

RAIL REPORT

May 2016

No. 670



Trains Magazine Colorado Railroads

Presented by Jim Wrinn, Editor of *Trains*

May 10th, 2016 • 7:30 PM

Trains Magazine Editor Jim Wrinn will show the new DVD *Colorado Railroads*, an hour-long documentary about railroads of the Centennial State and a companion to the new 104-page Colorado Railroads magazine just produced by *Trains*.

Colorado Railroads DVD and magazine showcase the mainline freight railroads, major tourist lines and museums and the latest on commuter and light rail and well as the revitalization of Denver Union Station. Colorado is by far the most fascinating area of the country for railroading thanks to its amazing geography and fearless railroads.

Please join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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 2016 Calendar

June 14th Monthly Meeting and Program, "Union Station in Denver," by Rhonda Beck.

July No Monthly Meeting.

August 9th Monthly Meeting and Program, "Highly Detailed Historic Models," by Robert Stears.

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.



Club member Nathan Zachman provided the photograph, “By Dawns Early Light,” for the cover of the *Trains* DVD, *Colorado Railroads*. Historic Transport Preservation operated a steam charter on the Cumbres & Toltec Scenic Railroad in late September 2015. The highlight of the trip was sunrise photographs at Ferguson’s Trestle south of Antonito, Colorado. On September 30, 2015, C&TS K36 #484 crossed the trestle shortly after the sunrise, catching the sun between the locomotive drivers for a once in a lifetime photograph.

– Photo © 2015 Nathan Zachman.

For Rail Report 670, the masthead photo features D&RGW Engine 670 at Denver on November 12, 1939.

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



Club member Nathan Zachman provided the photograph for the cover of the *Trains* magazine *Colorado Railroads* issue. Durango & Silverton “Railfest 2010” offered many days of rail fan photography. Several trips departed Silverton, Colorado, in the morning. This allowed for wonderful light on the north end of their line. On August 24, 2010, D&S K28 #473 with a mixed train “freight and passenger cars” departed Silverton around 9:00 AM. As the sun lit up the Animas River Bridge the 473 charged south in the calm late summer morning light.

– Photo © 2010 Nathan Zachman.

Notes From The President

By Nathan Holmes

The initial round of the book auction has been an outstanding success. Of the initial batch, we sold better than half and will raise over \$1000 for the Foundation in a single month. I do want to apologize for being so far behind getting invoices out and books shipped. Work has been keeping me on the road almost continuously since January, and consequently it's hard to keep up. For the next round in June, I'm going to enlist the help of some of my fellow board members that are home a bit more than myself, so expediency issues should get better.

Applications for the RMRHF's 2016 grant program were due at the end of April. Winners will be decided at the May board meeting and announced in the June newsletter.

It's that time of year again when I have to start thinking about next year's board. I've now been president for the last two and a half years, and the bylaws say this has to be my last term. So, come 2017, the club will be needing someone to fill my shoes, and we're always looking for new board members. The club doesn't run itself – it requires dedicated volunteers who line up shows, take care of fundraising, manage the grants, set up the annual banquet, produce the newsletter, and deal with all the other little projects that come up over the year. I know I make this appeal every year about this time, but finding folks who are willing to volunteer their time to serve as directors and officers for the club is really quite difficult. However, it's essential if we want this 77-year tradition to continue. I've said since the beginning

that I probably won't be the best or worst president – I just don't want to be the last president.

Just being on the board isn't a huge commitment – usually a couple nights a month worth of stuff to do. If you're curious what it might take, talk to one of the board members or myself. We'll probably invite you to a board meeting or two just so you can get a feel for what goes on behind the scenes. You can then make up your own mind whether you're interested in being nominated for the December elections. If you're at all interested, please consider serving and helping us keep the Rocky Club tradition alive.

In closing, I'd like to remind you of my challenge from last month – think about folks you know who might be interested in trains or Colorado railroading history, and invite them along in May. I'd really like to see a full hall for our special May guest, Jim Wrinn. He's going to be showing us Kalmbach's brand new Colorado Railroads DVD, which should be a great introduction to our state's rich railroading heritage. It'll be a fun way to introduce new people to the club with a show that should be of interest to most folks, hard-core railfan or not. So, bring a friend and enjoy the show!

