



RAIL REPORT

June 2020

No. 716

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A June Meeting Or Program

Barnes Hall, where we meet at the church, is still closed due to the virus pandemic. The Club officers and directors are following the recommendations of state and local officials regarding group gatherings. We are looking into the possibility of having our presentations as a live meeting on-line via the internet.

The decisions about holding meetings will be made month-to-month.

RMRRRC 2020 Calendar

July 14, 2020	Possible monthly meeting and program.
August 11, 2020	Monthly meeting and program.
September 8, 2020	Monthly meeting and program about C&TS 50th anniversary events.
October 17, 2020	Annual Banquet.
November 10, 2020	Monthly meeting and program.
December 8, 2020	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 two Ouray depots on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Musings of RMRRC President Denny Leonard

We all have seen many depots, both passenger and freight. The depot was the building generally most prized by a town that validated permanence and importance. The narrow gauge railroads like the LC&O had permanent depots in the town they served.

In Ouray, both specialized stations are in use. The individual freight depot is in the foreground and the passenger depot is in the background. Many of the other depots on the LC&O Railroad are combination type which may be observed as we travel the railroad. The depot was the “last mile” of transportation. From here the freight cars were unloaded and the

freight was broken down and delivered by pickup or wagon to stores or homes. And the produce of small business, farms and local cities was brought to the stations to be shipped. The passenger station obviously sent and received the towns citizens to and from business travels, education opportunities, family support, wars, political needs and sometimes just plain adventure.

One particular depot is dear to my heart. Many of you might recognize it as a Revell model. Revell made an incredible series of buildings in the 1950s and many including stations, houses, barns and engine houses are on the LC&O.

Since power numbered 716 is rare, for *Rail Report* 716, the masthead features
CB&Q 715 at Wymore, Nebraska, on June 7, 1949.

– J. H. Conant photo from the James L Ehernberger Collection.

Musings of RMRRRC President Denny Leonard

The line expanded eventually to include many other types of models and several companies ended up owning the product line. Many of the model kits (not model railroad unfortunately) are still produced today.

They were the first plastic well-detailed buildings, and the molds were machined in California and the parts were shot on American built machines in the U.S. Hmm, my point is that it may be time for more manufacturing to return.

Revell's mold makers and production workers certainly did a fine job on these railroad building molds and kits. These building kits should be in the model railroading hall of fame.

It's a warmer May as I write this and the virus and social distancing is still with us. Your board is meeting via web conferences to do club business.

We may consider doing a meeting and presentation for the membership by using the web before we physically return to in-person meetings. Stay tuned.

This is the first *Rail Report* that will be mailed and will also be available via

email. We are excited to offer the digital medium which many members have asked for. We intend to continue the availability of both formats.

I have to say that I am sad with the probability that our railroad trips including Como may be cancelled this year. However, we are still planning an exciting annual banquet.

Thanks to Nathan and Ron for managing the Historical Foundation grants this year to continue our mission to preserve our Colorado railroad history. We are working on the grants as this goes to press. More information will be available next month

I enjoy sharing information about our club and what I know about Colorado railroad history and travels, but I also so enjoy hearing your stories and remembrances. So, if the mood and literary gods move you, please feel free to send comments or historical articles to me for consideration or publication in the *Rail Report*. As always, feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

Stay safe – hopefully we will meet soon.

In Remembrance

Forrest H. Bahm

Forrest H. Bahm, 90, passed away at David City, Nebraska, on April 30, 2020. He was a 58 year member of the club, joining in 1962. His seniority number last year was 19.

Forrest was a regular passenger on many narrow and standard gauge excursions operated by the Club over the years, taking nearly 3,000 railroad photographs. He had a sharp memory, especially regarding steam locomotives and train operations.



With an average grade of 12%, the Pikes Peak Cog Railway climbs the 14,115 feet to the top of Pikes Peak/Mountain on a special track, sometimes hitting a grade of 24%. Contractor Stacy and Witbeck is working here on the 24% grade.
– Photo © 2020 Dave Schaaf.

