

# RAIL REPORT

October 2018

No. 697



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## **The Rocky Mountain Railroad Club Annual Banquet Luncheon**

October 13, 2018 • Socializing at 11:00 AM • Lunch At Noon

The Denver Athletic Club – 1325 Glenarm Place – Denver, Colorado 80204

### **Program by Stathi Pappas, Assistant General Manager and Special Projects Manager of the C&TS**

Being part of a dead to dying industry is often viewed with pathos or futility. However, even though it is small, the steam railroad industry still resonates with the public and requires dedicated practitioners in order to survive. From a career in industrial archaeology, Stathi Pappas was lucky to have the opportunity to put study to practice when he became part of the museum/ tourist railroad industry. Over the years, he had the honor to be part of numerous significant projects, as well as staff and be part of the management team at several institutions in order to make positive change and help work toward long term sustainability. The steam preservation industry is full of challenges, and no achievements come without institutional will to succeed. This talk with photos will highlight several projects and their story of taking dreams to reality.

The lunch includes a choice of London Broil or Sesame Crusted Salmon. Coffee and tea is included and a cash bar will be available. Tickets are \$44 per person.

**Call the Club Treasurer at 303-781-8616 with questions or for last minute reservations (prepaid by credit card) no later than October 7th.**

Parking is available for \$7 in the Denver Athletic Center Parking Garage. Garage entrances are between 13th and 14th on Welton and on Welton past 14th.

#### **RMRRC 2018 Calendar**

November 13: Monthly Meeting and Program on the Transcontinental Railroad by Rich Luckin.

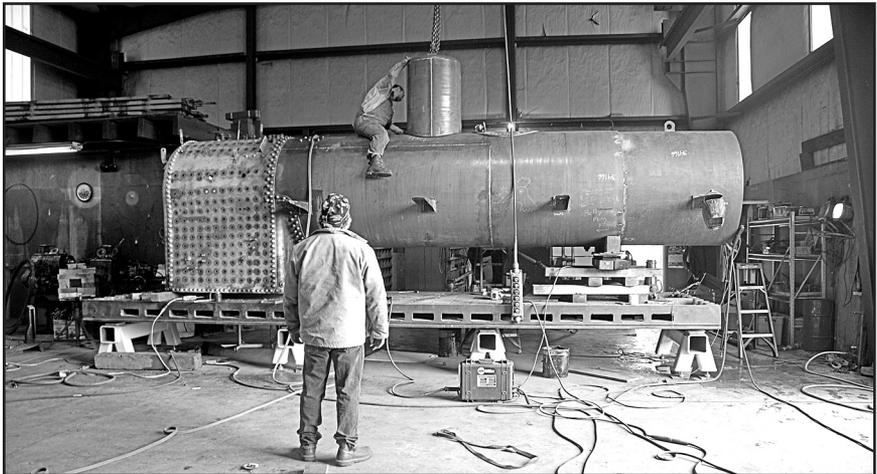
December 11: Annual Meeting and Program, on the Late Milwaukee Road by Blair Kooistra.

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.

## Stathi Pappas, Chief Mechanical Officer of the C&TS



A quadruple header on the Mt. Rainier Scenic Railroad in 2012.  
– Photo © Stathi Pappas.



Rebuilding the boiler for Santa Cruz Portland Cement 2. Most of the boiler was replaced. – Photo © Stathi Pappas.

For Rail Report 696, celebrating the 80th Anniversary, the masthead again features Union Pacific #80 on Tie Siding at Hermosa, Wyoming, on July 14, 1976. – Tom Klinger Photo.

# President's Report

By Steve Mason

We have had a lot going on. First Tim Tonge's program was all Denver and Rio Grande Western from the F-units until today. Tim has done excellent photography and it was a quick paced show with music. We all enjoyed it. Dave Schaaf lines up these programs and has been doing excellent work.