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.

Current Railroad Happenings



It is known that many diesel units are sitting idle in the Powder River Basin of Wyoming, since the slow-down in coal movement. There are also remote parts of the West where un-needed units are stored in desert sidings.

– Photo © 2016 Dave Schaaf.

Denver & Rio Grande Scenic “Wagon Wheel Gap” Line Motor Car Excursion

Friday, June 24th

The Club is working toward scheduling a motor car trip on the Denver & Rio Grande Scenic, the “Wagon Wheel Gap” line.

We’re trying to align the schedule with The North American Railcar Operators Association (NARCOA).



along with any motorcar operator that’s willing to take on a passenger (which is usually most of them). The NARCOA operators are friendly folk, always interested in sharing their hobby with others who love railroading.

Club members will be able to ride

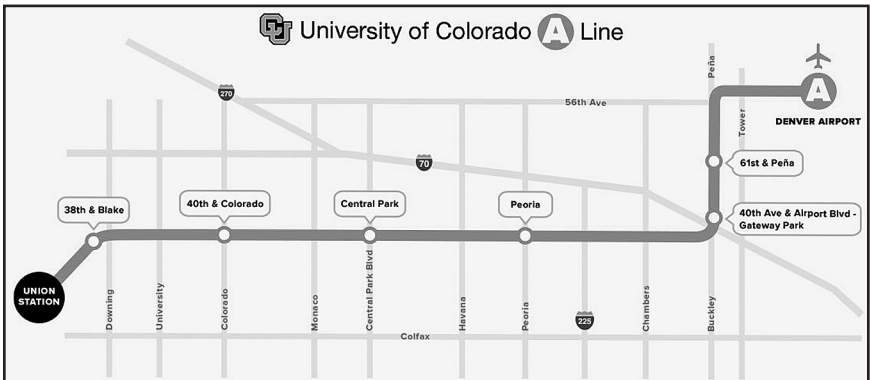
Watch for details in the June *Rail Report*.

Please Remember That There Is No Club Meeting In July!

The RTD University of Colorado A Line Opening



An A Line commuter rail train prepares to depart Union Station on opening weekend, April 23, 2016. – Photo © 2016 Dave Schaaf.



The new Regional Transportation District (RTD) commuter rail A Line opened for service on April 22, 2016, and provides connections between downtown Denver and Denver International Airport (DIA). The A Line currently connects at Union Station to the C, E and W light rail lines and later this year, the G and B commuter rail lines. The A Line was also known as the East Rail Line during construction and now officially the University of Colorado A Line for sponsorship reasons. In addition to terminating at DIA, the line serves Denver and Aurora, Colorado, stops. RTD designated the line with the letter “A” denoting service to the airport and Aurora. Ground breaking for the A Line was held on August 26, 2010 and the first electric multiple unit railcars were pulled along the route on April 3, 2015, commencing testing and commissioning of the line.

The RTD University of Colorado A Line Opening



An A Line commuter rail train arrived at Denver International Airport with the Westin DIA Hotel in the background on opening weekend, April 23, 2016.
– Photo © 2016 Dave Schaaf.



Union Pacific 1989, Rio Grande Heritage unit SD70AcE, handled the Rolla auto distribution center, Commerce City, Colorado, to Norfolk Southern at Kansas City, Missouri, empty auto rack train running east over the UP's Limon Subdivision. On the last day of Denver RTD A Line testing, Denver RTD 4042 zipped past before the A Line opened for service on April 22, 2016. – Photo © 2016 by Chip.

THE STORY OF THE HEROIC MEN AND WOMEN WHO FORGED A RAILROAD FROM DENVER TO THE WEST!

Color by
TECHNICOLOR



**SPECIAL
PREMIERE!**

Actually filmed in the
rugged grandeur of
Colorado's
Royal Gorge!