Pike's Peak Cog Railway Progress

By Dave Schaaf

Colorado's Pike's Peak Cog Railway is laying new track, starting near the top of the mountain and working downward. Managers say that construction method is more economical and it keeps heavy equipment from having to move over the trackage again after it is completed. The old roadbed had been scraped of track and ballast, which made it relatively easy to haul the new track materials up the barren right-of-way from Manitou Springs. This also kept the construction vehicles off of the paved and winding public highway.

The railway is changing over from the Abt cog system to Strub. This uses a different type of center gear and rail, and new locomotives will arrive in the next few months. Some of the existing passenger cars are being refurbished in Manitou. Rail will be fastened to formed steel ties, on 10 to 12 inches of ballast.

Work remains on schedule for the May 2021 re-opening, and a new web site will launch at the end of the month. I was invited to make these photos while on assignment for *Trains* magazine in mid-May of this year.

Pike's Peak Cog Railway Progress



Rail is shown here being fastened to specially formed steel ties.
– Photo © 2020 Dave Schaaf.



Existing passenger cars being stored and refurbished in Manitou Springs.
– Photo © 2020 Dave Schaaf.

Current Railroad Happenings



Cañon City & Royal Gorge Railroad 402, F7A, parked along UP's Tennessee Pass Subdivision at Cañon City Colorado, at sunrise on April 21, 2020. Questions about when the Coronavirus will subside and travelers will be able to visit such tourist destinations. – Photo © 2020 by Chip.



Kyle Railroad is using Buffalo & Pittsburgh lettered BPRR 3344, SD40-3, originally Canadian National 5157. Genesee & Wyoming (G&W) owns or leases 121 short line and regional freight railroads in North America, Europe and elsewhere. G&W shipped the 3344 out to Kansas in March 2020. BPRR was on an eastbound Kyle RR train at Stratton, Colorado, on April 25, 2020. – Photo © 2020 by Chip.

Current Railroad Happenings



UP stored auto rack cars on the Limon Subdivision. Union Pacific decided to discontinue through train traffic on the Kansas Pacific (KP) on or about April 11, 2020. Due to COVID-19 prompting economic downturn, unneeded rail cars are stored across the USA. Agate has spine cars stored, and Buick Siding, Colorado, has well cars stored. About 6 miles of empty auto racks are stored west of milepost 430 (Sharon Springs, Kansas). The cars are stored on the main track between Cheyenne Wells, Colorado, and Sharon Springs, Kansas.

The only trains the KP will see for the foreseeable future will be the Denver - Limon Local and an occasional grain shuttle to either Byers or Cheyenne Wells, Colorado. A truck with rail parts passed over the Highway 40 overpass west of Sharon Springs, Kansas, on April 25, 2020. – Photo © 2020 by Chip.



The Cheyenne Plains Project required Kyle Railroad to move unit pipe trains to Stratton, Colorado, to pipe storage yard on April 25, 2020. The project consists of 379.8 miles of 36-inch, high pressure mainline. – Photo © 2020 by Chip.

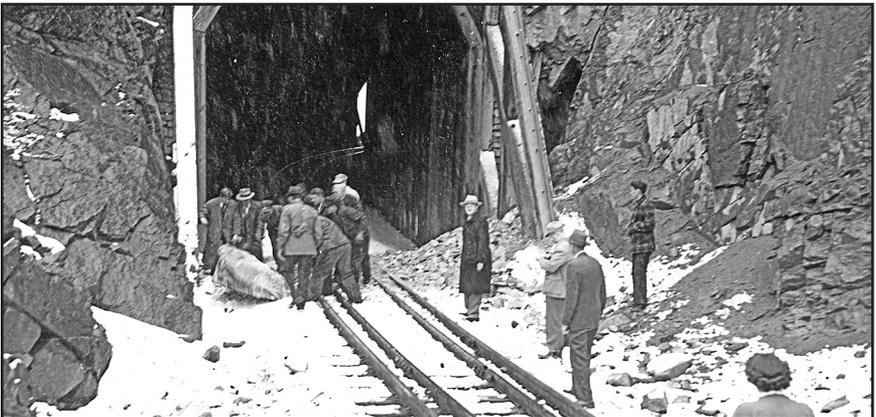
From The W. L. VanPatten Photo Album – A 1948 Trip To Craig