The Argentine Central Jeep trip lasted all day. We met in City Park in Georgetown and everyone had a handout. The handout showed all the buildings in the "East Argentine Mining District," the purpose for building the railroad. The buildings are all gone. The group had lunch at the site of Waldorf and then we drove 8-miles on switchbacks to "end of track," where we staged photos at 13,400' just like the tourists of 1905-1918 did. We ate supper at "The Alpine" restaurant which is in the only remaining building from the Colorado Central Railroad. They had lot of photos from the early days around the rooms.

The Georgetown Loop tour was as close to a fan trip as we have run in a long time. Trip Leader Dave Schaaf did a fine job coordinating the trip. By leaving at 8:00 AM we did not get stuck on a siding while the fleet goes by. Although it was a cool day it soon warmed up. Shay #9 did a fine job doing photo run bys. The terrain made it hard to establish photo lines but, we did the best we could. John Stephens solved the terrain issue with his drone. He could hover his camera very still and get shots none of us could. The group photo on page 11 was taken 50-feet above the ground. The

Georgetown Loop bent over backwards to give us good service with the photo run bys and with lunch. Everyone I talked to had a good time. From the Board's point of view, it is hard to get an outfit to do photo run bys and these guys knew all the spots. We thank them!

Just before the Georgetown trip we found out that Kenton Forrest had died at the end of July. Kenton Forrest was a charter member of the Intermountain Chapter, NRHS and also a president. Later he was a trustee at the Colorado Railroad Museum and for a term it's president. For many years he served at the Museum as the librarian where his knowledge of what they had was encyclopedic. Along with Charles Albi he co-wrote *Denver's Railroads*. He co-wrote *Rio Grande Ski Train* with Steve Paterson. He wrote *Railroads of Coors Field* and helped write many of the Rail Annuals the Colorado Railroad Museum published. He was considered an expert on the Denver Tramway.

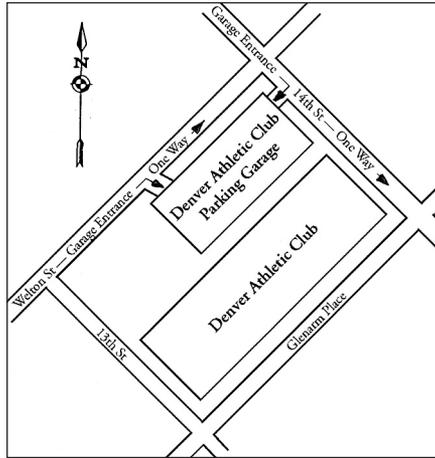
Come to a meeting. We have excellent programs. I hope to see you soon!

Board meetings are usually held the first Monday after a regular monthly meeting. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. You are always welcome! If any member has any question or concern on events or would like to go to a Board meeting to see what kind of fun we have or any other concern, call me at 720-371-8536 or [stevemason647@gmail.com](mailto:stevemason647@gmail.com).

# The Dinner Chimes Announce the Banquet

October 13, 2018

Many of you remember a time when a dining car waiter would enter your coach, heralding “First call for Dinner” by striking his mallet on the multiple tones of a J. C. Deagan Dinner Chime. Yes, rail travel was an elegant affair, a set of dining chimes was carried through the train and chimed the dinner hour.



Denver Athletic Club Parking

and W lines take the shuttle from Union Station to the stop nearest Welton or Glenarm, then walk over two blocks to 14th. It is easy to get there so don't stay home.

We detailed the succulent menu in last month's *Rail Report*, but the entree choices are London Broil

(marinated and broiled flank steak topped with mushroom Madeira sauce) or Sesame Crusted Salmon seared in sesame oil.

We are now chiming for the RMRRRC 2018 Luncheon Banquet. The Denver Athletic Club is again our venue this year. On October 13th, the doors will open at 11:00 AM. All members, family, significant others, and care givers are invited. Enjoy a pleasant day socializing with your fellow rail aficionados, savor an adult libation discussing the rail events of the day. Rule G is suspended for the event.

This year Stathi Pappas, Assistant General Manager and Special Projects Manager of the C&TS, will present a program featuring the restoration and repair of Denver & Rio Grande Western narrow gauge locomotive #168.

