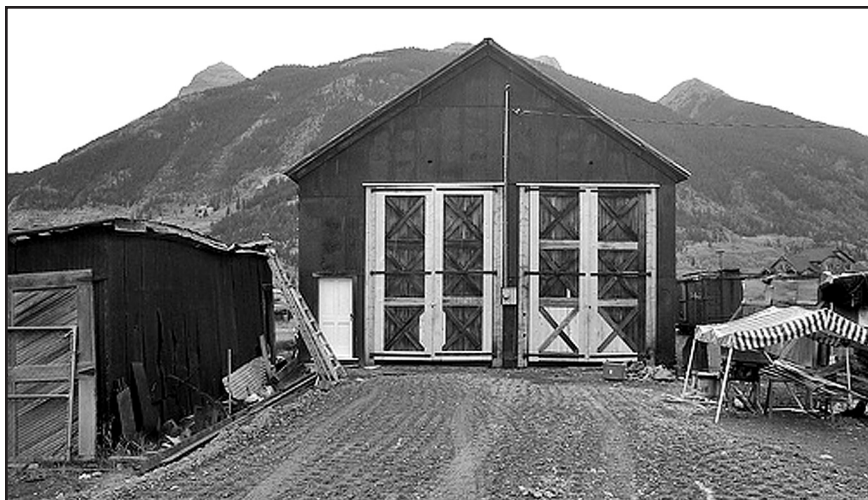
Danger Lights

Following the meal will be the 1930 movie, *Danger Lights*. Louis Wolheim plays the boss of the railroad yard in Deer Lodge, Montana. The film opens with a landslide across the tracks and a repair crew is dispatched to clear the tracks. Several hobos are lounging nearby and are put to work helping the repair crew. One of the hobos, played by Robert Armstrong, is discovered to have been a former railroad engineer who lost his job due to insubordination. He is given a new job for the railroad by the yard boss, but quickly falls in love with the boss's fiancée, played by Jean Arthur.

Jealousy grows between the two over the affections of Arthur with both of them attempting to win her in marriage. Things come to a head during a fight in the railroad yard between the two, during which Wolheim is hit by a train and injured. To save his life, Armstrong must transport him in record time to Chicago for surgery.

The movie was largely filmed along the Chicago, Milwaukee, St. Paul and Pacific Railroad's lines in Montana. The railway yard in Deer Lodge, Montana, was a primary setting, while rural scenes were shot along the railway line through Sixteen Mile Canyon, Montana. The portion of the film that was filmed in Montana was part of the electrified Mountain Division of the railroad, with the 3,000 volt direct current trolley and the 100,000 volt alternating current "highline" plainly visible in several shots. Additional footage was shot in Chicago, Illinois.

Danger Lights features rare footage of a tug of war between two steam locomotives, actual documentary footage of the activities in the Deer Lodge yard, and what is believed to be the only motion picture footage of a dynamometer car from the steam railroad era.



New dirt work on the grade leading into the repaired doors on the Silverton Northern engine house. – Photo © 2009 Fritz Klinke.

From The President

By Dave Schaaf

The Colorado Railroad Museum operated Thomas the Tank Engine over three weekends in September which gave a huge boost to their annual income. The #12 Shay engine, which had worked at the West Side Lumber Company and Georgetown Loop in years past, could be running at the Museum on the second weekend in October. It may be wearing WSL Company lettering. Rio Grande pile driver “OB” is slated to operate on the same weekend in Golden, with engine #346 supplying the steam.

Rio Grande Southern #20 is still being rebuilt in Strasburg, Pennsylvania. The CRRM has a matching grant to help pay for restoration, which means that any dollars donated will be doubled, up to \$150,000. The RGS “Rico” business car is now in the Museum’s roundhouse for restoration and Rocky Club members are encouraged to come and work on it.

In Pueblo, Colorado, “Depot Daze” is on October 3rd & 4th at the Pueblo Railway Museum. Caboose and cab rides are inexpensive at this event.

In Silverton, Colorado, the engine house where #315 resides has received some needed repairs on the doors, floors and pit and there is progress on the grading and track laying to connect with the Durango line. In September, Rio Grande locomotive #315 was making some runs between Antonito and Chama on it’s only excursions of 2009. Some of the D&SNG RR employees have given their time to paint dead engine #493 to protect it from the elements.