The train to Craig was stopped at Tunnel 48, located at MP 144.01, or 15.26 miles from Orestod. Orestod was the junction point from the line near Bond. The speed limit at this location was 25 miles per hour, and the fireman was able to view the rock obstruction in time to warn the engineer to stop short of the rock. Note the narrow pathway along the track for passengers returning to the rear car.

Denver & Salt Lake locomotive number 119 was built at Schenectady, New York, by the American Locomotive Works in August 1910. It was renumbered in 1948 to D&RGW 1035, and remained on the roster until May of 1955.

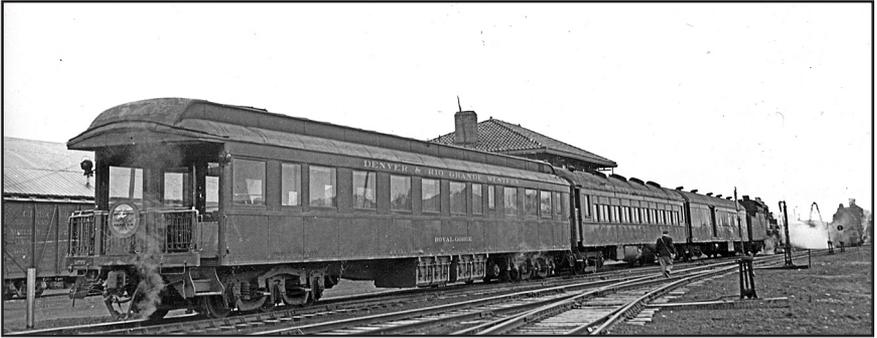
– W. L. VanPatten photo from the James L Ehernberger Collection.



It appears that a rock was obstructing the passage of the train, and while it was not huge, it did require muscle power. One of the railroad employees had a bar and was working it to the side. You can see there were several “sidewalk supervisors” or curious railfan train passengers. On the right, the tall man in the suit appears to be John Ryland, and the other man in the dark overcoat is Morris Cafky.

– W. L. VanPatten photo from the James L Ehernberger Collection.

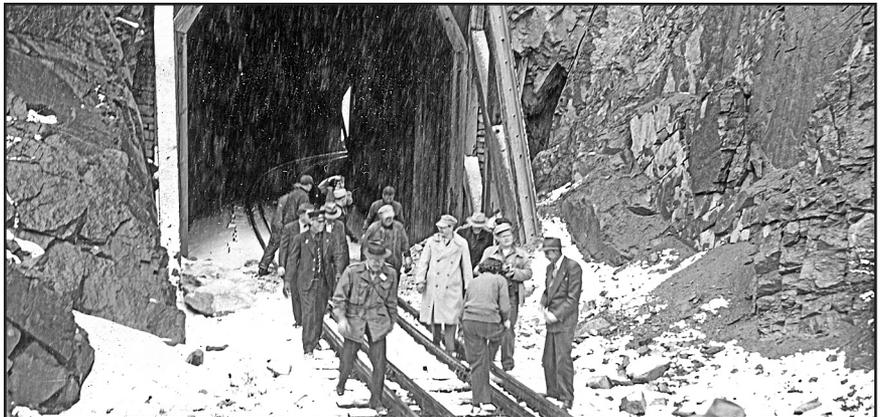
From The W. L. VanPatten Photo Album – A 1948 Trip To Craig



After the long journey, made longer due to rock slide problems, between Denver and Craig, passengers stayed overnight at Craig, the end of the 231-mile Denver & Salt Lake Railway. This image was made at Craig the morning of April 25, 1948, prior to the return trip to Denver. With the open platform, the passengers enjoyed trips, regardless of the weather.

