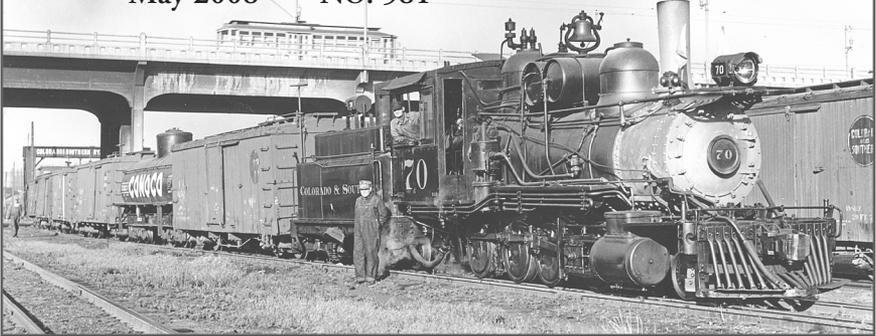


# RAIL REPORT

May 2008 • NO. 581



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## Up Train Robbery Era In Wyoming

By Jim Ehernberger

May 13, 2008 • 7:30 PM

Jim's slide presentation covers numerous train robberies or attempted robberies that took place in Wyoming from the 1870s until the 1930s. The Butch Cassidy Gang were professionals who managed to escape the authorities. Several attempted robberies were made by amateurs which resulted in wild escapades, including ambushing lawmen, resulting in one of the most bizarre stories in Wyoming history.

Please come 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.**

### RMRR Calendar

May 31st	Manitou & Pikes Peak Trip
June 10th	Meeting
July	Event

The Club's future program listing will provide members adequate advance information for planning. Proposed 2008 meeting and event dates are shown. Due to circumstances beyond our control programing and dates are subject to change without notice. Please contact Joe McMillan at [jmcmillan20@comcast.net](mailto:jmcmillan20@comcast.net) or phone 303-456-4564 with program ideas.



Richard H. Kindig in Durango in 1960. – Photo by Ed Haley.

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## From the President

By Jim Ehernberger

It is with regret and sadness to report to our membership that we lost our number one member, Richard H. Kindig on April 7, 2008. Rich was the last of the founding members of the Rocky Mountain Railroad Club. He and several fans organized the Club 70 years ago in 1938. Card number one will no longer be issued, as that number is reserved to honor charter members of the Club. Rich was, without a doubt, the most published and prolific railroad photographer of his era in the Rocky Mountain area. He enjoyed sharing his photographic work. He preferred steam locomotives versus diesels, and when people asked him what was his favorite photo,

he would comment that “they are all my favorites.” Rich will be missed, however, his photographic record will carry on forever.

Last month we were treated to an excellent program by Bill Botkin on the Garratts of Zimbabwe (formerly Rhodesia). The photographs of wild animals and these unique steam locomotives as late as the mid-1990s was certainly worth seeing. Thanks to Bill for allowing us this great opportunity.

Between 1878 and 1934, Wyoming experienced a number of train robberies. Some were attempted robberies by ama-

*In Remembrance*

**Richard H. (Dick) Kindig**

1916 – 2008

Richard H. Kindig, noted photographer of western steam railroading, died on April 7th at the age of 92. He was born in 1916 in Denver to Lillian and Claude Kindig and attended Denver schools graduating from North High. He was employed by Western Electric Company for 39 years with the exception of his service time in India in communications in the U.S. Army Air Corps during WWII. His photography of steam locomotives, begun in 1933, is well known and has been featured in many train magazines and on calendars. Kindig was a charter member of the Rocky Mountain Railroad Club and served as Club President and contributed to many of their publications.

In 1984, he was honored by the Railway and Locomotive Historical Society with the inaugural Photography Award as part of their Railroad History Division. On March 1st of this year, a special gathering celebrating Kindig's 60 plus years of steam engine photography, was held at the Colorado Railroad Museum in Golden, Colorado. Colorado Governor Ritter issued a proclamation declaring it to be "Richard H. Kindig Day". A large group attended the ceremony at the Colorado Railroad Museum to share their memories with him.

He is survived by his sister and her husband, Norma and Bert Holder, niece Robin Herrera and nephew Russell Holder and their families, all of California. He will be missed by his family and his devoted friends and fans.

