

RAIL REPORT

May 2013

No. 634



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Ticket to Tomahawk

Saturday Movie With Popcorn In Barnes Hall

May 11th, 2013 • 10:00 AM

**This Is A Saturday Movie In Place Of The Regular Meeting.
There Will Not Be Any Regular Meeting On May 14th.
Join Us For An Old-Fashioned Saturday Movie Matinee!**



Ticket to Tomahawk



RGS Engine 20 at Durango on September 5, 1949, painted and dressed up for its movie role in *A Ticket To Tomahawk*.

– Dean photo, James L. Ehernberger collection.

RMRRRC 2013 Calendar

May 25th & 26th	Motor Car Excursion, Wagon Wheel Gap line.
June 9th	Como Field Trip.
June 11th	Meeting and Program, “Denver’s Union Station” presented by Jim Havey.
July 21st	UP Excursion in association with Cheyenne Depot Museum.
August 13th	Meeting and Program, “Ed Haley Rides the South Park Line to Leadville in 1936” presented by Chuck Albi.
August	Florence & Cripple Creek Field Trip.
September 27, 28, 29	Three Days On The Rio Grande Scenic.

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Pat Mauro at pkmauro@yahoo.com or phone 303-838-7740 with program ideas.

75th Anniversary Masthead Photo Notes

To celebrate the 75th Anniversary of the Rocky Mountain Railroad Club, we will be featuring railroad equipment numbered 75 or with 75 in the number. This month features a Neal Miller photograph of Great Western engine 75.

TOMAHAWK & WESTERN R. R. TOMAHAWK & WESTERN R. R.

Tomahawk & Western Railroad

DURANGO, COLORADO

Gala World Premiere of "A Ticket To Tomahawk"

Good For . . .

1001 THRILLS

. 1001 LAUGHS

In The Basin's Own
Technicolor Triumph!

Filmed Entirely In The San Juan Basin
. . . Color By Technicolor . . .

"A Ticket To Tomahawk"

Starring Dan Dailey - Anne Baxter
Walter Brennan - Rory Calhoun

GALA WORLD PREMIERE
at KIVA and DURANGO THEATRES
Sunday, April 16th!

**Special Midnight Show Saturday April
15th! Tickets For This Showing Only
Now On Sale! All Seats \$1 includ. tax**

Shows Continuous Sunday At Both Houses From
12 Noon! Kiva Continuous Monday - Tuesday -
Wednesday From 2 P.M. Durango Evening Shows
Monday thru Saturday At 7 and 9 P.M.!

POPULAR PRICES AT BOTH THEATRES
ADULTS 65c . . . CHILDREN 25c
(No Student Admission Or Passes This Show Only!)

TOMAHAWK & WESTERN R. R. TOMAHAWK & WESTERN R. R.

"Emma Sweeny"

* * *



* * *

This famous little engine featured in the 20th
Century Fox picture "Ticket To Tomahawk" is now
featured on the plate which is illustrated here. "Emma
Sweeny" is in everyday railroad life engine No. 20 of
the Rio Grande Southern Railroad of southwestern
Colorado. Plates are 10½" in diameter and available
in maroon, brown, or blue at \$1.75 at our store, or \$2.00
postpaid in United States. This is a grand salute to a
gallant engine from the Narrow Gauge Capital of the
world. Send orders to:

* * *

**Jackson Hardware
INC.
DURANGO, COLORADO**

The movie's world premiere announcement from the Jim Ehernberger collection.

A Movie Matinee, "Ticket to Tomahawk," in Barnes Hall Popcorn And Soft Drinks Will Be Provided

In 1876 Colonel Dawson (Mauritz Hugo) wants to prevent a train from getting to Tomahawk, Colorado on time, so to keep it from competing with his stage coach line. Kit Dodge Jr. (Anne Baxter), who must get the train to its goal, forces Johnny Behind-the-Deuces (Dan Dailey) aboard as the needed passenger.

Madame Adelaide's (Connie Gilchrist) showgirls (including Marilyn Monroe as Clara) ride along and, in route to Tomahawk, join Johnny in "Oh, What a Forward Young Man You Are."

50 years ago, May 11, 1963, the Club held a screening of *Ticket to Tomahawk*.