The train consisted of three cars, the usual RPO/Baggage and a coach, along with Observation car ROYAL GORGE on the rear of the consist. The Denver & Rio Grande Western Air Conditioned Observation (AC Obsvn.) car named ROYAL GORGE was chartered by the Club. The Rio Grande had seven of this type cars in 1948. There was no lounge service, as this was a complete full observation, with cushion chairs along the sides with people sitting side-by-side.

– W. L. VanPatten photo from the James L Ehernberger Collection.



The club history book mentions the trip being delayed twice between Orestod and Toponas, and their train order stated: "LOOK OUT FOR ROCKS WHERE ROCKS ARE LIABLE TO FALL." With the rock moved clear, riders returned to the train. The man in the front left side with a military parka is John Maxwell. On the right is John Ryland again, and next to him with the cap looking at Ryland was Ross Grenard.

– W. L. VanPatten photo from the James L Ehernberger Collection.

Denver Economic Nostalgia

By Edward Arbuckle

Having been raised in the Denver area, I'd like to join the response to the "Spring Thoughts" invitation (*Rail Report* 703, page 6, President Dennis Leonard), although your Grandpa's 54 years at D&F will be hard to top.

Regarding "nostalgia," for a pre teenager, lower downtown Denver offered additional notable institutions in the Daniels and Fisher's area. Foremost, these included watching the below-street high speed newspaper presses, making the occasional tour (particularly with visitors) of a nearby specialty candy company, and making a purchase at a corner-located 16th Street department store (Golden Eagle ?), ie, a store where pneumatic tubes blasted its sales paperwork to an upstairs merchant's central sales desk (a pre-teen impressive event). My Mom would claim that the three nearby classic five-and-dime stores ruled the nostalgia scene. Dad and I would add in the nearby, but long gone, Hof Schrodter Cafeteria. Also, from this area, it was convenient to my uncle's watchmaker business, with its array of time-check pocket watches, to the Denver Tramways downtown loop, and to a Denver's "financial" area where household bills were paid in person. Up 16th street a few blocks were the spectacular seasonal holiday window displays, as presented by dry goods stores – the Singing Cowboys were a favorite.

My first years were at-home in Phippsburg, Colorado, a Denver and Salt Lake Railroad division point. My father, a Moffat conductor, worked the Phippsburg Moffat Division (preceded by years

of working assignments, such as the Tabernash helper on Rollins Pass).

I was born in hospital-equipped Oak Creek. Born, figuratively, also at this time period, was the Moffat tunnel with its dramatic impact, not only on Moffat railroaders who were freed from living with the domination of the "4%" but also by the tunnel's beneficial impact on Denver's fresh-water plan. Often, casually spoken, were observations regarding tunnel atmosphere, the passage of steam-hauled trains, and the 25-minute ride through the tunnel.

In 1934, my father's seniority took him to Denver as a conductor on Moffat train #10/11, and moved the family to North Denver, just steps from several Denver-area park-like, memory-generating entertainment icons. Train #10/11 by being a 3 times per-week mixed, was inherently nostalgic, with its unique coach being a blend of both upright seating and an attended pullman-style sleep section. (Wasn't there also a caboose? I think so.)

The D&SL #10/11 was styled to carry an Eastbound economic punch, handling not only the bi-purpose coach, but also freight loads of produce and livestock, from the west, to Denver for processing. This west-bound train was marshaled for departure below Denver's 16th Street viaduct, which, in a youngster's view, for nostalgia, merged the amazing Denver attributes of the mysterious Castle Building and its very friendly caretakers, the 16th Street viaduct with its sky-high open-sided stairwells, the historical and

Denver Economic Nostalgia

always warm Moffat Station, and the prospect of tram rides to and from 38th Avenue when I occasionally accompanied my father to work.