**Farewell to Richard H. Kindig — Sunday, May 11, 2008**

Please plan to come to the Colorado Railroad Museum on Sunday, May 11, 2008 for a "Farewell to Richard Kindig" open house on the museum grounds starting at 1:30 PM, which will be open to the public. This will be a great opportunity for friends to meet, socialize and reminisce about their experiences and memories of this great railroad photographer. This will be a farewell to Richard, for the benefit of many friends who could not attend the March 1st Richard H. Kindig Day, and it will primarily be a social event. In the event inclement weather occurs, it is suggested you call the museum at 303-279-4591 for up to date details.

**Kindig Memorial Contributions**

The family has expressed a desire for memorial contributions in memory of Richard to go to the Colorado Railroad Museum Library, PO Box 10, Golden, Colorado 80401.

## From the President



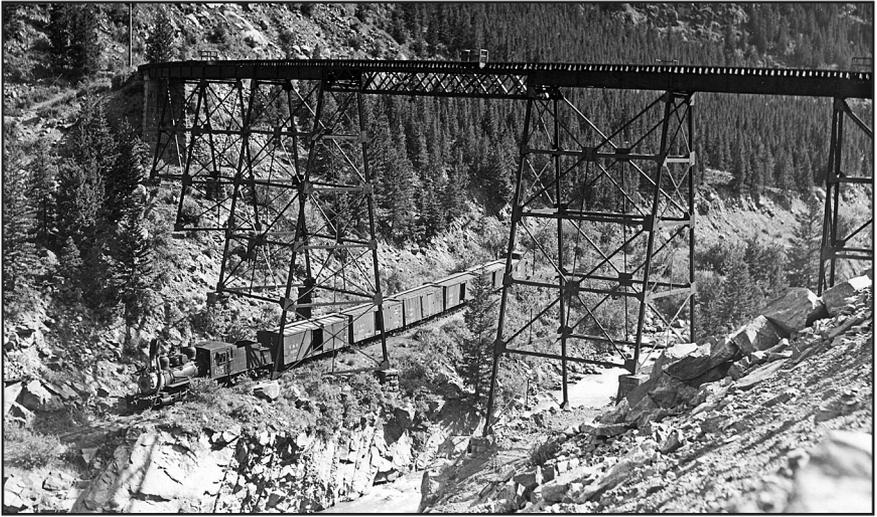
A Colorado & Southern freight train on the high bridge of the Georgetown Loop, in May 1938. The bridge was dismantled about a year after this photo was taken. – R. H. Kindig photo.

teurs, while others were acts committed by professionals, such as the Butch Cassidy Gang. One group failed in their attempt to derail a train for the purpose of robbing it, but ambushed the deputies, and committed murder. One man was involved in the clean-up of the Rio Grande wreck at Granite, Colorado on August 20, 1925, then migrated to Wyoming in a foiled plan wrecking a Union Pacific train. This will be the subject of the presentation on May 13th.

Herb Edwards, our Vice President, has agreed to provide early excerpts from the Club archives for this and upcoming issues. Next month, Club excursions over Marshall Pass and the Black Canyon, the Monarch Branch along with side trips to Villa Grove via Poncha Pass on the Valley Line of the Rio Grande narrow gauge system will be featured.

The May 31st Manitou & Pikes Peak trip is selling well. If you have not ordered your ticket you should do so

## From the President



C&S 65 drifting under the high bridge of the Georgetown Loop, en route from Silver Plume to Denver, on July 22, 1938. – R. H. Kindig photo.

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immediately. We have a 78-passenger Swiss-built cog diesel car reserved, and need to sell out in order to avoid any loss to the Club. Once it is sold out we will maintain a “will-call” list in case there are cancellations. Our contract with the M&PP is based on adult fares only – if any younger people participate they will need to pay the full adult fare. We anticipate having a couple of photo stops en route. The M&PP operates on tight schedules with their regular runs, and we will be required to re-board almost immediately, so they can operate accordingly. In order to comply with their operational schedules, it has been requested that only those taking photos should get off for pictures. Tickets, of course, are available to non-photographers though. A box lunch is included in the \$48 fare.