Notes From The President

By Dave Goss

Unfortunately, some icy cold weather on the night of April 9th limited participation at the Club's regular meeting. However, those thirty-two hardy souls enjoyed a colorful tour of the Apache Railway by road, in the air and on the ground by Chip Sherman. Last fall Chip was able to tour this unique railroad in its final days of operation. The Catalyst Paper Company plant in Snowflake, Arizona has ceased operations and the town of Snowflake has purchased the railroad in hopes of allowing it to continue as a service provider. The road is known for its collection of Alco Century series Model C420 and C424 locomotives, some purchased new and others acquired from the Louisville and Nashville, the Norfolk & Western and the Canadian Pacific. Three RSs-36 units are stored that were purchased new in 1962. As an added bonus, Dave Rasmussen showed a number of photos that he had taken in Coal Creek Canyon, Tolland and at the Moffat Tunnel of mainline traffic on Monday, April 8th - fresh out of the camera.

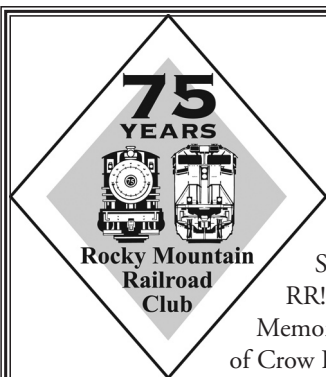
We thank all of you for your participation on the RTD excursion held on April 20th. The turnout was excellent and riders seemed to enjoy the abbreviated trip. Construction in the Central Platte Valley prevented the trip to run all the way to Union Station. This joint sponsored event by seven diffident rail-oriented groups in the Denver area demonstrated that we all share a common interest and can work smoothly together on trip planning and excursions. This may open the door for more joint efforts.

The Club is in conversation with History Colorado about our potential participation in a special model railroad themed exhibit to be held in June at the new museum downtown. We have been invited to propose a program as part of their lectures for this exhibit. More details will follow.

So far, we have about a dozen members who have signed up for one of the trips on Memorial Day weekend on the motor car excursion on the Wagon Wheel Gap line. If you are interested, there still may be a few seats left.

At the Club meeting in March, a number of members shared some personal rail-related experiences with those in attendance. Following the meeting I had a number of calls from people who particularly enjoyed that format. What we had done was actually recreate a bit of the flavor of very early Club meetings that more than seventy years ago lacked projectors, computers and visual programs. Founding members told stories about rail related events, photo experiences, train discontinuances or additions and other timely information. We will try to continue these anecdotes, snippets, readings of historic newspaper accounts, remembrances, adventures or other tales of railroads, trolleys, steam, diesel, standard gauge and narrow gauge. One person's memory becomes another person's adventure. Come and share.

Please do not hesitate to contact me at dave@dcgoss.com or call me at 303-693-9933.



75th Anniversary Events

Club Tour of Como, Colorado
Sunday, June 9th – 9:00 AM

Join fellow Club members on a trip to Como, Colorado, the once bustling hub of the Denver South Park and Pacific / Colorado & Southern RR! We will meet in Bailey at 9:00 AM at McGraw Memorial Park (Turn left at Bailey Propane at the bottom of Crow Hill, then immediate right to the park), then head to Como. We'll tour the Como Cemetery, take the walking tour of Como, tour the Depot and Hotel and roundhouse. We also plan to tour the King Coal Mine town site after the Como tour. The Como Depot will be open for lunch or bring your own lunch. If you want to car pool, please coordinate with other attendees on the trip, or call Pat Mauro, 303-838-7740.



8th Annual Cheyenne Depot Days

May 18th & 19th, 2013

Saturday 9 AM to 5 PM & Sunday 10 AM to 4 PM

In Conjunction With

The Sherman Hill Model Railroad Club Show At Frontier Park

- Union Pacific Steam Shop Open House
- Wasatch Railroad Contractors Open House
- 2013 Steam Train Excursion Ticket Giveaway
- 3rd Annual Rail Art Show & Sale
- Special Guest: Harry Brunk
- Private Rail Car Display
- Live Miniature Steam
- Model Displays, Hobbyists & Vendors

Via Trolley Access

121 W. 15th St • 307-632-3905 • www.cheyennedepotmuseum.org

2013 Steam Train Excursion

Denver to Cheyenne • Sunday, July 21st

The Cheyenne Depot Museum is hosting the 2013 Steam Train Excursion. This is a one-way excursion from Denver to Cheyenne with the Union Pacific 844 Steam Locomotive. A bus is available to take passengers to Denver if needed. We will be loading in Denver at the National Western Complex, 4655 Humboldt Street.

more information or for tickets go to www.cheyennedepotmuseum.org or call 307-632-3905.

