

RAIL REPORT

September 2019

No. 707



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

The Transcontinental Story

Presented by Doug Geiger

September 10, 2019 • 7:30 PM

2019 is the 150th anniversary of the completion of the Transcontinental Railroad from Omaha to California. We will explore some of the lesser-known events (and scandals), facts and people involved in building one of America's greatest achievements. Year-by-year construction details (many of which you may not know about) are also covered. Come and hear fascinating facts about America's first major railroad construction project.

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. 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 2019 Calendar

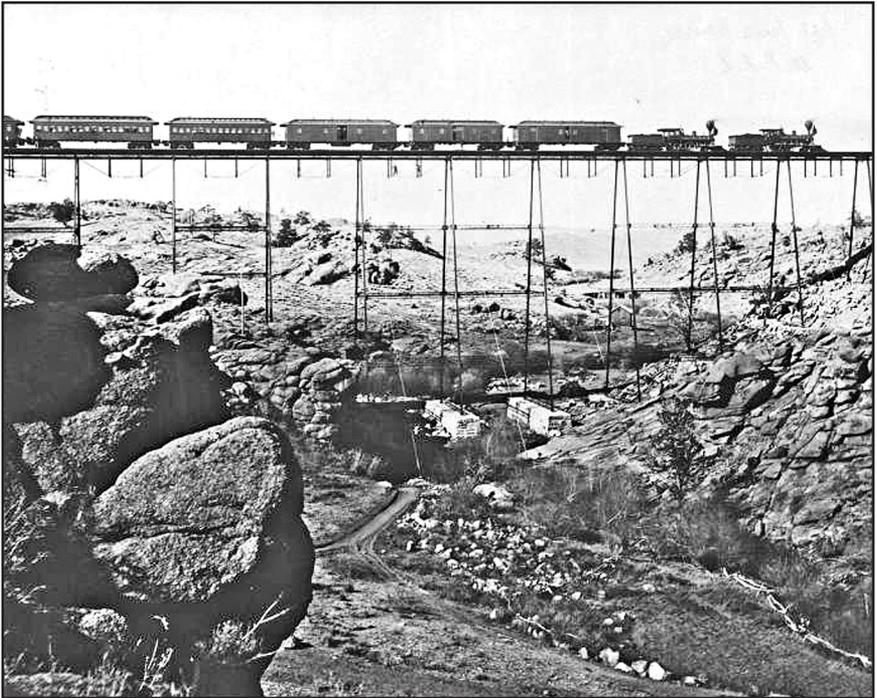
September 14: Club Tour of Backshop Enterprises.

October 12: Annual Banquet Luncheon featuring Jeff Johnson, General Manager of the D&SNGRR and narrow gauge veteran Mike Ramsey.

November 12: Monthly Meeting and Program.

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.

