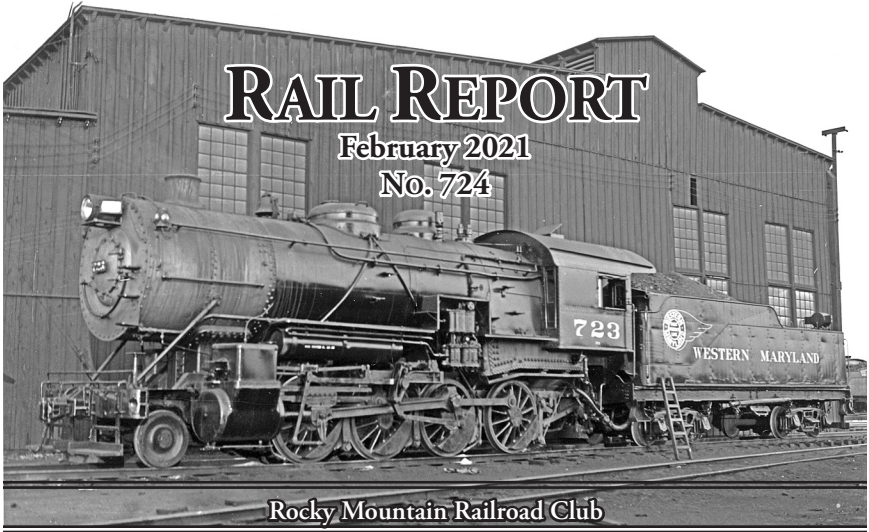


# RAIL REPORT

February 2021

No. 724



## There Will Not Be A February Meeting In Barnes Hall

### Train Encounters of Stephen Peck

Presented Via The Internet By Stephen Peck

February 9, 2021 • 7:30 PM

Stephen's presentation will be a time line of his railroad experiences consisting of about half work and half railfanning. He is planning to highlight the more unique experiences of his work and projects.

Starting from his first railroad job on the Coors Brewery Railroad, he has enjoyed a variety of experiences. From working at a small engineering firm in Durango, he started working evenings as a coach cleaner eventually working his way up to being a one day a week fireman. He worked for the Georgetown Loop on their project to restore the Tahoe passenger car. He was later invited to travel to Chile to assess the restoration of a Norris Brothers 4-4-0 locomotive built in 1850.

— Continued on Page 2 —

See Page 14 For Information On How To Sign Up And Participate

### RMRRC 2021 Calendar

- |            |   |
|------------|---|
| March 9th  | Monthly meeting and program of photos with John Crisanti. |
| April 13th | 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.

## Train Encounters of Stephen Peck



The Brightline West train proposed for a Las Vegas to Los Angeles line.  
– Photo rendering by Stephen Peck.

From there he went to work for Colorado Railcar helping to build railcars and DMUs for Alaska, Canada, Oregon, and Florida. He was also involved in operation of the GrandLuxe passenger train. He traveled to Panama to help Rail Development Corporation liquidate a narrow gauge banana plantation railroad that was converting to trucks and helped pull out two 50-ton diesels that are now at Sumpter Valley.

After Colorado Railcar closed, he moved to California to commission 57 light-rail cars for Los Angeles. He returned to Colorado to operate the Iowa Pacific Ski Train that unfortunately never

ran. The next move was to work on the Napa Valley Wine Train. From Napa, he returned to Los Angeles to commission 137 new Hyundai Rotem railcars and 40 new EMD locomotives. He is now working to introduce high speed rail from Las Vegas to Los Angeles.

Additional foreign travel included to Guatemala to ride narrow gauge steam across that country, then to Peru because Guatemala had shut down, riding the train from Cusco to Machu Picchu. Also in Peru he rode the train from Lima to Huancayo on the route that connects to the railroad where C&S #75 and #76 went.

Since a photo of a locomotive numbered 724 was not available, for *Rail Report* 724, the masthead features Western Maryland 723, a 2-8-0, in June 1941.