The former publisher of the *Slim Gauge News*, Jerry Hoffer, was working on a boxcar roof in Silverton and fell, suffering some serious injuries. He is on the mend, walking a little and plotting

From The President



A celebration of the restoration of Uintah Railway caboose #3 has been postponed to October 3, 2009. The work in Grand Junction, Colorado, is nearly complete as seen on September 12th. – Photo © 2009 Dave Schaaf.

his return to “playing trains” again, as his wife refers to it.

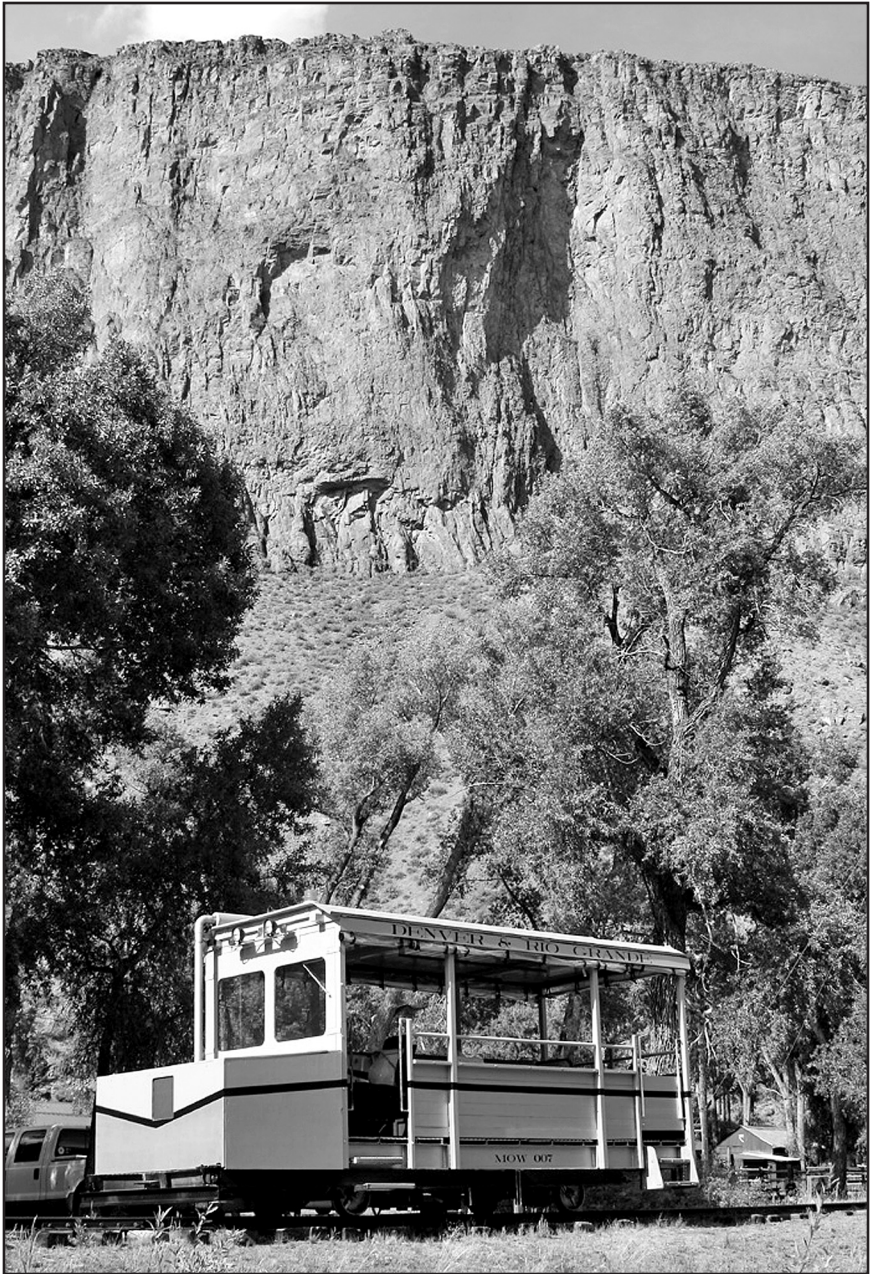
I have not had the pleasure of meeting yet. Please come and socialize with us!