An invitation has been received from Club member Dick Unzelman at

[guffeyco@msn.com](mailto:guffeyco@msn.com) asking participants on the M&PP trip to partake in a fund-raising event to preserve the “Midland Depot at Divide.” This event will take place on May 31st at the Crystola Bar & Grill, 20918 East Highway 24, Woodland Park, Colorado between 5 and 8 PM. You may e-mail Dick or call him at 719-651-5339 if you want more details.

Another long-time Club member, Fred Springer, has provided information covering special operations on the Cumbres & Toltec Scenic Railroad starting on June 16th through July 9th where former Denver & Rio Grande Western locomotive 315 will be operating out of Chama to Antonito and return several times. During this time period the former Rio Grande Southern Galloping Goose 5 will be making special runs as well. There will be five different dates for the 315 operation and six different dates for

## From the President — A Richard H. Kindig Photo Album



Colorado & Southern 69 and 70 arrive at Denver with a train from South Platte, the remaining segment of the South Park Line (aside from the Leadville-Climax branch), on May 18, 1940. – R. H. Kindig photo.



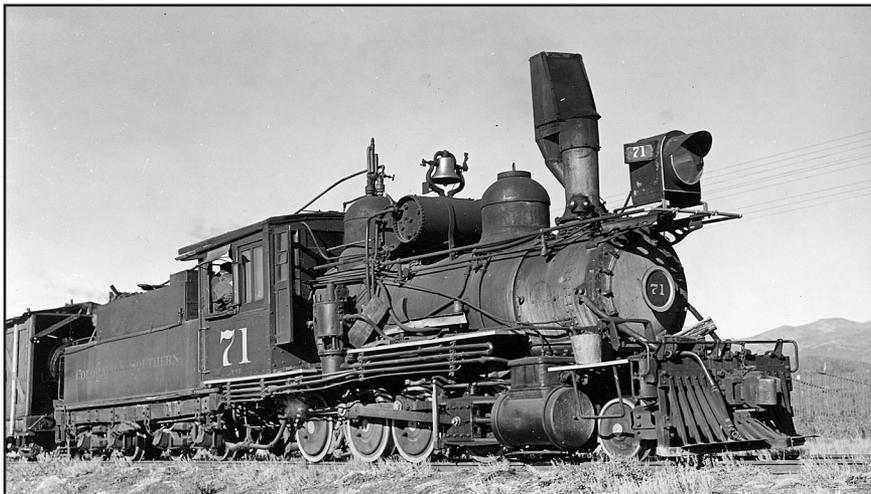
Colorado & Southern 70 at Golden on May 14, 1938. – R. H. Kindig photo.

the Goose operation. Ticketing and details regarding schedules can be obtained from the website [www.cumbrestoltec.org](http://www.cumbrestoltec.org) or [www.gallopinggoose5.com](http://www.gallopinggoose5.com) and the toll-free C&TS phone 1-888-286-2737.

I appreciate Fred sending this information for our members to consider venturing to Chama for these events.

While in the area, don't forget

## From the President — A Richard H. Kindig Photo Album



Colorado & Southern 71 near Jefferson on September 17, 1938.  
– R. H. Kindig photo.



Colorado & Southern 71, with the dismantling train on Kenosha Pass, at the northern edge of South Park on September 18, 1938. – R. H. Kindig photo.

## From the President



Colorado & Southern 76 at Leadville, Colorado on July 3, 1939.  
– R. H. Kindig photo.

the La Veta Pass operation out of Alamosa. They can be contacted at [www.alamosatrain.com](http://www.alamosatrain.com) phone 1-877-7CO-RAIL, and the Durango & Silverton train at [www.durangotrain.com](http://www.durangotrain.com) phone 1-888-TRAIN-07 or (970-247-2733). You can spend your whole vacation riding behind historic equipment within a short distance of each other. The Royal Gorge train is also a must if you have not taken it. The Leadville to Climax trains will be running this summer too.

The Union Pacific will operate engine 844 from Cheyenne to Denver on July 17th, and it will be on display at Denver Union Station on the 18th. The Cheyenne Frontier Days Denver Post special will operate round trip on the 19th. On July 20th the train will return to Cheyenne.

Engine 844 will return to Denver for the Democratic Convention between August 20 and 28. Returning to Cheyenne, engine 3985 will handle the consist eastward going to St. Paul, Minnesota for

the Republican National Convention to be held between August 29 and September 15. Visit website [www.upsteam.com](http://www.upsteam.com) for later scheduling and details.