– Photo from the Tom Klinger Collection.

## Train Encounters of Stephen Peck



A Metrolink train in California. – Photo © Stephen Peck.



The Rocky Mountaineer from Colorado Railcar. – Photo © Stephen Peck.



The McKinley Explorer from Colorado Railcar. – Photo © Stephen Peck.





A coal mining operation on Denny's model Lake City and Ouray Railroad.  
– Photo © 2021 Denny Leonard.

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## Winter Thoughts Of RMRRC President Denny Leonard

I am sometimes fascinated by the thought that, at an earlier age, I could have traveled on an electric railroad to Golden, Louisville, Broomfield, Leyden, Boulder or to the springs in Eldorado.

The Denver and Intermountain Railroad was an interurban (not a trolley or street car) that operated 23 miles between Denver and Golden. The line was opened as a steam line in 1891 but was acquired by the Denver and Interurban by 1904. The line was fully electrified at 11,000 AC in 1909, allowing direct trains to run to downtown Denver's Interurban Loop. The company was later acquired by Denver Tramway becoming Route 84 in the system and lasted with freight service until 1953. It was the home of car 25! Much of it is now RTD's W-line.

Out on West 82nd Avenue in Arvada, according to the organization, Preserve Leyden, “in 1902, the Leyden Coal Company was incorporated by Charles J. Hughe, Jr., Albert Smith, and Clyde Turnbull. During that year the Denver and Northwestern Railroad, headed by D.H. Moffat, built tracks through Arvada to haul coal from Leyden to Denver. In 1903, the coal company and the electric lines of the tramway, delivered coal to a large yard at 38th Avenue and Tennyson Street, across from Elitch Gardens. Robert Perry, manager of the Leyden Mine, named the town for the three brothers, but the mine honored the names of the Leyden brothers, Michael, Martin, and Patrick. Today the mine is closed and used to store natural gas.”

The Denver & Interurban line



## Winter Thoughts Of RMRRC President Denny Leonard

operated from the Denver Tramway's Interurban Loop at 15th and Arapahoe Streets, which made it easy for passengers to transfer from any of the city's streetcar lines. From there, the train traveled to the 23rd Street viaduct, past the Interurban shops at 36th and Fox and east on 45th Avenue to Washington Street in Globeville. There was a ticket office at 5125 Washington Street, which is Juarez Auto Sales today.



Juarez Auto Sales at the original location of the Denver & Interurban ticket office.

– Photo © 2021 Denny Leonard.

In 1908, the headline in the *Denver Post* proclaimed “Beautiful Boulder Is Now Within 55 Minutes of Denver.” The article was not about some imaginary light rail system of the future, but an enthusiastic report of the inaugural run of the Denver & Interurban Railroad of June 23, 1908. The Denver & Interurban (built and owned by the C & S) was worthy of some excitement, providing service every hour between Denver and Boulder with stops at Globeville, Westminster, Broomfield, Louisville, and during the summer, the resort of Eldorado Springs (the Kite Route). The *Denver Post* noted “the electric cars can attain the speed of a mile a minute ... and passengers are not annoyed with cinders, smoke and dust.” The fare was fifty cents.

The workers at Como have a plan for 2021! Will we see the start of the water tank project? We have had several wonderful trips to yesterday in Como. Your Board is hopeful for a trip with drum-head this year.

Our organization has helped preserve the history of Colorado railroads and continues to by our yearly grants. There are many worthy projects for the Rocky Mountain Railroad Club Historical Foundation to consider. Grant applications are requested for consideration this spring. If you know of a candidate, please let Ron Keiser or an officer or director know, and we will see that an application is sent.

Also PLEASE consider giving to the historical foundation.\* It may be tax deductible. So in some small way each of us can help to continue the legacy of RMRRC and move our propose forward as we are active, engaged and relevant.