I hope to see many members at the annual banquet. There are lots of folks that

Club members may contact me at 303-988-3456 or ds5280@comcast.net.



One of the first “genset” type of switch engines to be built by Motive Power of Boise, Idaho, the low-emission MPEX 244 was in Denver on August 22, 2009. –Photo © 2009 Dave Schaaf.



A new tourist line in Colorado is on the Ex-Rio Grande Creede Branch. Currently the power for the railroad is a converted ex-CNW MOW spike driving machine. Don Shank and the Rio Grande Historical Foundation are rehabbing the line from South Fork to Wagon Wheel Gap, Colorado. – Photo © 2009 Nathan Zachman.



Engine 60 was built in 1937 for the Great Western. Molasses produced from sugar beets in the Windsor factory was loaded into tank cars and the hoppers were for the sugar beets. – Photo © James L. Ehernberger.

Looking Back – Sugar Beet Operations

By Jim Ehernberger

The annual sugar beet harvest in Northern Colorado, Western Nebraska and Eastern Wyoming started in mid-September and sometimes lasted until mid-January, depending upon various conditions. The farmers delivered the beets from their fields to stock piles along railroad right-of-ways, where they were loaded into rail cars and transported to one of the nearest factories. The Great Western Sugar Company was the major operator in this region, although

the Holly Sugar Company had some mills as well.

The Santa Fe served areas east of Pueblo and the Burlington served areas east of Denver and near Sterling. Both of these roads dieselized early leaving the final steam operations to the Great Western Railway (headquartered at Loveland), the Colorado & Southern north of Denver (locals headquartered at Fort Collins), and the Union Pacific north

Looking Back – Sugar Beet Operations



UP 2161 leaving La Salle, Colorado, eastbound on the Dent Branch on December 1, 1956, with hopper and gondola cars for beet loading.

– Photo © James L. Ehernberger.

of Denver (locals headquartered at La Salle). Each of these roads added several assignments during this season to meet the shipper's needs for this commodity. It was considered a time-sensitive type freight, as harsh (cold) weather could cause the product to freeze and create serious conditions, resulting in loss of sugar content, spoilage, etc.

The Great Western Railway had been dieselized and could normally operate their trains using their diesel engines with the exception of the added business during this time of year. The GW had four serviceable locomotives (three were 2-8-0s and one was a Decapod 2-10-0, the only one of this type in Colorado), and most generally all were put into ser-

vice hauling beets from the loading stations to the nearest factory.

The factories operating along this railroad were at Eaton, Windsor, Loveland and Longmont. The Johnstown factory was producing other products, made from molasses, shipped in from various locations. Steam was retained by the GW until the mid-1960s. The Club operated several wonderful excursions over this railroad line.

The Union Pacific operated their last steam locomotives in the La Salle area in 1957. The small roundhouse at La Salle serviced up to eight locomotives during this season. Locals operated around the clock moving beets from outlying points

Looking Back – Sugar Beet Operations



C&S 644 leads a southbound extra with beets for the Loveland factory from Fort Collins on December 8, 1957. – Photo © James L. Ehernberger.

and taking them to factories at Ovid, Sterling, Eaton, Greeley and Brighton. Since the UP had several branch lines in this area, as well as the Dent Subdivision, the operations fanned out in various directions. Small locomotives (2-8-0) were primarily used, although heavier (2-8-2) locomotives were placed on specified runs where heavier tonnage existed. A 4-8-4 was used regularly on the La Salle to Sterling run in 1956!

The Colorado & Southern maintained steam locomotives out of Denver northward into 1959. Due to some collisions where diesels were incapacitated, the C&S probably would have dieselized earlier, but couldn't. The factories served by the C&S were made by interchange

to the Great Western at Windsor, Longmont and Loveland. Earlier the Fort Collins factory was in operation, but it had been closed prior to the final years of steam operations. While the C&S kept locals (switchers) at Longmont and Loveland, the majority of the operations centered out of Fort Collins. From this point several lines fanned out to serve the loading areas, northward to Dixon (Wellington area), eastward to Greeley and Black Hollow, westward to Rex (Owl Canyon) where lime rock (a product used at factories) was obtained. Train loads of beets were put together at Fort Collins and sometimes several runs were made to Loveland for interchange to the GW. The majority of the locomotives (oil burning) were 2-8-0s, however,

Looking Back – Sugar Beet Operations

in 1957 the former Burlington USRA 2-8-2s were obtained and became common. In 1958 due to the power shortage, five Burlington coal burning 2-8-2s were leased during this final year hauling sugar beets. The 1959 campaign was 100% dieselized.