The Transcontinental Story



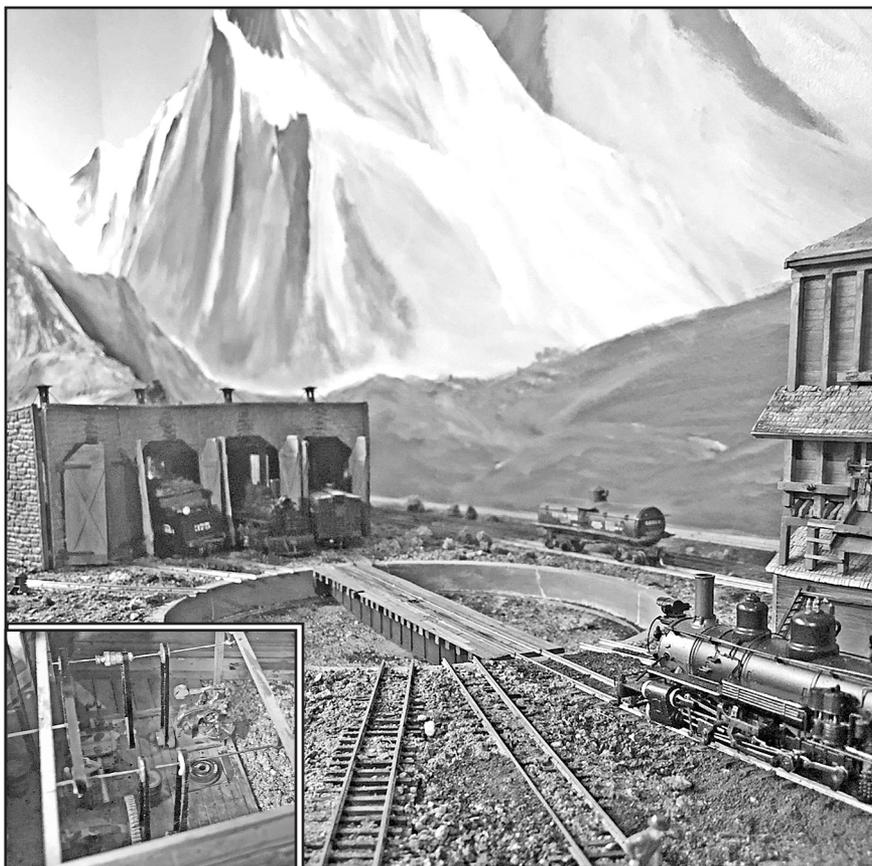
The Dale Creek Bridge Near Sherman, Wyoming.



Union Pacific crews reached an important milestone when they passed the 100th meridian. This shows an early version of Jack Casement's "City on Wheels," this one located between Cozad and North Platte, Nebraska. This relatively rare image captures how horses were used to bring rail to the end of track.

For Rail Report 707, the masthead features NKP 707.

– Photo from the Tom Klinger Collection.



The Lake City roundhouse and turntable on Denny's model Lake City and Ouray Railroad. – Photo © Denny Leonard.

More Musings of RMRRC President Dennis Leonard

On an early September day our train rolls into Lake City past the old stone roundhouse and turntable. We hear the sound of metal being cut and stamped. Machine tools and machine shops are essential to keeping the railroad running.

Lathes and stamps go back in history but no one could bore a round efficient cylinder.

And while James Watt is given credit

for the industrial revolution it was John Wilkinson, (born 1728, Clifton, Cumberland, England — died July 14, 1808, Bradley, Staffordshire), the British industrialist known as “the great Staffordshire ironmaster” who found new applications for iron and who devised a boring machine essential to the success of James Watt’s steam engine.

The first steam engines gained mankind the ability to power machinery any

Musings of RMRRRC President Dennis Leonard

where. The first steam locomotives (loco-motion as opposed to engine) invented 40 years later allowed us to travel faster than the common man could imagine.

Be sure to visit the machine shops in Chama, Golden, Durango and Georgetown to see the equipment.

Bernie Watts of Backshop Enterprises, in Wheat Ridge will provide several sets of tours to see how steam locomotive air compressors are remanufactured. The machining equipment he has will also be on display.

Sign up for the Club tour of Backshop Enterprises at the September meeting. You can also call me at 303-809-9430 or email denny@amerm.com to sign up. I will be on site the entire time, so call me with questions.

The preservation of rail history includes the memories and stories of the railroaders who built, operated and documented the railroads of Colorado. Personal stories of members and their histories submitted to us are currently part of *Rail Report* pages labeled Personal Histories. But there are many more to be told so as another point we encourage members to submit their own or others biographies for publication on our web page and for archives purposes. We have such a wealth of history and knowledge in our membership which needs to be shared!

We had good attendance at Car 25 on August 10 and the South Park steam up at Como on August 17!

Please feel free to send comments to me by email at denny@amerm.com or call me at (303) 809-9430.

In Remembrance Ronald A Peck

Ronald A Peck, 83, of Arvada, Colorado, died in July 2019. He was a 63-year member, joining the club in 1956 and held seniority number 7 at the time of his passing.