Rocky Mountain Railroad Club Members pay “member” costs – please provide your RMRRRC membership number.

Costs:	Member, Dome	\$ 150
	Member, Coach	\$ 90
	Bus Fare	\$ 30

Book now, dome seats go fast! For



Ailing “mudhen” 361 stopped west of Sapinero on 9-19-48 surrounded by the idled multitudes. You can bet the three ‘gents’ in dark suits and Fedoras were railroad officials of some level – there were always several on every trip – roadmaster, superintendent, master mechanic, etc. – Photo © 1948 Cornelius W. Hauck.

A Memorable September 1948 Narrow Gauge Club Trip

By Cornelius W. Hauck

I’ve been aware of the Club’s steps to celebrate the 75th anniversary, including features in the *Rail Report*. In the early years, when I was a newer member, the annual (or oftener) special excursions over the rapidly disappearing narrow gauge lines was a very special attraction – and one that was, to me, very special was the September 18 - 19, 1948, quick two-day trip Salida-Gunnison-Crested Butte (a unique opportunity) - Cimarron - Salida, (with driving / busing from Denver). It was described in detail in the Club’s *Journeys to Yesteryear* book (a great record-book, by the way).

The unusual feature was the failure of “liddle mudhen” 361 to get our train

back from Cimarron Sunday morning, when the valve gear on the right side failed. That required firing up cold #360 in Gunnison (trip road engine 494 was too heavy to go west of Gunnison) and a long wait to be rescued. This threw our schedule planning into disarray – we were supposed to have driven back to Denver that evening.

By the time we got back to Gunnison, a bite to eat, and could leave town for Marshall Pass it was sundown! But with the 494 we had plenty of power and off we went. At Sargent we stopped – apparently to get water, as we saw when we hopped off to see “what’s what” – and I walked ahead and looked – and there

A Memorable September 1948 Narrow Gauge Club Trip



Engines 498 and 494 at Sargent after dusk on 9-19-48 before the fast run to Salida. – Photo © 1948 Cornelius W. Hauck.

was the 498 backing in to couple up!

D&RGW officials apparently were disturbed enough by the delay and “loss of face” that they added the second (unnecessarily large) power with instructions to get our outfit to Salida as fast as they could run – and they did! It was dark, with only interspersed moonlight.

I stood on the rear Silver Vista car and hung on as we whipped around the twisty, reverse curves up Marshall – the train (and the mountainside) were black except for the string of car lights and the splashes of headlight glare and then, every minute or two, one fireman would open his fire door to fling in another scoop of coal and there would be a momentary splash of fire-light to punctuate the scene. I have hazy recollections about the excursion, in general, but the scene of those two 490s “crashing” up the side of Marshall is as clear as it was 65 years

ago ... the kind of unexpected, unusual experience that you have only a few times in your life. Yes, we stayed on the rails and finished what was acclaimed to have been the fastest run ever made over Marshall Pass.

I mentioned that I had poked ahead during the brief stop at Sargent – and found the “surprise” 498. Dusk had already failed, and light was very poor, but I decided to run ahead and try to get one shot of the now-double-header. When I got the negative developed it looked nearly blank – zilch image – but with a little work by Stan Kistler and some “intensification” I finally ended up with the print reproduced above – a little “grimy” and not Kindig quality – but if you’ll look at the scene, I think I was the only one who had a chance to try it – and that’s a “one and only”. It might give newer members something tangible to bring this amazing trip to life.

May RMRR Club Excursions



RGS #74 powered a two-day RGS RMRR excursion on May 28 and 29, 1949. What sun and cinder filled days! That is RGS caboose 0400 and business car “Edna” on the rear of the train. – Bob Andrews photo, Tom Klinger collection.



D&M #25 is westbound, crossing Colfax Avenue at today’s The Mill’s shopping area on the way to Golden. This May 6, 1951, trip was one of several RMRR trips with #25. This is the line which today is known as the West Rail Line for Denver’s RTD. – Neal Miller Photo, Tom Klinger collection.