Looking back fifty years, prior to dieselization, these seasonal operations

provided a wonderful opportunity to witness steam operations (especially on a cold day or after a light snow) in northern Colorado. The majority of the factories have been shut down, trucks haul the beets directly to the few operating mills, and never again will the railroads play such an important role, as they once did, during the annual sugar beet campaign.



Denver, Leadville, & Gunnison 191, the oldest locomotive in Colorado, and D&RG Caboose 49 were recently restored and relocated between the Colorado RR Museum and their library. Thanks to a grant from the State Historical Fund, the narrow gauge locomotive and caboose were cosmetically restored in July, following a two year process. Just prior to the move, DL&G 191 and C&S Caboose 1009 were posed near the water tower for this photo. – Photo © 2009 Phil Johnson.



Tom Peyton welcomed riders and punched tickets at the August Open House and Roll Out. – Photo © 2009 Bruce Nail.



Denver & Intermountain interurban No. 25 “out on the line” at the Denver Federal Center on August 15, 2009. – Photo © 2009 Bruce Nall.

No. 25 Open House and Roll Out

By Darrell Arndt

The open house at the Denver Federal Center for Denver & Intermountain interurban No. 25 on August 15th went off just fine. Over 170 people rode the car. It was a comfortable operation throughout the day and a great experience for all who attended. No. 25 once again looked resplendent in the daylight, however, storm clouds were forming early as the car was being brought outside. This situation necessitated much “finger crossing” for the weather to hold.

People of all ages stopped by including Club and Foundation members, the general public, long time financial supporters and those who have helped work on it to preserve and see it operate for our and future generations. Some people

brought their memories and brought their artifacts including selections of old photographs which were a real “kick” to see. We saw familiar faces and a few new ones. It was great to see Irv August and Bill Bond on site. Volunteer Bob Dunmire, our electrician, stopped out for a ride. Illness has sidelined Bob for a while so it was delightful to see him at the event.

92 year old Floreine Woeber, descendant of the builders of No. 25, was there for her yearly ride. It’s not every day she is able to operate a 1911 interurban car – with guidance of course! Robert Musgraves, the Executive Director of Historic Denver, Inc., came by with a few associates to see the car and chat.



Open House
Aug. 15, 2009



Denver & Intermountain Interurban No. 25

081

Moving to the Future

Punch

Rocky Mountain Railroad Historical Foundation

www.rockymtnrrclub.org

We had several “historic moments” with the car at this year’s open house. The weather got really dicey several times and eventually a rain shower came through. The shower looked like it would be of short duration so we elected to keep running. The car was “baptized” pretty good but there were no issues with the generator. Fortunately the skies cleared up. This is the first time No. 25 has been in the rain since 1988 – no shrinkage!

We also carried two visitors in wheel chairs! One of the Platte Valley Trolley operators stopped out for a short period of time with his two sons. They rode in the car where we left out one seat for riders in wheelchairs and it worked very well. Riders were also treated to a look at the beginning of construction for the new light rail station on the northwest corner of the Denver Federal Center adjacent to the end of track.

A big “thank you” is due all our numerous volunteers who helped make the open house a success. Tom Peyton, who has worked regularly on the car restoration, did preparation work including the designing and printing of souvenir tickets. Tom issued the tickets as trolley Conductor and also kept an eye on the

generator fuel. Des Sainsbury did pre-trip electrical checking and did routine maintenance on the controllers. Mat Anderson and Don Hulse took care of passenger boarding and fueling. Don and Rich Berens helped with preparation and various other chores during the operation. Bruce Nall was on site to photograph the event.

Keith Kirby staffed the special display tables where we brought out a variety of historic items relating to the Denver Tramway Company and its operations. Old photographs of the Denver & Intermountain Railroad line from Denver to Golden that we have accumulated over the years from various sources were quite popular. Keith also kept the snack table supplied with goodies.