I am not able to report on Georgetown Loop operations. Perhaps visiting their website at [www.georgetownlooprr.com](http://www.georgetownlooprr.com) or phone 1-888-456-6777 may be your best bet for updated information.

This summer is leading up to a lot of great railroad activity. Don't forget the Colorado Railroad Museum and other museums and exhibits in the region.

Members may contact me at:  
[jimrtrain@gmail.com](mailto:jimrtrain@gmail.com)  
Phone: 307-637-4011  
Rocky Mountain RR Club – President  
PO Box 2391  
Denver, CO 80201-2391

Please note my new e-mail address. If calling on the telephone, please identify your call as RMRR Club business so I will know your call is not telemarketing. Thank you. 7 to 9 PM is preferred.

## Current Railroad Happenings — A Photo Gallery



Mr. Bill Wimmer, Vice-President Engineering's 11-car inspection train was on a Union Pacific system inspection tour heading east exiting the Moffat Tunnel at East Portal on 4/14/08. The train had left Grand Junction, Colorado, before 6:00 AM and would tie up that evening at Sharon Springs, Kansas – what a run! Inspection trip started 4/4/08 and wrapped up on 4/18. – Photo © 2008 Dave Schaaf.

UP Inspection Special UP 6936 and cars from front: Power car UPP 207, 119, 314, PROMONTORY–5779, 201, sleeper 1610, sleeper 1602, dome lounge WALTER DEAN–9005, dome diner COLORADO EAGLE–8004, diner CITY OF DENVER–5011, and inspection car IDAHO–UPP 203. – *Additional information from Chip.*



The inspection train heading east at Mesa Siding, Aurora, Colorado on 4/14/08. – Photo © 2008 by Chip.

## Current Railroad Happenings — A Photo Gallery



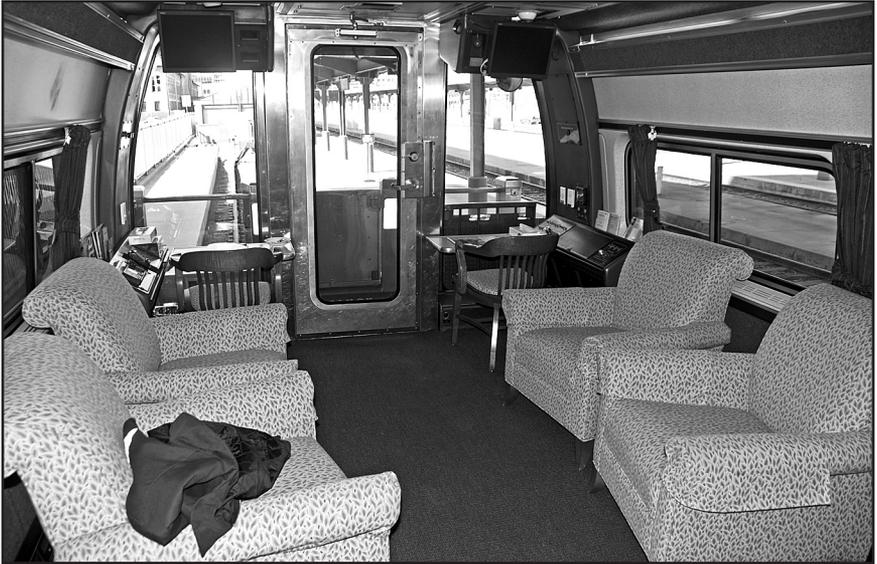
Amtrak business car 10001 - BEECH GROVE - Denver Union Station, 4/16/08. Note camera in enclosure mounted over rear platform. Wind shield wiper helps camera visibility along with all the rear facing lights. – Photo © 2008 by Chip.

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### The Como Hotel and Depot

The Como Hotel and Depot, owned by the Hodges family for almost 30 years, has sold. The new owners are David Tompkins and his wife Moya. They are working on preserving the site, initially devising a plan to stabilize the depot. The first new stabilization work weekends are scheduled for June 7th - 8th and June 14th - 15th, and volunteers are needed. See the blog at <http://comodepot.wordpress.com> or call Pat Mauro at 303-838-7740 for more information.