A map is above so everyone can find their way there. The DAC has a parking garage on the corner of 14th and Welton. There are entrances on 14th as well as Welton. For special events such as ours, the parking fee is \$7.00. If you desire a little exercise you can ride light rail, get off at the Convention Center Station and walk two blocks up 14th through the parking garage to the entrance of the DAC. Those coming in on the A, B, G,

The insert in the *Rail Report* is your reservation form. If you have not already returned your reservation, make reservations for your party by completing the insert. Please do not delay, complete the insert and mail it to club address listed at the bottom of the form. There is PDF version of the reservation form on our web site. Simply complete the form and email it back as an attachment to [rails@www.rockymtnrrclub.org](mailto:rails@www.rockymtnrrclub.org)

**All reservations must be received by October 7th.**

# The Club Banquet In 1958 – A Memorable Trip

By Dave Goss

On April 9, 1958, the Club celebrated its 20th Anniversary at the Holland House in Golden. Transportation was provided in the form of a chartered train pulled by C&S locomotive 646. More than 200 people signed up for the banquet, which cost \$4.00 per person for the steak dinner and train trip.

*Denver Post* reporter William Barker covered the trip in a column he wrote and was published on April 11. Some of his descriptions included, “Club Pres. William J. Gordon, young, blond and solemn choo-choo buff, explained the adventure as the train made tentatively rattling noises and chuffings. ‘Probably 30 years since this line carried regular passengers to Golden. Road used to go from Denver Union Station to Black Hawk and Central City. Now it ends in Golden, and is used mostly for hauling Coors beer. C & S put the steam engine and coaches on specially tonight just for the Club’.”

Since there was no way to turn the train, in returned to Union station running backwards, with coaches leading. Ed Haley, chairman of the junket said contentedly, “Trip was sold out three weeks ago. One guy drove all the way from Wichita through a snowstorm just to be on Board.” Although Mr. Barker credited Ed for the junket, it was actually Dave Goss who was the Program Chairman.

Charles. S. Ryland designed the hand-

some, old style tickets and said, “Mac Poor must have bribed Cornelius Speas, the engineer, to whistle and ring the bell overtime. Mac’s making a recording.” Barker then reported, “Sure enough. Mr. Poor, huddled in an open vestibule, was holding a microphone into the breeze while his tape recorder spooled up all the chugging sounds.” Barker ends his story, “This sinister columnist fell asleep in a corner seat and didn’t hear so much as another toot till the Orient Express sighed to a steamy halt in Denver. It was midnight, and time for everybody to wake up.”

In a separate *Denver Post* article the day before, the newspaper featured the Club’s upcoming trip. Along with photos of Number 646 and engineer Speas and his fireman, Guy Boor, the reporter described the Baldwin’s future, “Thus, before too many months, her carcass will be torn apart and put on a junk pile. However, it was with a note of defiance that the old lady suddenly sprayed steam over the shining newcomer beside her (a diesel). She moved away with the finality of a history book being closed, with the assurance of a woman who knew she would be remembered.”

Unfortunately, such trips are simply treasured memories, but the banquets the Club continues to host are nonetheless notable for their camaraderie and presentations. However, a four dollar train ride and dinner won’t be easily found today.

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## Signal Electrical Information Requested

Club member John Finch has two former Santa Fe semaphores that he wants to put in operating condition on his property at Palmer Lake. If you have knowledge of how to wire such signals, please contact John at 719-502-0500 or at [trainprints@yahoo.com](mailto:trainprints@yahoo.com).



The short wheelbase Jeep line up after successfully finishing the sharp switchbacks of the Argentine Central roadbed. Jeep drivers were Bob MacDonald, Doug Hessong, Steve Subber, and Steve Mason. – Photo © 2018 Debbie MacDonald.