Ron was very involved with the early history of the CRRM in Golden, even helping Bob Richardson to get the location. He worked for the Coors railroad for nearly 40 years, after a short stint with the D&RGW.

In Remembrance David P. Mitchell

We have been notified that David P. Mitchell, of Redding California, passed away. He was a 52-year member, joining the club in 1967 and held seniority number 52 at the time of his passing.

Food, Drink, and Socialize at the Club's Annual Banquet Luncheon

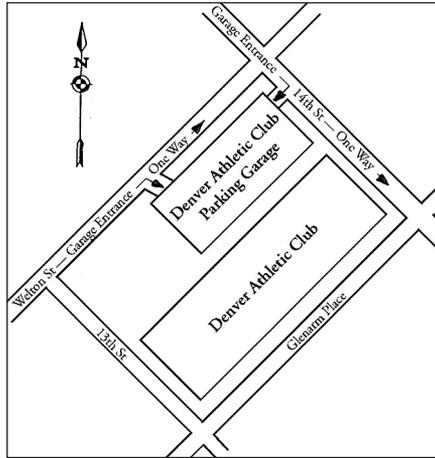
October 12, 2019

The Club invites you for a fall afternoon of socialization at the Denver Athletic Club. The club hosts one event each year whose main purpose is for club members and their significant others and friends to meet, enjoy a good meal, partake of adult beverage and most especially converse

with fellow rail enthusiasts. Please don't be bashful, plan on joining us on October 12th for relaxation. The doors open at 11:00 AM. Rule G is suspended for the gathering, so we will have a cash bar to excite your spirits.

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 (Tell the attendant you are attending the RMRRC Banquet). 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, and W lines take the shuttle from Union Station to the stop nearest Welton or Glenarm, then walk over two blocks to 14th. Moral of the story, it is easy to get there so don't stay home.

Oh, did we mention the menu? The



Denver Athletic Club Parking

consumables begin with a Caesar salad, rolls and butter. You have a choice of London Broil (Marinated and broiled flank steak topped with mushroom Madeira sauce) served with oven roasted red potatoes and a fresh vegetable medley or Sesame-Crusted Salmon Pan seared in sesame oil and fin-

ished with ginger soy sauce; served with sticky rice and stir-fried vegetables. The tables will be set with your choice of coffee, iced tea, and water.

This year Jeff Johnson, General Manager of the Durango & Silverton, and others will present a program featuring reminiscences of the transition of the Silverton branch from the D&RGW to the D&SNG.

There will be door prizes of course following the program, so don't leave early.

The reservation form is the insert so don't hesitate, fill it out, pick your main course, write the check or credit card information and mail it in. You know we accept reservations at Club meetings too. For the digitally inclined there is PDF reservation form at the web site www.rockymtnrrclub.org which can be emailed back to us. See you there and don't be late.

Backshop Enterprises Tour

September 14th — Two Tours In The Morning

Bernie Watts, owner & founder of Backshop Enterprises will lead two tours of his facility. He writes that working on steam locomotives has been his life's work and passion. He has run Backshop Enterprises for 24 years with the objective of supplying quality new and rebuilt appliances to the Tourist Railroad and Theme Park railroad industry.

Each tour is limited to 15 people. There is a \$10 fee per person. Advance reservations are required. Call Denny at (303) 809-9430 or email denny@amerm.com to sign up.

You can also sign up at the September Club meeting. The Backshop Enterprises tour will be in Wheat Ridge, Colorado.