I appreciate your opinions and knowledge, please feel free to contact me by email at [denny@amerm.com](mailto:denny@amerm.com) or my cell (303) 809-9430.

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\* Rocky Mountain Railroad Historical Foundation donations should be by personal check made out to “Rocky Mountain Railroad Historical Foundation” and sent to: Rocky Mountain RR Historical Foundation, PO Box 2391, Denver, CO 80201-2391



Karl Schaeffer of Ridgway built this replica of RGS Motor 1, here operating during the Colorado Railroad Museum's Goose Fest weekend on June 16, 2012. The Ridgway Railroad Museum used their 2020 Foundation grant to help fund a heavy duty rear axle assembly replacement. – Photo © 2012 Bruce Nall.

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## Ridgway Railroad Museum Grant Report

The Ridgway Railroad Museum used their Rocky Mountain Railroad Historical Foundation 2020 grant to help fund a replacement rear axle for the axle assembly that repeatedly failed in 2019 on their Rio Grande Southern Motor 1.

An off-road specialty shop in Montrose, Colorado, fabricated the very heavy duty axle assembly that allowed their Motor 1 to perform flawlessly during the 2020 season.

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## 2021 Mini Grant Applications

Do you have a railroad history-related project that could use a small grant for this summer? The Rocky Mountain Railroad Historical Foundation is looking for up to five individuals or organizations who have a summer project that could use up to \$1000. Full details and the application form can be found on our website:

[www.rockymtnrclub.org/index.htm](http://www.rockymtnrclub.org/index.htm)

Applications must be received by USPS or email no later than April 30, 2021. The board will review applications at the May board meeting, and the 2021 recipients will be announced in the June 2021 *Rail Report*.



## Manitou And Pike's Peak Railway Update



The first refurbished Manitou And Pike's Peak Railway car returns to the rails.  
– Photo from M. Garfalo.



Rail installation on formed steel ties on the Manitou And Pike's Peak Railway.  
– Photo from M. Garfalo.





D&RGW Observation car “Granite Canyon” at Fort Collins, Colorado on May 31, 1951. The car was on the Colorado & Southern club special.  
– R. H. Kindig photo from the James L. Ehernberger collection.

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## **The Colorado & Southern last round trips from Denver to Cheyenne in 1951**

By Michael M. Bartels

Seventy years ago, Colorado & Southern local trains Nos. 31 and 32 made their last round trip from Denver to Cheyenne on February 28, 1951. On Sunday February 25th about 50 Rocky Mountain Railroad Club members took a farewell ride, with two special cars added. In addition, C&S substituted 4-6-2 No. 370 for the diesel that had been used of late. On October 16, 1949, the Burlington’s Pioneer Zephyr, which captivated the nation with its “dawn to dusk” dash from Denver to Chicago only 15 years earlier, was placed on this run, after a day of display stops October 15th.

Its tenure ended abruptly on April 29, 1950, when it collided with a farm truck two miles north of Longmont, injuring two people in the truck and trapping the fireman in the power unit for

an hour and a half. A similar encounter exactly one year earlier ended its assignment on a Dallas–Houston local on the Burlington–Rock Island (Enginemen disliked the shovelnose units). Conventional equipment returned to Nos. 31 and 32 but by August 1950 discontinuance had been sought.

Nos. 31 and 32 offered a convenient connection with the Denver Zephyr and other trains at Denver and were even listed as Zephyr Connection in public timetables. The Drake University football team was riding No. 31 north on October 22, 1948, to play Colorado A&M, as Colorado State was then called, on the 23rd, when it struck a cement mixer a mile west of Longmont, derailling three cars and pushing the truck into an irrigation ditch, trapping the driver under four feet of water. Two members