## Current Railroad Happenings — A Photo Gallery



Amtrak business car Beech Grove – 10001 – was at Denver Union Station for several days in mid-April. It left Denver Wednesday evening, 4/16/08 on train 6, the eastbound California Zephyr. Amtrak officials were in the Mile High City for an Amtrak board meeting and the Federal Railroad Administration (FRA) meeting at Pueblo, Colorado. Amtrak P42DC locomotive 138 was coupled to 10001 at Denver. Two seats face rear of train with camera controls that operate video camera(s). Amtrak President Claytor had this business car outfitted for his Amtrak rail journeys. – Photo © 2008 by Chip.



A special BNSF train for the Boeing company, leaving Denver, headed to the Seattle area on April 16, 2008. The rear car was added to help actuate signals along the way. – Photo © 2008 Dave Schaaf.

# The Beginnings Of The Rocky Mountain Railroad Club

By Herb Edwards, Club Vice-president

Many of the details of the founding of the Club, seventy years ago, were not documented. A few bits of information do remain. What is known is that in 1937, perhaps even the year before, several Denverites began to frequent the platforms of the Denver Union Station as a way of pursuing their interest in the railroads that served Denver at the time. Unfortunately, they did not take photographs, nor did they record what they saw. They simply observed.

Years later some, more than others, were able to recall from memory some generalities and fewer specifics of what they had seen, but for the most part even then they did not put their recollections in writing. By late 1937 and early 1938 many of these men had frequented the platforms enough to recognize each other, introduce themselves and genuine friendships began to form.

In the March 1938 *Railroad Magazine* the following appeared:

"I want to hear from persons interested in forming a rail fan group in Colorado, especially around Denver. Also I'd like to organize a narrow gauge trip over the famous Georgetown Loop. - Carl Hewett (ex rail), [a Denver address was given]."

The response to this is unknown. However, on March 30, 1938 the first meeting of the Rocky Mountain Railroad Club took place in the basement of the Union Pacific Freight House just north of the Union Station. In some way the Union Pacific Freight Agent had be-

come involved with or at least known to the men and it was through him that the use of a basement room was made available. The Club continued to meet there until 1942. There were about 20 men at the initial meeting, but no complete or accurate record of who attended has been found. Several months later Carl Hewett, who had been instrumental in the Club's formation, was offered membership card number one. He refused and membership numbers were assigned to the charter members alphabetically.

From recollections of those first members formal communication regarding Club meetings and activities, often took the form of penny postcards. Telephone and word of mouth, often on the station platforms were also used to pass along information. An undated letter, possibly written by Carl Hewett, announced two proposed trips probably for 1938. The first was to be a trip from Denver to Cheyenne to visit the Union Pacific Shops and facilities there. Supposedly the UP would give Club members a round trip fare of \$3.25 on train #21 that left Denver in the morning and they would return on train #14 that night. For unknown reasons the excursion did not take place. The second proposed trip was to be on the C&S over the Georgetown Loop. That trip was not made either. However, a field trip was made from the East Portal of the Moffat Tunnel, through the Tunnel to West Portal and return to East Portal.

The Club newsletter has undergone many changes since the first one was printed, dated June 1939. The newslet-

## The Beginnings Of The Rocky Mountain Railroad Club

ter was to be “published quarterly by the Rocky Mountain Railroad Club for those who are interested in railroads, past and present, of the Rocky Mountains.” Issue No.1 edited by Carl Hewett, dated June 1939, was two mimeographed pages. Dues were \$1.00 a year. Half of the first page was devoted to “a brief account of our club and its aims and purposes.” The rest of the issue was devoted to the Union Pacific. Among other things it was singled out for its “extreme kindness” in making their “fine auction room” in the UP Freight Depot at 19th and Wynkoop available for Club meetings, held the second Wednesday of the month at 8:00 PM. Singled out for particular mention and an expression of appreciation was the UP Traveling Passenger Agent “whose co-operation made our club possible.” The second page, under the heading “Many Happy Returns, Union Pacific” was devoted to an observance of the UP’s 70th anniversary of the driving of the Golden spike at Promontory Summit, Utah.