Galloping Goose #5 Fall Colors Excursion On The Cumbres And Toltec Scenic Railroad September 25 – 29, 2019

Tickets are now on sale for the Galloping Goose #5 Fall Colors Excursion on the Cumbres And Toltec Scenic Railroad

Ride Goose No. 5 on the historic Cumbres & Toltec Scenic Railroad! Enjoy autumn colors from the comfort of Goose No. 5 as it cruises the rails of the historic Cumbres & Toltec Scenic Railroad along the border of Colorado and New Mexico. Replete with rugged mountains, tumbling waterfalls, precipitous cliffs, tunnels, trestles and old-time steam trains, the Cumbres & Toltec is mountain railroading at its best. The Goose has a little wood-stove in the back to keep passengers warm and cozy too!

Information and tickets are available from the C&TS. Call 1-888-286-2737 or check their website:

<https://www.dynamicticketsolutions.com/candt/index-responsive.cfm>

Select: September and then under Events: Galloping Goose trip of your choice.

Itinerary:

Day 1: Ride the train from Chama to historic Osier. Have lunch at Osier then return by train to Chama.

Day 2: Travel 64 miles (one-way) from Chama to Antonito with a lunch stop at Osier. Return bus service to Chama is available.,

Day 3: Travel 64 miles (one-way) from Antonito to Chama with a lunch stop at Osier. Return bus service to Antonito is available.

Day 4: Ride the train from Chama to historic Osier. Have lunch at Osier then return by train to Chama.

Day 5: Ride the train to Cumbres Pass. Turn on the wye at Cumbres and return to Chama.

For a more detailed description of each trip, see the description on the Galloping Goose 5 Historical Society website:

<http://www.gallopinggoose5.org/schedule>

Current Railroad Happenings



UP 7709, ES44AC, was the rear DPU on a Martin Marietta unit rock train from Granite, Wyoming, headed to the Kelim, Colorado, unloading loop on July 18, 2019. The rock train with 116-loads crossed the South Platte River west of La Salle, Colorado. – Photo © 2019 by Chip.



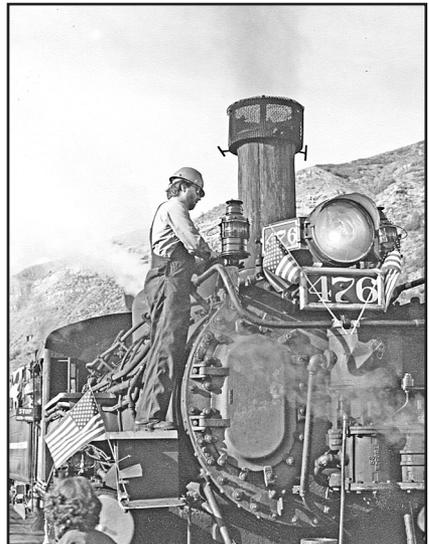
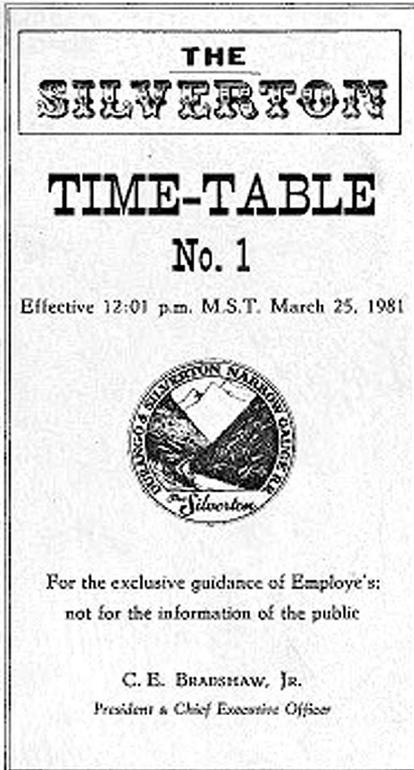
Colorado Pacific RR, ex-Missouri Pacific RR Towner Line, had a Musselman & Hall (M&H) hy-rail grapple truck moving old ties on July 19, 2019, near grade crossing CR 49, milepost 777.02 west of Chivington, Colorado. An FRA Inspection was scheduled for the week of August 12, 2019. – Photo © 2019 by Chip.