## C&S Last Round Trips From Denver To Cheyenne In 1951

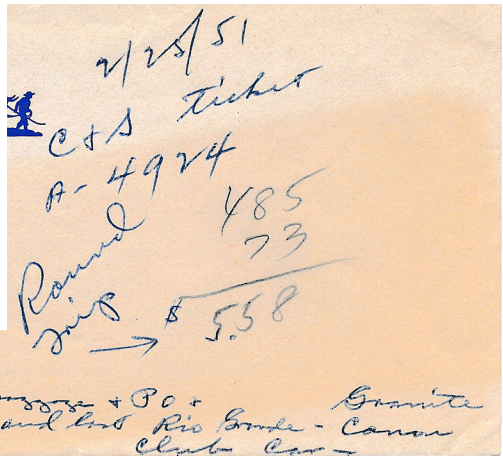


Local train 31 on February 25, 1851, at the old Boulder depot, with the two extra cars visible. – Otto Perry photo.

of the team pulled him out and another performed artificial respiration, credited with saving his life. The team was bused on to Fort Collins and played the game on Saturday. The Fort Collins Coloradoan sports columnist would write, “The Bulldogs, who came out of a train wreck looking a little like a locomotive themselves, ran and passed the Aggies dizzy in the second period when they scored 21 of their 31 points,” spoiling Homecoming 31–29.

Otto Perry provided penny postcards with the train schedule printed on the back with the Clubs mimeograph. The passengers were to address them, and

they would be mailed on the train’s RPO car with the RPO imprint. The final day of operation was February 28th, but the Club chartered a Rio Grande observation car “Granite Canon,” which was attached to the rear of the train. The C&S provided Pacific locomotive number 370 for this trip in place of a diesel.



C&S Locomotive #370  
 Cars 230 - 256 - Baggage + PO + Granite  
 ✓ 557 - 551 - and last Rio Grande - Canon  
 Club Car -

One passenger’s written notes from the trip.

## Current Railroad Happenings



Denver Rock Island RR (DRIR) 88 GP9R, DRIR 417 NW2, and DRIR 1083 SW1500 ex-SP 2480 were all at their new Franklin Street Shop north side of Denver on December 6, 2020. The old Platte River Shop had to be abandoned along with their old Denver Stockyards trackage because of National Western Complex redevelopment. The old shop and trackage was abandoned at the beginning of December 2020. – Photo © 2020 by Chip.



Denver Rock Island RR, DRIR 88, GP9R, took construction VIPs over the newly constructed DRIR Denver Stockyards trackage on December 8, 2020. The Denver Stockyards is being redeveloped by the National Western Complex at Denver. The old stockyard pens were demolished after the National Western Stock Show in 2020 to make way for new buildings. The old Denver Stockyards track was just to the left of the fence. This grade crossing is at Race Court, now with newly installed traffic signals. – Photo © 2020 by Chip.



## Current Railroad Happenings



The Royal Gorge Route CRRX 403 and CRRX 1503 with 16-car train moved east with CRRX 3104 on the east end as train departed Parkdale, Colorado, on Monday, January 11, 2021, along the Arkansas River. – Photo © 2021 by Chip.



Canadian Pacific 7014, SD70ACu Heritage unit with script writing, was the 2nd unit behind CP 8114 West at Roggen, Colorado, on the BNSF Brush Subdivision, on January 5, 2021. CP 7010-7014 were delivered in heritage paint with script lettering. The train was set up 2 x 1 to move 99 loaded grain cars to Fresno, California. – Photo © 2021 by Chip.



## Current Railroad Happenings



Large boulders from Lionshead Rock fell and damaged Union Pacific's railbanked Tennessee Pass tracks in March 2014 at Minturn, Colorado. Only hikers pass the damaged two tracks along the Eagle River on January 8, 2021. Union Pacific plans to lease the line to Colorado Midland & Pacific Railroad starting in 2021.  
– Photo © 2021 by Chip.



Rocks have also fallen on the track just west of Wolcott, Colorado. The Union Pacific railbanked Tennessee Pass line is covered in snow on January 8, 2021. The UPRR plans to lease the line to the Colorado Midland & Pacific Railroad.  
– Photo © 2021 by Chip.