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## Argentine Central Jeep Tour

By Steve Mason

On Saturday, August 25th we met in City Park in Georgetown. We had four jeeps for Debbie and Bob MacDonald, Doug and Ethan Hessong, Steve and Chris Subber, myself and Ron Keiser. I made hand-outs for the group with a time line, a map and period photos. We left about 9:00 AM for Leavenworth Gulch. This is the Guanella Pass Road which is paved. Then we did the switch backs up to the old Argentine Central grade. Everyone agreed this was the roughest part of the road.

We were on the Argentine Central grade to Waldorf about 9-miles from the City park. We arrived at Waldorf about 11:00 AM where we had lunch. Waldorf is at treeline and is the site of the Waldorf mine, but the only thing left are some walls of stone for the mill. Across the

valley is the mine dump for the Viddler Tunnel which had train service. Going up steeply is the Argentine Pass Road, but it dead ends at the pass.

After lunch we started up the Argentine Central road bed. We went quite a way to the Santiago Mine and did a switch back. High over Waldorf we did another switch back with views of Mt. Evans and Mt. Bierstadt. This switch back went for several miles to the north just below the summit of Mt. McClellan. Then going south one more switchback and we were at end of track. We walked to a saddle for outstanding views of Torrey's Peak and Gray's Peak and walked to end of track where all the tourists had their photo taken. Our group was smaller than some others, but we had just as much fun.

## Argentine Central Jeep Tour



Torrey's Peak on the right and Gray's Peak on left dominate the view from the top of the Argentine Central. – Photo © 2018 Steve Mason.



The Argentine Central roadbed tour group from left: Steve Mason, Ron Keiser, Ethan Hessong, Chris Subber, Steve Subber, dog Maya, Doug Hessong, Bob MacDonald. – Photo © 2018 Debbie MacDonald.

## Rio Grande “Tunnel Motor” 5401 Moved For Display



After nearly 8 years of storage at MillerCoors, UP SP40T-2 9871 (ex-Rio Grande 5401) was moved to the Colorado Railroad Museum on August 22, 2018. Hulcher Services workers used four Pipelayer machines to move almost 400,000 pounds of tunnel motor on temporary panel tracks down 44th Ave in Golden. The Union Pacific Railroad donated locomotive to the Colorado Railroad Museum.

– Photo © 2018 Edward Lichtenfels.



Rio Grande 5401 carried Union Pacific number 9871 when delivered. Safely positioned at the Colorado Railroad Museum on August 23, 2018, near the turntable next to Rio Grande steam engine 683. The museum crew is working to restore the tunnel motor to a Rio Grande appearance. – Photo © 2018 by Chip.

# Past Colorado Railroad Museum Moving Days

By Dave Goss

We sometime forget that relocating equipment that belonged to the Club was an expensive proposition and was a bit different that what is present today. On May 7, 1958, the *Denver Post* reported, "A \$150,000 railroad museum and motel are to be built at 17555 W. 44th Avenue, 1-1/2 miles east of Golden by the Iron Horse Development Corp., Cincinnati, Ohio according to Robert W. Richardson, of Alamosa, Colo." Richardson was further quoted, "...the museum will be operated by the Rocky Mountain Railroad Club with locomotives, cars, signals and other artifacts in the railroad museum in Alamosa being transferred to Golden."

Perhaps in 1958 that was the plan, but of course, if not operating at the museum the Club was deeply involved in the concept and of movement of equipment. The Club archives has two bills of interest. One dated July 25, 1958, itemizes the costs of moving RGS locomotive #20 as follows: June 15, 26 and 29 to a laborer for helping Richardson at Alamosa remove the pilot, coupler, steps and assisting in the loading and blocking on a flat car - \$8.00; three quarts of oil - \$1.35; 3x6 fir for "track" on flat car and sheet metal to cover windows - \$21.65; D&RGW freight charges Alamosa to Denver \$386.25; and finally labor and materials for blocking and banding the engine on the flat car - \$252.61.