The Annual Banquet Luncheon Features Jeff Johnson,
General Manager of the D&SNGRR



The first Durango & Silverton revenue train leaving Durango in May 1981.

– Photo © 1981 Dick Bell.



Mike Ramsey installing his D&RGW Class Lamps on Durango & Silverton 476, lead engine on first D&S train in May 1981.

Denver & Intermountain Interurban Car 25 Open House



A long line of eager riders waiting to board No. 25. – Photo © 2109 Bruce Nall.



No. 25 at the annual Lakewood open house and roll-out on August 10th. – Photo © 2109 Bruce Nall.



Helene Grater (at left) lived with her parents near 10th and Perry Street in Denver during the second World War. Her father, George Baumbach, was a motorman on the Route 84 interurban cars between Golden and Denver. She enjoyed the chance to ride Car 25. – Photo © 2109 Bruce Nall.



The .04 at the waiting shelter at the end of the line in Arvada. The shelter was immediately south of the now BNSF line on Vance Avenue. A small piece of the actual grade still exists today if you look to the east after crossing the tracks going south, in addition to the BNSF line RTD operates.

The Restoration Of The Last Trolley Car To Operate In Denver

By Walter Weart

The Friends of the .04 Trolley group plan to restore the .04 to its 1950 appearance and place it on display in Arvada. The Friends have a formidable goal to raise significant funding to help support this effort.

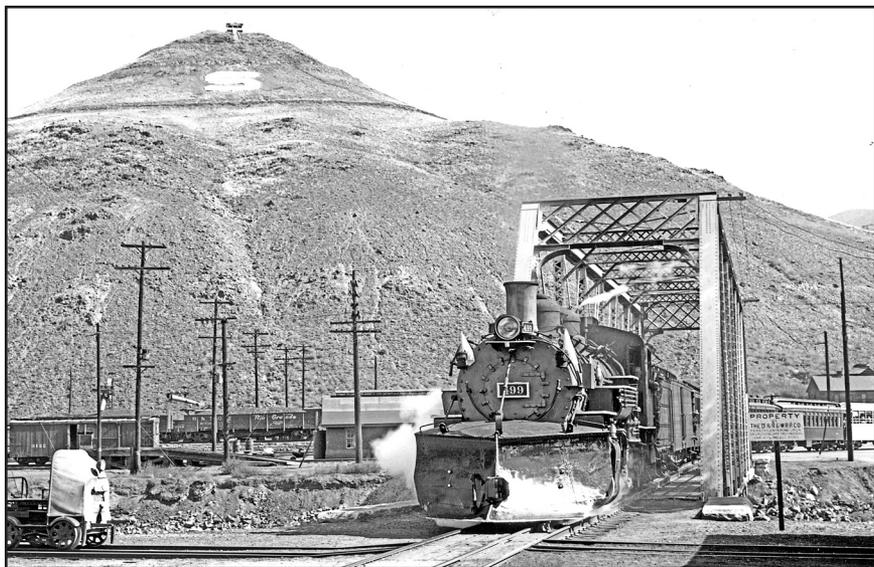
The streetcar was placed on Colorado's Most Endangered Places List in 2014 by Colorado Preservation, Inc. in recognition of the threat to its integrity and continued existence. The City of Arvada has received a State Historical Fund grant to help with rehabilitation, but additional funds are needed to complete the project.

The .04 is an extremely important link not only to the history of transportation

in the Denver area but also to the growth of Arvada. The car operated between downtown Denver and Arvada, Leyden or Golden until the Denver Tramway streetcar network was abandoned on July 3, 1950. The .04 was the very last car to operate, arriving back in Denver just after midnight of July 4. The .04 is one of the very few Denver Tramway cars that have been preserved out of a fleet of more than 250.