## Events of Railroad History: Union Pacific Shops

From the *Denver Times*, December 16, 1892

Research by Dan Edwards

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The Union Pacific has a fine manufacturing and repair plant in Denver close by the Grant smelter. The company owns 100 acres of land, and the shops, roundhouse and the outdoor plant cover about 80 acres. The property includes extensive machine, erecting, boiler, car and other shops. One of the finest coal chutes owned by any road and all the different classes of work are well systematized. There are 900 men employed in the shops and when the engine men are added the total runs up to 1,600 men. The monthly payroll for the shops is \$65,000.

The company is prepared to build their own locomotives. In fact there is one now in the process of construction the master mechanic said recently. There are 120 to 185 engines overhauled in Denver during the year. Some of these are practically rebuilt. The car shops are as well equipped as the machine shops, and cars can be repaired or built with neatness and dispatch. The yards are provided with transfer tracks between the shops, so that cars or engines can be readily be removed from one shop to another as may be necessary in process of construction or repairs.

The roundhouse is one of the largest in the country, having 50 stalls, the house being divided into sections separated by stone walls, so that in case of fire but a small part of the whole would be injured. A large roundhouse is necessary, as the Denver shops are supposed to take care of the rolling stock for 1,250 miles of road, both broad and narrow gauge. Then the coal chutes are among the best in the country, and an engine

tender is loaded in but a few minutes. Nearly all the extension front ends of the locomotives in this jurisdiction have been taken off, leaving the old fashioned smoke arches as before, with the ancient bonnet or diamond stack. The reason for this is that the Union Pacific uses more kinds of coal than there were on Joseph's coat, and unless the extension arch nettings are meshed to accord with the kind of coal burned, a grade of coal is sure to be struck that clogs up the netting, and then there is no draft and poor steaming. Now with the bonnet stack the netting is in the stack, whereas the straight stack is open entirely, and the spark arresting netting is below the exhaust nozzles. The blowing of the cinders with the exhaust steam against the bonnet netting four or five feet distant seems to act evenly with all grades of coal, there being no clogging to speak of.

This is Mr. McConnell's idea, and on the Union Pacific the arrangement appears to work satisfactorily. However, it must be said that the general opinion among master mechanics favors the extension arch and open stack where even grades of fuel are used. The Union Pacific master mechanic seems to know what he wants and how and when to do it.

Another policy of Mr. McConnell is not to monkey with compound engines. He says the compound is yet in its infancy, and while in the future it may develop into something big, the present stage of development is too experimental to warrant the introduction now of the compound on the Union Pacific system.



## **Virtual Meeting And Program Access Instructions**

To register ahead of time, please send an email to [rmrrc-show@drgw.net](mailto:rmrrc-show@drgw.net) asking for the RMRRRC virtual meeting address and password. Please send your request no later than the Monday night before the meeting and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

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### **Zoom Meetings Will Also Be Live Streamed**

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

**[www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA](https://www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA)**

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

## **Colorado Railroad Museum**

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### **New To The Museum**

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance  
For information call 303-279-4591 or visit <http://www.coloradorailroadmuseum.org>

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### **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](mailto:railbob@icloud.com) or call 303-883-2435

## Publishers Statement — Rocky Mountain Rail Report

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### Club Information

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Littleton CO 80162-0953  
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### Club Officers

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

### Club Directors

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

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### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at [www.rockymtnrrclub.org](http://www.rockymtnrrclub.org) or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club  
PO Box 620953  
Littleton CO 80162-0953

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$40.00 if a printed, mailed *Rail Report* is desired.

International membership dues are \$45.00.  
Contributing membership is \$50.00.  
Sustaining membership is \$75.00.  
Patron membership is \$100.00.

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

Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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### 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 – Email: [selectimag@aol.com](mailto:selectimag@aol.com)

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

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**Items for the March *Rail Report* should be sent by February 8th.**



PO Box 620953  
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