A second bill was from Duffy Storage & Moving Company dated August 21, 1958. This bill was for moving "...railroad cars, load & unload from School of Mines to West 44th and Churches

TELEPHONE KEYSTONE 4-8228	<b>DUFFY</b>	OFFICE AND WAREHOUSE 1521 20th ST.
<b>STORAGE &amp; MOVING CO.</b> Serving Colorado Since 1886 MOVERS OF EVERYTHING		
DENVER 2, COLO.		8/28/58
Rocky Mtn. Railroad Club % Morris Gafky PO Box 2391 Denver, Colorado		
NUMBER	00478	8/21/58

Move railroad cars, load & unload from School Mines to West 44th & Churches Corner

low bed & operator 35 hrs at 10.50/hr	367.50
foreman 21 hrs at 5.00/hr	105.00
1 extra man 7 hrs at 4.00/hr	28.00
crane service 17 1/2 hrs at 18.50/hr	323.75
permit	1.00
	<b>825.25</b>

Could you please send me a receipt on this? Thank You

Morris Gafky, Treasurer  
Rocky Mountain Railroad Club

#775

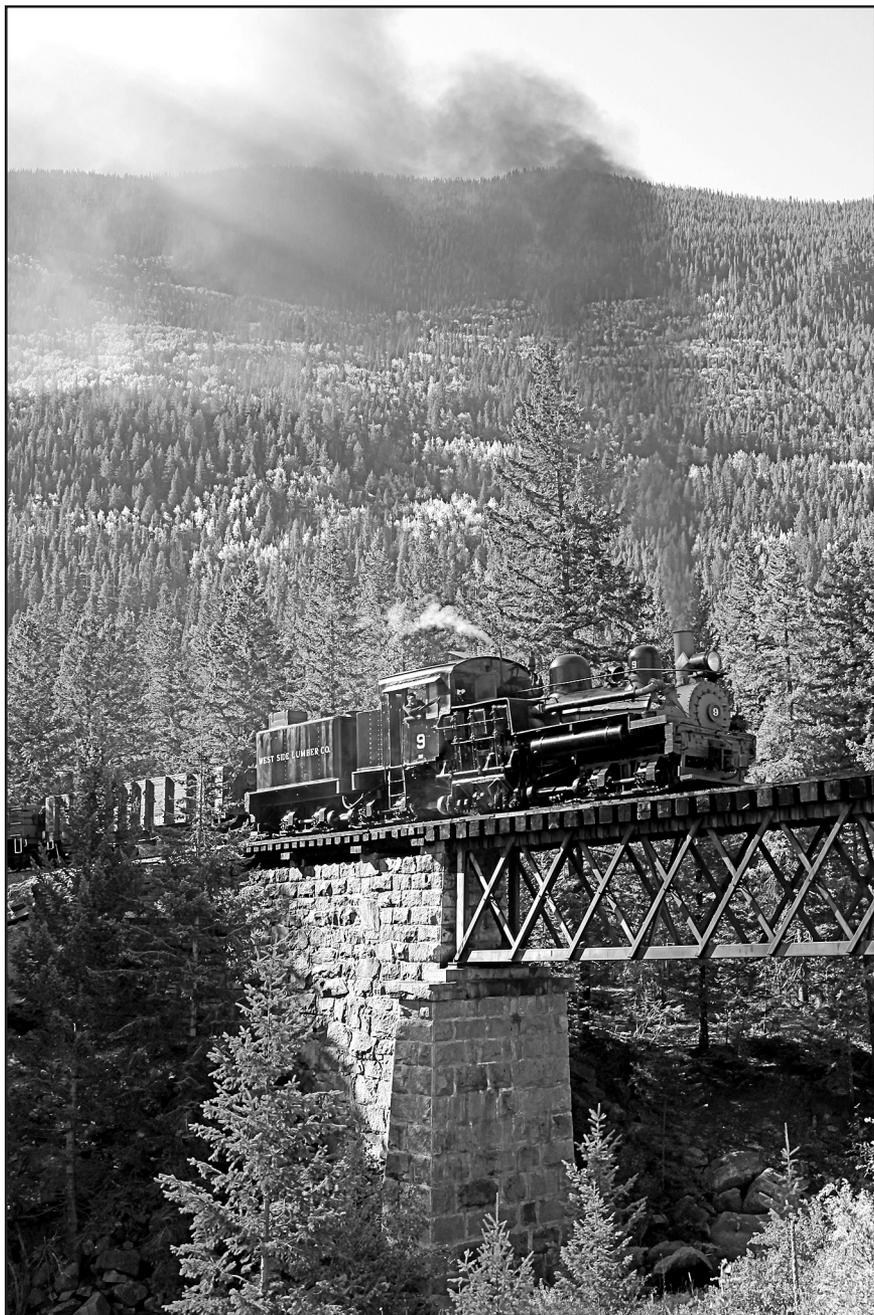
DUFFY STORAGE & MOVING CO.  
SEP 13 1958  
THANK YOU