For more information or to help with this restoration effort, the group's web site is <https://friendsofthe04trolley.com> and the mailing address is:

Friends of the 04 Trolley
PO Box 158
Arvada, CO 80001



The Club excursion train departing the station area in Salida, crossing the Arkansas River. – Jack Pfeifer Photo from the James L. Ehernberger collection.

Personal Histories – The 1949 Monarch Branch Club Excursion

By James Ehernberger

The Rocky Mountain Railroad Club operated a unique excursion out of Salida, Colorado, on the narrow gauge over the Monarch Branch on September 25, 1949.

This was a two-part trip, and the images taken by Club member Jack Pfeifer, a Union Pacific employee at Omaha, Nebraska, cover the first segment to Monarch. Next month the second segment to Villa Grove will be featured.

The unusual feature on the Monarch Branch was the switchback at Garfield. The grade became too steep in the narrow valley to gain elevation, making it necessary to utilize the 4.5% grade on a switchback. This was one of only two known operations of this nature in the country, and the last in Colorado.

The Club six car special departed from Salida and consisted of locomotive number 499, a baggage car, four wooden passenger coaches, and the famed “Silver Vista,” at the rear of the consist.

After departing the station area in Salida, the train crossed the Arkansas River. The first five mile segment to Poncha Junction was on the old original main line over Marshall Pass to Gunnison. From Poncha Junction to the end of track at Monarch the distance was 15.67 miles. Over half of the line was on 4.5% grade, and the 24 degree curves allowed some very interesting operation.

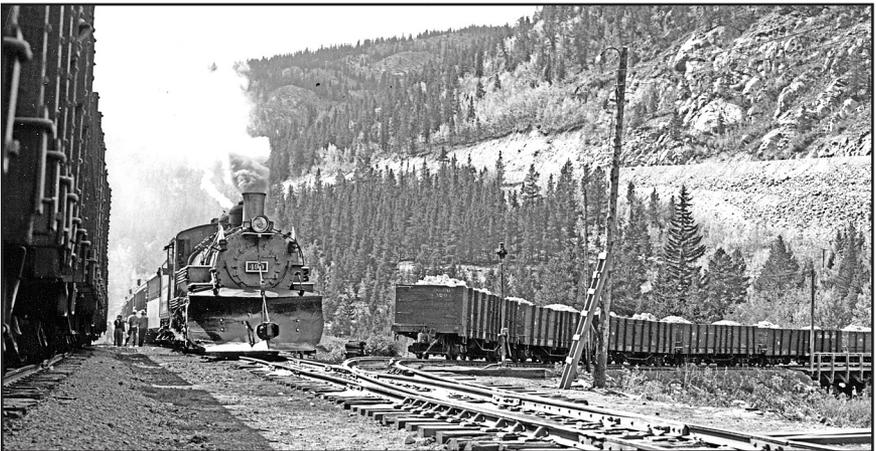
According to the Club History, this was the first passenger train over this route in over sixty years.

Personal Histories – The 1949 Monarch Branch Club Excursion



The train on the Garfield switchback on the way to Monarch. The train had backed up the 4.5% grade from Garfield, and is preparing to go toward Monarch. The end of the track was a rocky outcropping, so all of the freight trains had to be split both directions at this location, a very interesting operation.

– Jack Pfeifer Photo from the James L. Ehernberger collection.



At Monarch the engine had been turned on the wye and the train was pulled in reverse order back to Poncha Junction.