May RMRRC Club Excursions



C&S #374 is taking water at Ft. Collins on the May 30, 1951, RMRRC trip up Owl Canyon. C&S #674 was also used on this trip up Owl Canyon. This was the second club trip in May of 1951. – Neal Miller Photo, Tom Klingler collection.



UP #3967 is set for departure from Denver Union Station on May 17, 1953, for a trip to Laramie, Wyoming – The first of many RMRRC trips on the UP. It is reported that the roundtrip tickets were priced at \$10. – Neal Miller photo, Tom Klingler collection.

The RTD West Rail Line Preview Excursion



The Club's historic excursion drumhead was displayed in front of RTD Light Rail Car 103 by Dave Schaaf (left) and Jim Yust before the start of the April 20th excursion. – Photo © 2013 Bruce Nall.

Denver & Rio Grande Scenic “Wagon Wheel Gap” Line Trip Saturday May 25th and Sunday May 26th

The Club is organizing a unique motor car trip on the Denver & Rio Grande Scenic, the “Wagon Wheel Gap” line on May 25th and 26th. Don Shank, owner of the line is offering Club members the opportunity to ride on the Silver Streak (carrying 14 passengers) and the Quick

Silver (carrying 6 Passenger) each day.

Please Note: The address listed on the insert in the April *Rail Report* was incorrect. Please mail your ticket orders to Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391.

Donation From The Rocky Mountain Railroad Historical Foundation



Dave Goss (left) presented a check to the Colorado Railroad Museum for \$10,000 from the Club's Foundation that were matching funds based on donations by Club members toward the restoration of Rio Grande Southern locomotive No. 20. Donald Tallman and Sharon McGee from the Colorado Railroad Museum received the check. – Photo © 2013 Kathy McCardwell.

Rocky Mountain Express at the Denver Museum of Nature and Science Saturday, May 11, 2013

Join The Intermountain Chapter, NRHS, for this fabulous IMAX film at the 2:00 PM showing. Please call in your reservations and make your ticket payment by Thursday, May 9, to the Chapter Office (303-298-0377; Intermountain Chapter NRHS, 4303 Brighton Blvd, Build 3, Denver, CO 80216-3704), as we must make one payment the Museum for all our attendees. The Museum's group pricing for non-members is Adults: \$9; Junior (3-18) or with valid student ID: \$7; Seniors (65+): \$7. If you are a member, call the Museum and make your own reservation for the 2:00 PM show.

Please arrive at the main Museum (not IMAX) entrance by 1:20 PM at the latest, so allow enough time to find a parking place either above ground or down in the parking garage (there is an elevator). Please don't be late. We must account for everyone before we get our tickets and enter the theater. If you've not been to that IMAX, there are lots of stairs and they are steep, but with good handrails; and the rows are narrow, yet navigable. Just watch your balance and look after each other. Remember to move to the center of each row and occupy every seat.



Santa Fe Steam Locomotive #1024 on the custom-fabricated steel pan with a section of panel track. – Photo © 2013 Roger Hogan.

Moving Santa Fe Steam Locomotive #1024

By G-Force Specialty Transportation

When the City of La Junta, Colorado, decided to create a new visitor's center, they contracted Bassett Construction and G-Force Specialty Transportation to relocate its former Santa Fe Steam Locomotive #1024 from its location at Potter Park to its new location, the future La Junta Welcome Center, located at the intersections of U.S. Highway 50 and Barnes Ave. The engine was built for the Santa Fe Railroad in 1901 and spent many years in passenger service around the La Junta area. It lived out its final years as a switcher until it was retired in 1956 and had been displayed at Potter Park since.

Initially, Soni Honneger of G-Force suggested pulling the locomotive on its

own wheels using a method referred to as "panel tracking." However, on closer inspection it was determined the running gear was seized up. G-Force Specialty Transportation then had to custom-fabricate a steel pan with a section of panel track for the #1024 to be loaded onto. The steel pan and track weighed approximately 5 tons and was loaded with the locomotive, estimated to weigh 110 tons.

On the first day, in order to drag the locomotive onto the skid pan, each driver was jacked-up, and the rails beneath it were greased, which would allow the locomotive to slide, without the wheels turning. To everybody's amazement, while being pulled onto the skid pan,

Moving Santa Fe Steam Locomotive #1024



Santa Fe Steam Locomotive #1024 at the site of the future La Junta Welcome Center. – Photo © 2013 Branko Pugar.

the drivers suddenly broke free, and began turning for the first time in over 65 years!