DENVER & RIO GRANDE

"THE RAILROAD THAT TAMED THE ROCKIES"

starring
EDMOND O'BRIEN · STERLING HAYDEN · DEAN JAGGER · LAURA ELLIOT · LYLE BETTGER

Co-starring
J. CARROL NASH · ZASU PITTS

Directed by BYRON HASKIN · Story and Screenplay by FRANK GRUBER · Produced by Nat Holt · A PARAMOUNT PICTURE



Denver & Rio Grande

By Jim Ehernberger

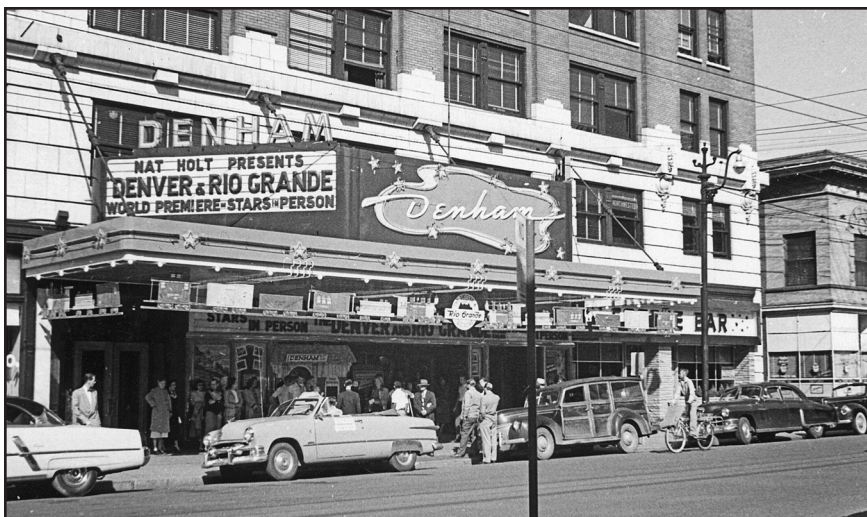
Denver & Rio Grande is a movie about the building of the Denver and Rio Grande Railroad. It was filmed in the summer of 1951 on location on D&RG track (now the D&SNG Railroad) near Durango, Colorado (not in the Royal Gorge as the advertising boasts).

The film is a fictional account based on two actual right-of-way struggles in 1878 and 1879 between the D&RG and the AT&SF across Raton Pass from Trinidad, Colorado, to Raton, New Mexico,

where an armed confrontation actually took place, and the "Royal Gorge War" over a route between Canon City and Leadville, Colorado.

Filming began shortly after the release of the movie *Santa Fe*, which interpreted the railroad war from the point of view of the AT&SF. *Santa Fe* had been filmed in Prescott, Arizona, without access to the actual Colorado locations, and portrayed the D&RG as an honorable competitor.

Denver & Rio Grande Denver World Premiere



The world premiere of *Denver & Rio Grande* was at the Denham Theatre in Denver on May 2, 1952. There were other special showings and a Rio Grande special train took dignitaries over the standard gauge through Colorado Springs, Pueblo, Salida, Glenwood Springs and Grand Junction.

– Stanley Hutchinson photo from the James L. Ehernberger Collection.



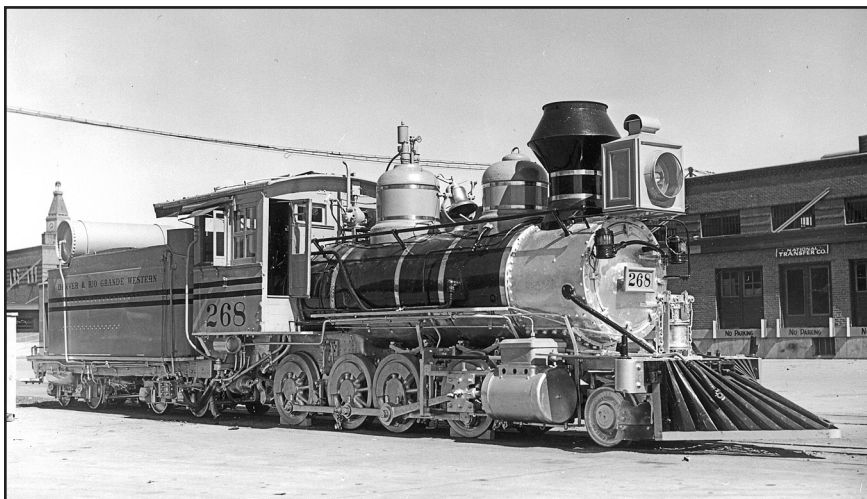
The Denham Theater marquee decorated with a train for the premiere.