As time passed, my father's seniority led to bidding in as conductor on Denver & Salt Lake trains #1/2 (to be known in the distant merger period, as the Yampa Valley Mail), where he became conductor serving over a period of several decades. (At his retirement, he had served as a Colorado Railroader for 53 years, starting in 1906 in southern Colorado). His tentative thought of retirement circa 1940 was immediately sidetracked by him upon his observation that the need for experienced railroaders was soon to become urgent!

As the 30s became the 40s – and with the war's outbreak, nostalgia changed to a new paradigm. We moved to Denver's east side. My final brushes, in Denver, with the war-economy were in the shadow of the Castle Building, where I helped ice nearby refrigerated rail cars at the Denver Union station (DUT), where I seasonally worked mail and express loading in support of DUT's busy wartime passenger train profile, and by my post-war graduation from high school.

In this period, the Moffat Road also took on a new glow (during ski season) when Trains #1/2 became weekend ski trains, this being accomplished by modifying weekend consist configurations, a modified #2 schedule, and delayed departure of #2 from Craig.

Side-tracking momentarily from rail issues, I'll note that local sports also

took an interesting nostalgic evolution at this time as a war-time local league of classy (in my opinion) baseball teams evolved. The home park: Merchants Park on South Broadway. My youth ticket, 55 cents, after a dime fare on the Broadway Streetcar (was it #3 car?). Merchants Park earns special nostalgia, with its rustic demeanor and a left field with no fence. A well hit ball to left did bring the N/S mainline rail lines into view. Viewing games, whether day or night games, was amiable, and one could always watch for trains. I never saw a home run fly over the right field fence (labeled 315' I think).

In closure, I'll give lasting recognition to D&F, ie, Daniels and Fisher. That Marx train set, with its electrified switches, which is sitting on a favored shelf in its Las Vegas storage, is a family's D&F holiday purchase of over eighty years ago.

With the coming of late 1940s, Moffat Trains were no longer Moffat, and no longer operated out of the Moffat Station. And the Tramway tracks were subjugated to electric bus operations; and/or improved auto mobility.

Downtown Denver was the "neighborhood" as I grew up, and the Denver Tramway was the easy transport system from home and back. My grade school, the historical sandstone Alcott, is now gone, as are the Leyden Coal's electrified motors, which occasionally rolled along Tennyson to their shed at 38th Avenue. While Alcott is gone, the fenced and level playground remains as a remembrance of a fine WPA project.

Current Railroad Happenings



Cindy who worked at Lamy Depot and an Amtrak conductor brought box lunches to the Amtrak 188 head end crew at Lamy, New Mexico, on April 12, 2020. Amtrak train 3, the Southwest Chief, is on BNSF's Glorieta Subdivision.

– Photo 2020 by Chip.

A tiny taproom in the tiny Lamy, New Mexico, train depot triggered a “cease and desist” letter from Amtrak, which owns the depot. On March 2, 2020, Amtrak sent the letter to Santa Fe Southern Railway, which leases the depot, and Chili Line Brewery, which subleases the space to operate a taproom and Harvey's Cafe. The Amtrak letter demanded operations cease by noon March 6, 2020, with all equipment and personal property removed. The Chili Line Brewery neither ceased nor desisted, and Amtrak and Chili Line/Santa Fe Southern both sought a solution to several issues raised by Amtrak.

Founder and manager Alexander Pertusini opened the Chili Line Brewery in May 2017 in the Lamy depot. Unfortunately nobody notified Amtrak of the opening. The pub ultimately closed and disappeared Monday, March 16, 2020.

Help Fund The Rocky Mountain Railroad Historical Foundation

Donations to the Rocky Mountain Railroad Historical Foundation provide funds for educational, preservation, and restoration projects.

Up to five individuals or organizations who have a summer project that could use up to \$1000 for a railroad

history-related project are awarded a small grant. The 2020 recipients will be announced in a future *Rail Report*.

To support funding for these grants, please send donations to: Rocky Mountain Railroad Historical Foundation, PO Box 2391, Denver, CO 80201-2391.