**"DUFFY SERVES YOU RIGHT"**

Corner." What is particularly interesting are the rates paid at the time. A low bed and operator (35 hours at \$10.50 per hour = \$367.50; Foreman for 21 hours at \$5.00 an hour = \$105.00; One extra man for seven hours at \$4.00 per hour = \$28.00; crane service for 17-1/2 hours at \$18.50 per hour = \$323.75 and lastly a permit for \$1.00. The total moving cost \$825.25 was paid by Morris Gafky, Club Treasurer.

Based on a estimate given to me in August by RMS Cranes (by a former employee of Duffy), the same move today would have been more than \$12,437 and incudes a three page fine print series of legal statements and indemnifications. Sixty years ago the contract was most likely signed with a handshake.

## The Club's Georgetown Loop Excursion



A photo runby at the bridge near the Lebanon Mine. – Photo © 2018 Dave SchAAF.

## The Club's Georgetown Loop Excursion



The Club Georgetown Loop excursion group. – Photo © 2018 John W. Stephens.



With 40 riders aboard, the September 8th, 2018, Georgetown Loop excursion was a great event. Custom photo runbys were arranged by Superintendent Phil Johnson for the railfans. This last run-by with Shay #9 was on the approach to the high fill. – Photo © 2018 Kenneth Jessen.

## November Watch, Update and Renew

The gold and red leaves of Autumn are falling around us. The club is ending its 80th year celebrations. We hope you enjoyed that events of this past year and will want to remain a member. Watch for your renewal invoice envelope in the November mail.

This is the seventh year each current member will receive a renewal invoice from the club. The membership renewal forms serve multiple purposes. The correct USPS addresses are indispensable. The address on your copy of the monthly *Rail Report* is updated from the information you provide us on the renewal form. Though the *Rail Report* will not be listed as a classic of literature, it is our primary means of communication between the president and board of directors with the membership. It informs you of events in the area and club activities.

Your preferred (first) phone number is used for last minute notifications when there is a sponsored event. Many of you shared you email address with us. Please verify that the email address listed is exact. The last purpose is to collect our yearly dues, the life blood of the club. The revenue covers the costs of the hall

rental, publishing, mailing, insurance, etc.

The survey results tell us that the club membership is getting older. The world around us is changing. The digital information age provides shopping for just about everything with purchases delivered right to your door. Our club, however, needs volunteers to maintain its operations. We can use your talents on anything, from helping with programs, submitting photos and articles to the web page and *Rail Report*; sponsoring, organizing supporting travel outings or work days at historic venues.

Now is the time we ask for new board members and officers. We need volunteers to serve on the board of directors. Please consider volunteering while filling out your renewal forms. Our future may be limited to a Facebook group page if participation from the membership does not increase on the board. Talk to a current director or officer who will be glad to help you become involved.

In summary, watch for your invoice letter, update your contact information, and renew your membership.

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### The Rocky Mountain Railroad Club Collection at The American Heritage Center

The staff at the American Heritage Center recently completed a new online finding aid for the Rocky Mountain Railroad Club film collection that was donated earlier this year. The link to the aid is:

<https://rmoa.unm.edu/docviewer.php?docId=wyu-ah12696.xml>

They hope that this guide will assist researchers interested in the material and they are extremely grateful to the Club and Foundation for making these materials available.