– Stanley Hutchinson photo from the James L. Ehernberger Collection.

Both films followed an entirely fictional depiction in the 1950 western *A Ticket to Tomahawk*, which was shot on the same Silverton Line trackage as *Denver & Rio Grande*.

Denver & Rio Grande features a spectacular head-on collision between two Denver and Rio Grande Western locomotives that were slated for retirement and scrapping, filmed on July 17, 1951.

Denver & Rio Grande Movie Train



D&RGW “movie star” engine 268 on exhibition in Denver in connection with the release of *Denver & Rio Grande* in May 1952.

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



The *Denver & Rio Grande* movie train at Rockwood, Colorado. – Paramount Pictures Corporation Publicity photo from the James L. Ehernberger Collection.

Denver & Rio Grande Movie Train



The collision staged for the movie *Denver & Rio Grande* on July 17, 1951. Spectators were not allowed any closer. The shed was used as “protection” for the Paramount movie camera men. The location where they had the staged collision was nick-named “Scrap Iron Junction” by railroaders. – Durango Conductor Myron Henry photo from the James L. Ehernberger Collection.



The wrecked engines at site of collision for the *Denver & Rio Grande* movie. The engines were moved to Durango and finally dismantled on September 15, 1951. – Photo from the James L. Ehernberger Collection.

1949 Club Excursion on the Midland Terminal Railway



Midland #59 is taking water at Bull Hill on February 6, 1949. This Club trip was the last passenger train to Cripple Creek. Were any *Rail Report* readers on that trip? – George Trout photo from the John Hallinan Collection sent by Tom Klinger..

The Midland Terminal Ry. Co.	
Sunday only Excursion.	
GOING COUPON. CONTINUOUS PASSAGE	
Station Stamped on Back —TO—	
CRIPPLE CREEK	
Good only on Date of Sale as Stamped on Back.	
NOT TRANSFERABLE. NOT GOOD IF DETACHED.	
4262	Local 16.

THE MIDLAND TERMINAL RAILWAY CO.	
SUNDAY ONLY EXCURSION.	
RETURNING COUPON.	
CONTINUOUS PASSAGE.	
CRIPPLE CREEK	
To STATION STAMPED ON BACK	
In consideration of the reduced rate at which this ticket is sold, the purchaser accepts it with the understanding that it is NOT TRANSFERABLE , and agrees that it shall be honored for passage (of original purchaser only) on date stamped on back.	
NO BAGGAGE WILL BE CHECKED ON THIS TICKET.	
4262	Local 16
 General Passenger Agent.	

The Midland Terminal ticket was printed exclusively for the February 6, 1949 trip. – From the John Hallinan Collection sent by Tom Klinger.

Local 17.	The Midland Terminal Ry. Co.	
	AGENT'S STUB.	
	Sunday only Excursion.	
	STATION STAMPED ON BACK —TO—	
	Colorado Springs, Colo., And Return.	
	GOOD ONLY ON DATE OF SALE.	
Rate, \$		
1845	Local 17.	

The Midland Terminal Ry. Co.	
Sunday only Excursion.	
GOING COUPON. CONTINUOUS PASSAGE	
Station Stamped on Back —TO—	
Colorado Springs, Colo.	
Good only or Date of Sale as Stamped on Back.	
NOT TRANSFERABLE. NOT GOOD IF DETACHED.	
1845	Local 17.