Events of Railroad History: Mountain Railway Expert Retires as Chief Engineer

From the *Denver Post*, May 1, 1941

Contributed by Dan Edwards

Arthur Ridgway of 1336 Madison street, one of the country's outstanding railroad men, retired Thursday from active duty as chief engineer of the Denver & Rio Grande Western Railroad after fifty years of service. He will be succeeded by Alfred E. Perlman, who for five years has been the roads maintenance-of-way engineer, according to William McCarthy and Henry Swan, trustees.

Ridgway played an important part in solving many of the peculiar engineering problems confronted by the road in the laying of rails thru the mountains. He has become recognized as an outstanding engineer for his genius in making the D&RG system a proving ground for much vital and scientific railroad research.

Last year he was awarded a gold medal by the Colorado Engineering council, which he founded, for distinguished engineering service. He has maintained membership in virtually every railroad engineer and scientific society in the country. He has been the author of numerous scientific railroad articles.

Ridgway sees national defense service as the immediate problem of most importance to railroads.

Perlman is a graduate of the Massachusetts Institute of Technology and entered railroad service in June 1818 with the Minneapolis St. Paul & Sault Ste. Marie and later was with the Northern Pacific. He worked for the Chicago, Burlington & Quincy for a year before joining the D&RG in May 1936.

Email Delivery of the Rail Report

By Michael Tinetti

In a short article last month, the club informed the membership that all who shared their email address with us would receive a PDF version of this *Rail Report*. In your email, you should have already received the link to open the *Rail Report* file. You will get a second email shortly after the first one. This one holds a consent request. A yes answer tells us you want your *Rail Report* delivered electronically and not by the USPS. This saves the club the cost of stamps, paper, and printing.

Members who do not have email ser-

vice will continue to receive their printed *Rail Report* by USPS mail. The president and board would like everyone who can to receive their *Rail Report* by email.

Digital transformation is a technology driven continuous change process of our entire society. Some of you may not like this but it is the way of the present and future. The club is doing what it can during the pandemic-caused depression to control costs and serve its members. We will use digital transformation to do this.

Colorado Railroad Museum

Friday Tours – 1:00 PM to 2:00 PM

Each Friday, join museum staff for an hour of exploring a different aspect of Colorado's railroad history. Tours are subject to change and are based on guide availability. Each week's theme is explored using a variety of museum resources to help bring the subject to life with the understanding that guests are welcome to continue their visit on their own after the tour.

Highlights

July 3, August 7, September 4, October 2,
November 6, December 4, December 18.

The Caboose

July 31, September 25, October 23.

Locomotives

July 24, August 28, October 9, November 27, December 11.

The Railroad Kitchen

June 26, September 11, October 30, November 20.

Railroad Post Office Cars

August 14, October 16.

Ted Rose and the Legacy of Railroad Photography

May 22 & June 12.

The Galloping Goose

June 19, July 10, August 21.

The Storybook Tour

July 17, September 18, November 13.

Admission: \$3 plus general admission: \$10 adults, \$5 children, \$8 seniors (ages 60+). Museum members, children under 2 and active military personnel are free.

Colorado Rails & Cocktails – An Evening of Colorado History

Relax, have a beverage, and travel back to a time when railroads shaped the American West.

August 7th: Passenger Cars with Richard Luckin.

October 2nd: Go West Young Man with Elizabeth Nosek.

Admission: \$20 Adults - Ages 21+ only, includes two beverages of your choice (beer, wine or soda) and snacks. Bar opens at 6:30 PM, presentation starts promptly at 7:00 PM. Presentation length varies by event and the doors close at 8:30 PM.

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 current meeting information email railbob@icloud.com or call 303-883-2435

At Malones Clubhouse Grill, 14455 West 64th Avenue, Unit G, in the Arvada West Town Center in the northeast quadrant of West 64th Avenue and Indiana Street.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Club and Foundation Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

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.

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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Items for the July *Rail Report* should be sent by June 12th.

ROCKY MOUNTAIN

RAILROAD CLUB



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