The newsletter was to be “published quarterly by the Rocky Mountain Railroad Club for those who are interested in railroads, past and present, of the Rocky Mountains.” It reported that at the July meeting Miss Helen McGraw showed her “moving pictures” of a trip over the famous old South Park narrow gauge to Leadville. That film is the process of being converted to DVD and the Park County Historical Society hopes to eventually make copies of it available. An interesting item in issue No. 2 entitled “The Best 32¢ worth [sic] in Colorado” recalls “the good old days”:

“Thirty-two cents isn’t very much money, in fact it’s slightly more than the price of two packages of cigarettes. Yet that is all it costs to take one of the finest rail trips in the whole world. Any day in the year, without having to make any special arrangements or wait for any special excursions, it is possible to take a round trip from East Portal to West Portal and back again, all for only 32¢ On that occasion of our field trip to East Portal in June it was a momentous experience for a group of our members some of whom had never been through the tunnel, to leave E. Portal 11:19. The 64 minutes wait at W. Portal before the arrival of Eastbound No. 2 seems all too short to anyone who appreciates such magnificent scenery as abounds at W. Portal, or who is interested in the glowing future of W. Portal as a winter sports center, as outlined by Mr. Kilgore, D&SL agent. We wonder if all the people along the route of the Moffat realize what a progressive and wideawake [sic] group boosters those railroaders are for the communities they serve. Some of the best advice we can our readers is the next time you go on a fishing trip or picnic outing to E. portal, by all means take this grand trip. Just 32¢ and 78 minutes of your time. You will probably be fortunate enough, as we were, to ride with Conductor Holliday. Your editor has often wondered what it must be like to ride as an honored guest in the private car of a railroad president, and a trip with Conductor Holliday gives one a good idea of what it must be like.”

## Trains Unlimited, Tours 2008 Tentative Trip Schedules

Discounts on tours are available to Club members.

Just provide your Rocky Mountain Railroad Club membership number.

For TUT information call 1-800-359-4870

or visit our Club web page at: [www.trainsunlimitedtours.com/rmrrc/](http://www.trainsunlimitedtours.com/rmrrc/)

May 12-16	Western Maryland & West Virginia Railfan	July 4-5	San Diego Independence Day Express
May 24-26	Domes Over Donner Pass	July 12	Domes To San Diego II
June 4-16	German Rails	July 11-15	White Pass and Yukon Route Steam Spectacular
June 14	Pacific Coast Domes South	July 24 - Aug. 16	Great South American Rail Adventure
June 21	Domes to San Diego I	August 10	Pacific Coast Domes North
June 25 - July 3	Great Britain Steam Adventure	August 22-24	Domes to Railroad Days
June 26-30	Santa Fe Express	Aug. 30 - Sept. 1	Camas Prairie Rail Explorer

## Colorado Railroad Museum 2008 Scheduled

### Special Operation Days

For information call 303-279-4591

[http://www.crrm.org/train\\_trips.htm](http://www.crrm.org/train_trips.htm)

School's Out Steam Up	May 31 - June 1
Father's Day Steam Up	June 14 - 15
4th Annual Wine & Cheese Event	July 19
Back to School Train	August 9 - 10
Political Whistle Stop Train	August 22 - 23
Day Out With Thomas	September
Halloween Train	October 25 - 26
Thanksgiving Train	November 29 - 30
Santa Claus Express	December 13 - 14

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

### 2008 Event Schedule

For information call 303-298-0377

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

Friday, May 16, 2008: Dinner Meeting at Lone Star Steakhouse. Our guest speaker will be Joe Schwieterman, professor at DePaul University and author of *When the Railroad Leaves Town: American Communities in the Age of Rail Line Abandonment*. His presentation will show vivid "before" and "after" shots of abandoned routes in the region. His book includes a chapter on Lakewood, Colorado, as well as chapters on five former D&RGW communities.

Dinner meetings are now 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. Please call the Chapter office by the Thursday before the program at 303-298-0377. "Social Hour" and dinner ordering will be from 6:00 to 7:15 PM. The evening's program begins at 8:00 and should end around 9:00 PM.

## **Publishers Statement — Rocky Mountain Rail Report**

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### **Club Information**

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391

### **Club Officers**

	President	Jim Ehernberger
	VP - Foundation	Darrell Arndt
	VP - Club	Herb Edwards
	Secretary	Roger Sherman
Web: <a href="http://www.rockymtnrrclub.org">http://www.rockymtnrrclub.org</a>	Treasurer	Jimmy Blouch

### **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  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

**Items for the June Rail Report should be sent by May 13th.**



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DENVER, COLORADO 80201



*FIRST CLASS*