THE MIDLAND TERMINAL RAILWAY CO.	
SUNDAY ONLY EXCURSION.	
RETURNING COUPON.	
CONTINUOUS PASSAGE.	
COLORADO SPRINGS, Colo., —TO—	
STATION STAMPED ON BACK	
In consideration of the reduced rate at which this ticket is sold, the purchaser accepts it with the understanding that it is NOT TRANSFERABLE , and agrees that it shall be honored for passage (of original purchaser only) on date stamped on back.	
NO BAGGAGE WILL BE CHECKED ON THIS TICKET.	
1845	Local 17
 General Passenger Agent.	

A standard Midland Terminal Railway Company Ticket.

Events of Railroad History: Making a Time Table

Denver Daily Times, November 24, 1882

Contributed by Dan Edwards

“Were you ever in our time table room?” asked Superintendent Egbert of a Times reporter this morning. “No? Well, then, come in with me, and I’ll show you how we make up our time tables. We get out a new one on Sunday.”

He led the way into the room at the Union Depot formerly occupied by Colonel Fisher as his private office. It now is used exclusively as a “time table room.” One may ask: “Why do they have to have a whole room to figure out a time table? Is it because no one can get in there and disturb them?” Yes, that’s one reason. But the principal one is because the process of making a time table is one that requires considerable space. Just imagine yourself in a large airy room. There are a dozen or more square boards, not unlike those which draughtsmen and architects use, laid flat on tables or supported perpendicularly on easel-like arrangements in different parts of the room. On them are tacked pieces of parchment-like paper, some blue in color and others white or tinted. Hundreds of vertical white lines run up and down the blue sheets. The lines of the white and tinted paper are in red and black. At irregular intervals there are horizontal lines running across these sheets. Some are one inch apart, others are two inches, and a few are five and six. Thousands of pins are sticking in these boards. Pieces of twine which have been made fast around pins on the edge of the board run in zig-zag lines all around these pins. The large boards present a most incomprehensible and intricate appearance. If one were to be taken into this room and shown these sheets with their finely traced lines

and zig-zag courses marked by twine running all over them and countless pin heads sticking up above them all without being told their uses, he would perhaps imagine himself in some sort of art school or mechanical draughting room. The idea that these boards and lines and twine and pins were time tables would never suggest itself to him.

“It’s very simple,” said Mr. Egbert with a laugh, divining the visitor’s inability to grasp the mode. “This is an invention that has made this part of railroad work easy and sure. Before we had these tables, we used to have to sit down and figure out the time when the trains would pass one another, where they would pass, the time, and all those details. But now we can learn it from this board, and there is no chance for us to get things wrong. This is the way it’s done,” said he, going over to the board which gave the time of the running of trains on the Denver Pacific.

“You see,” he continued pointing to the vertical lines, “that there are just twelve of these narrow spaces between these broad ones which are marked by heavier lines. The narrow ones represent five minutes and the broad ones an hour. These lines run from the top to the bottom of the board, the entire width of it. The lines which are drawn at irregular spaces horizontally across the board represent the stations. Up and down the board shows the distance and from left to right the time. Now suppose we want to run a train from Denver to Cheyenne. We start down here at Denver at eight o’clock, say. If we want to have it reach Greeley at a certain time, we count up the five-minute spaces and put a pin in the place when enough spaces have been

Events of Railroad History: Making a Time Table

counted to cover the time desired. The faster the train goes, the fewer vertical lines it crosses. By this we can tell exactly where and when trains cross one another and can have the time of our trains constantly before us when we

are making up a table. We mark out a train on the board and then study it to see how it will agree with other trains. I don't know who invented this method, but it is a great thing for railroaders."

Current Railroad Happenings



BNSF 7520 West handled a 7-car officer special from Chicago, Illinois, to Denver on April 14, 2016 inspecting the BNSF's Brush Subdivision. Recent siding extensions (most completed 2015) and undercutting has put the line in great shape. The train passed the BNSF Railway Keenesburg, Colorado, maintenance of way building that now sports a paved parking lot! – Photo © 2016 by Chip.

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, May 18, 2016 – 5:30 PM – Dinner Meeting at Red Lobster

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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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:

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Items for the June Rail Report should be sent by May 20th.

ROCKY MOUNTAIN



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