## “Fake News” of Railroad History: To Unite CF&I, C&S and D&RG

Source: *Denver Republican*, May 13, 1903

Contributed by Dan Edwards

One of the greatest of railway combinations is now being formed in Colorado. The progress of the combination has been kept a profound secret, but enough was made known yesterday at the headquarters of the Seventeenth Street Poppy Vapor association to make it certain that the deal is as nearly through as it ever will be.

In brief, the proposition is for a union of the CF&I company, the Colorado & Southern and the D&RG systems. In support of the story that this is contemplated, it is only necessary to point out that General Manager Russell Harding of the D&RG has recently been in Wyoming inspecting the lines of the C&S and mines of the CF&I, and that he had with him representatives of the Hawley interests in the C&S. Also it is announced that President Frank Trumbull is going to Europe for a rest.

If the deal goes through, it is probable that [C&S] Vice President and General Manager Herbert will “run the works.” Just what Frank Trumbull will hold is not announced, but those who are familiar with Mr. Herbert’s methods are not worrying about the outcome. If he gets into the company in any capacity, he will run it. With these three great companies united, probably the next step will be an agreement with Mr. Moffat, by which the latter will agree not to run his railroad into southern Colo-

rado nor down the grand canon of the Colorado, and in return the Missouri Pacific will agree not to extend its line from Kansas by way of Castle Rock into Routt county.

Although it has not been given publicity, the information bureau of the S.S.P.V. association is also ready to say that the New York Central will be running its own trains into Denver within a year. The reason for this step on the part of the great Vanderbilt road is to gain economy in operation. The trains on the road run so fast coming west that by the time they reach Chicago it takes nearly as much power to stop them as it did to get them going. Therefore by running right through to Denver, the power it takes to stop in Chicago might be saved. Passengers to Chicago may be sent back from Denver by way trains. It’s a down-hill haul anyhow. Cornelius Vanderbilt, Jr., the mechanical expert of the family, is said to be working on a scheme for saving the energy lost by stopping the trains at New York City.

*Writer’s note: The article looks like a hoax. In the early 1900s a vapor of alcohol and opium concoction was marketed by the National Vaporizer Company for treating asthma. Alcohol vapor under pressure was also used to make morphine in poppy capsules. Perhaps the reporter had suffered an overdose of such “medicine” when he wrote the above article!*

## Current Railroad Happenings



Norfolk Southern 1066, New York Central Heritage unit, visited Denver September 3rd to 5th, 2018. After yarding, the train with NS 1066 ran light across the Belt Line to UP's North Yard fuel track north of Denver. – Photo © 2018 by Chip.

### Colorado Railroad Museum 2018 Special Events

October 20th – Cub Scout Day – 10:00 AM to Noon  
October 27th and 28th – Trick Or Treat Train – 10:00 AM to 4:00 PM  
The Polar Express Train Ride – November and December – Sold Out

### Colorado Rails and Cocktails – An Evening of Colorado History

October 5 – A Ticket to Tomahawk!  
November 2 – Train Wreck!

Admission includes two beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30 PM and the bar opens at 6:00 PM. The presentation starts promptly at 6:30 PM and the doors close at 8:00 PM. Admission: \$20 for members and \$25 for non-members.  
**RESERVE TICKETS ONLINE – 21 and older only. – Advance tickets required.**

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

### Colorado Railroad Museum Admission

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

### Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.  
There is no Dinner Meeting at Red Lobster in October.

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

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### **Club Information**

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[www.facebook.com/rockymtnrrclub](http://www.facebook.com/rockymtnrrclub)

### **Club and Foundation Officers**

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Dennis Leonard
Treasurer	Keith Jensen

### **Club and Foundation Directors**

Andy Dell, Nathan Holmes, Pat Mauro,  
Debbie MacDonald, Michael Tinetti, Nick Valdez.

### **Membership Information**

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year. New members who join in-person at a meeting will be given a free copy of the Club history book

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

### **Board Meetings**

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

### **Newsletter Contributions**

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

**Items for the November 2018 Rail Report should be sent by October 19th.**



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