The Locomotive on the skid pan was then “slid” over steel plates, lightly coated with biodegradable grease, by being winched slowly forward using an Oshkosh 8X8 Prime Mover, equipped with twin 55,000 lbs. hydraulic winches.

The 0.6 mile journey to the locomotive’s new, more visible location, took 3 days, with one day being devoted to winching the locomotive up to the hilltop. The journey to its new location comprised of moving the locomotive through mostly residential areas which included five 90-degree turns and a tight S-curve near the original location. As the locomotive was moved past nearby residences, the local electric company was

able to simply raise any lines that may have interfered by the use of an aerial bucket. This would have been a more costly endeavor if the locomotive would have been loaded on a trailer, as the lines would have to have been removed and replaced, since the locomotive on a trailer would have been at least 2-feet taller.

The locomotive’s tender was moved separately, on the sixth day, on a 60 Ton low-boy trailer. Because there was no way to load the tender from the rear, due to power lines being located a few feet from it, the tender was loaded front-end first onto the low-boy. Once at its final location, the tender was winched onto the skid pan, rotated 180-degrees, and then winched onto its new track and finally rejoined with the locomotive. This all took place in the second week of April.

Colorado Railroad Museum 2013 Scheduled

Special Operation Days

For information call 303-279-4591

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

Wild West Day June 22
Dinosaur Express July 20

Open Car Saturday & Antique Power Day
August 17

Day Out With Thomas
September 14, 15, 21, 22, 28, 29

Trick or Treat Train October 26, 27
Open Car Saturday November 16
Santa Claus Special
December 7, 14, 15, 21

Colorado Rails & Cocktails An Evening Of Colorado History

June 7, Friday, 6:00 to 8:00 PM
Ghost Towns of the Rockies

August 16, Friday, 6:00 to 8:00 PM
Rollins Pass

2013 SCFD Free Museum Admission Days Saturday, May 4

Ride The Rails Saturday

Train rides every Saturday. Catch a ride behind one of the Museum's steam or diesel locomotives in passenger cars from different eras in Colorado railroad history or on the uniquely Colorado Galloping Goose. Rides operate 10:00 AM to 4:00 PM.

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

2013 Event Schedule

For information call 303-298-0377

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

Friday, May 19, 2013:

Dinner Meeting and Program at IHOP Friday, May 19, 2013

Local, renowned, railroad photographer and retired BNSF employee, Joe McMillan, is our guest speaker. He'll present "Canadian Railways, Part Deux." During the early summer of 1975, Joe McMillan, Steve Patterson, their wives, and Jerry Palmer journeyed to British Columbia to camp and photograph trains. This presentation is Part 2 of the trip and features the Canadian Pacific between Banff, Alberta, and Boston Bar, BC. View freight and passenger trains curving through beautiful Canadian scenery.

Changes To Dinner Meeting Process:

We now conduct our dinner meetings at the IHOP at 5280 Wadsworth Bypass (one block north of the old Lone Star) in Arvada. Go to 53rd and turn east, you will be there. Lots of parking and well lit. The food is good and priced right. The menu is varied from breakfast, lunch, and dinner items available all day. The meeting room is larger than the one at Lone Star and we have it from 5:30 to 8:30.

No reservations at the Chapter office for head count required, though IHOP management has been informed to expect 20-25+ people, so please plan to attend the program and support the Chapter.

When you arrive tell the IHOP personnel you're with the railroad club. No minimum dollar amount of food to purchase is required to attend, but please order something. The gratuity will NOT be pre-added to your dinner check. You'll calculate your own. Dinner orders begin at 5:30 and the program begins at 7:00. So, please arrive accordingly to be served in time to enjoy both your meal and the program.

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>

Club and Foundation Officers

President	Dave Goss
Vice President	Pat Mauro
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

John Charles, Nathan Holmes, Andy Dell, Dan Edwards,
Mike Tinetti, Nathan Zachman, Dave Schaaf, Don Hulse.

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

E-mail: selectimag@aol.com

Items for the June 2013 Rail Report should be sent by May 16th.



BOX 2391
DENVER, COLORADO 80201