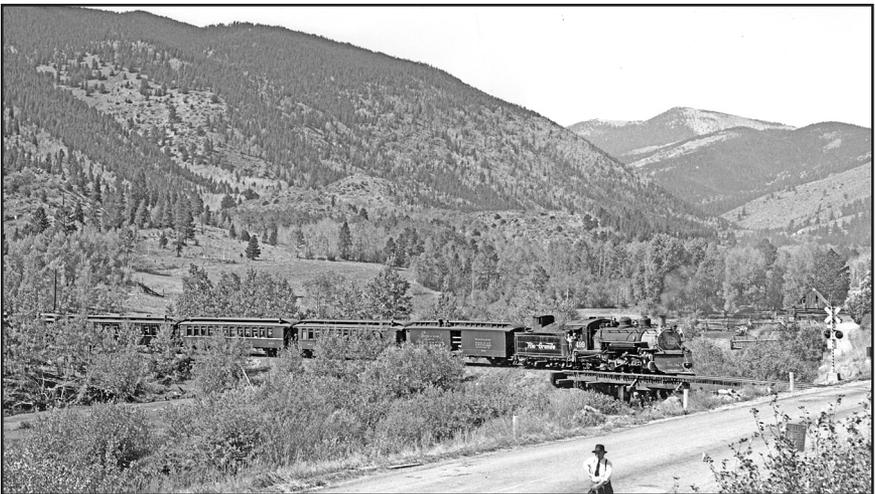
– Jack Pfeifer Photo from the James L. Ehernberger collection.

Personal Histories – The 1949 Monarch Branch Club Excursion



The Club excursion train in reverse at Monarch showing the tipple plus a carload of lime rock at left. The main purpose for the operation of this branch line was the limestone quarry at Monarch that was owned by the Colorado Fuel and Iron Corporation. Lime rock is used in steel processing.

– Jack Pfeifer Photo from the James L. Ehernberger collection.



A photo run-by took place at the Maysville Curve, a road crossing just above Maysville. This image was taken where the route made a tight, 24-degree curve. One by-stander was not a photographer.

– Jack Pfeifer Photo from the James L. Ehernberger collection.

Colorado Railroad Museum 2019 Special Events

Colorado Rails & Cocktails: Murder & Mayhem – October 4

Begin your Halloween celebrations early! Using newspaper, letters, journals and oral history accounts, Steve Patterson takes a closer look at some of the strange and horrific events surrounding the people, places and railroad tracks of Colorado.

Relax, have a beverage, and travel back to a time when railroads shaped the American West. Admission includes two beverages of your choice: beer, wine or soda, and snacks. The bar opens at 6:30 PM and the presentation starts promptly at 7:00 PM. The presentation length varies and the doors close at 8:30 PM. Attendees must be at least age 21. Member Tickets are \$15.00, Non-member tickets are \$20.00.

Trick or Treat Train – October 26 & 27

It's full steam ahead for tricks, treats and trains! The Railroad Halloween Town is a safe place for kids to enjoy Trick or Treating. Ride behind a historic Denver & Rio Grande Steam Locomotive in vintage passenger cars hosted by conductors and engineers in full costume. Visit the special stops with your treat bags and tickle your funny bones including the "not so spooky" Haunted Railcar and the Olde Railroaders Silly Graveyard. Enjoy food, kettle corn, shaved ice and even face painters. Finally, get a great picture of your costume as you pose in front of our Pumpkin Patch cart. Get professional fall portraits by Mama Chicken Photography.

Admission includes unlimited rides on the Steam Engine as well as entertainment throughout the grounds. Open to the public from 9 AM to 5 PM with entertainment and events running from 10 AM to 4 PM. Museum members and Children under 2 are free, Children \$5, Adults \$15 and Seniors \$10.

Friday Tours

Each Friday, enjoy an hour of exploring a different aspect of Colorado's railroad history. Each tour covers a specific theme and focus. Friday Tour Tickets are \$3 each plus General Admission (\$10 adults, \$5 kids 2-15, \$8 seniors). Tickets are available for purchase at the door, no reservations required.

September 27, October 25, and November 29 – Caboose.

September 13, and November 8 – Kitchens.

October 11, and November 22 – Locomotives.

December 13 – Railroad Post Office Cars.

For information call 303-279-4591 or visit <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>.

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Club Information

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Club and Foundation Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

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:

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E-mail: selectimag@aol.com

Items for the October 2019 *Rail Report* should be sent by September 13th.



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