Experienced volunteer operators from the Denver Rail Heritage Society’s Platte Valley Trolley came out to run the 29 ton car and handled it very nicely. They included Bill Lester, Lee Ryan, Erwin Chaim, Robert Williams and Liz Cohen. At the same time, the society was also staffing regular operations with their “Breezer” near downtown Denver on their 1.3 mile track. Last year the open bench Narragansett type car carried al-

No. 25 Open House and Roll Out

most 20,000 passengers, interactively exposing the public to the type of service the Denver Tramway Company provided to the populous 100 years ago.

Dave Schaaf, Keith Jensen and Ron Kaminen managed the used book and souvenirs tables. Del and Rose McCoy of Sundance Publications, Ltd., assisted by Bob McLeod, came out with a nice supply of their books for sale including

their latest work, the 416 page *The Gilpin Railroad Era* written by Del and historian Dan Abbott. Proceeds from their sales were shared with the foundation. Attendees were generous to the “trolley donation car” so that proceeds from sales and donations totaled almost \$900!

Thanks to all who participated in another fine open house and a fun event for our membership and friends.



The Town of Breckenridge, Colorado, displays several pieces of narrow gauge equipment at Boreas Pass and French Street. The impressive Cook Locomotive & Machine Company rotary snowplow was built in September 1900. She saw service on the White Pass & Yukon Railway. Plans for Colorado & Southern Railway 2-6-0 #9 to join them for the Breckenridge 150th Anniversary did not take place by August 2009. Breckenridge would like a narrow gauge locomotive to display (maybe along Main Street) and may get #111 back. It was being restored by Uhrich Locomotive Works at Strasburg, Colorado, during 2009. Negotiations with the Colorado Historical Society (CHS) will determine which locomotive goes where. – Photo © 2009 by Chip.

Colorado Railroad Museum 2009 Scheduled Special Operation Days

For information call 303-279-4591

<http://www.coloradorailroadmuseum.org/event-listings>

October 24-25 Halloween Train Steam

December 12-13 Christmas Train Steam

Saturday Special:

Ride in Goose 7 or in a 19th century passenger coach pulled by Locomotive No. 4. Rides begin at 10:00 AM Every Saturday, Weather Permitting
Adult / Senior Fare: \$4 per ride
Child Fare: \$2 per ride

Operate A Locomotive:

Call for reservations to operate Locomotive No. 4. \$150 puts you in the Engineers seat of this diesel for an hour!

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, telephone 303-279-4591.

Intermountain Chapter, NRHS

2009 Event Schedule

For information call 303-298-0377

<http://www.cozx.com/nrhs>

October 16, 2009

Dinner meeting at Lone Star Steakhouse

Keith Kirby began taking pictures in 1965 when the tallest building in Denver was only 31 stories tall. In city transportation the Tramway was fading fast, soon to be replaced by Denver Metro Transit, which was in turn replaced by the RTD.

The era of the passenger train began to draw to a close. It's hard to remember that every morning over ten trains would arrive in a four-hour period. Nearly every month, during the late 1960s, a new "Train Off" notice would appear. It became obvious that it was past time to document the passenger trains serving Denver. Keith's 35-minute program includes pictures of trains from the Burlington, Union Pacific, Santa Fe, Colorado & Southern, Missouri Pacific, Rock Island, and the Rio Grande, plus some street car, trolley bus, and diesel bus photos. He'll also share pictures of Amtrak from the first train to leave Denver May 1, 1971, to later versions of the San Francisco Zephyr and Amtrak's California Zephyr.

Please remember to call in your reservations.

PLEASE NOTE: Dinner meetings are in the Alamo Room of the Lone Star Steakhouse at 7450 W. 52nd Avenue, Arvada (exit north on Wadsworth off I-70). Reservations are STILL necessary, so call the office (303-298-0377) EARLY in the week, or by Noon on Thursday, before the program. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 PM and should end around 9:00 PM. Supporting the guest speakers also supports the Intermountain Chapter. Because Lone Star provides us with a private room without charge or set-up fees, we have guaranteed them that each attendee will spend a minimum of \$10.00 in the purchase of food and/or drink, excluding the 18% automatic gratuity.

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Club Information

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Club Officers

	President	Dave Schaaf
	VP - Foundation	Darrell Arndt
	VP - Club	Pat Mauro
	Secretary	Roger Sherman
Web: http://www.rockymtnrrclub.org	Treasurer	Keith Jensen

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:

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Items for the November Rail Report should be sent by October 16th.



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FIRST CLASS

