

RAIL REPORT

October 2017

No. 685



The Rocky Mountain Railroad Club Annual Banquet Luncheon

October 14, 2017 • Socializing at 11:00 AM • Lunch At Noon

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

Program: Jim Ehernberger Presenting ”William Van Patten’s Slides”

The Club was founded by a group of rail enthusiasts who decided to meet once a month and share their experiences and photographs.

William L. Van Patten was one of those charter members who also served on the board in later years. Bill was like others, he took photographs, primarily of locomotives in black and white. Once he acquired a 35mm camera he started using Kodachrome, and made most of the Club’s early excursions. These trips were documented

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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 8th.

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 2017 Calendar

November 14: Meeting and Program, “Railroading in the Harz region of Germany” presented by Bryan Bechtold.

December 12: Annual Business Meeting, Program and Treats.

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.



A Midland Terminal excursion taking water at Midland, Colorado, on February 6, 1949. This was the last passenger train over this line, and this photograph was taken by W. L. Van Patten, whose slides will be shown at the banquet.
– William Van Patten photo from the James L. Ehernberger Collection.

William Van Patten's Slides

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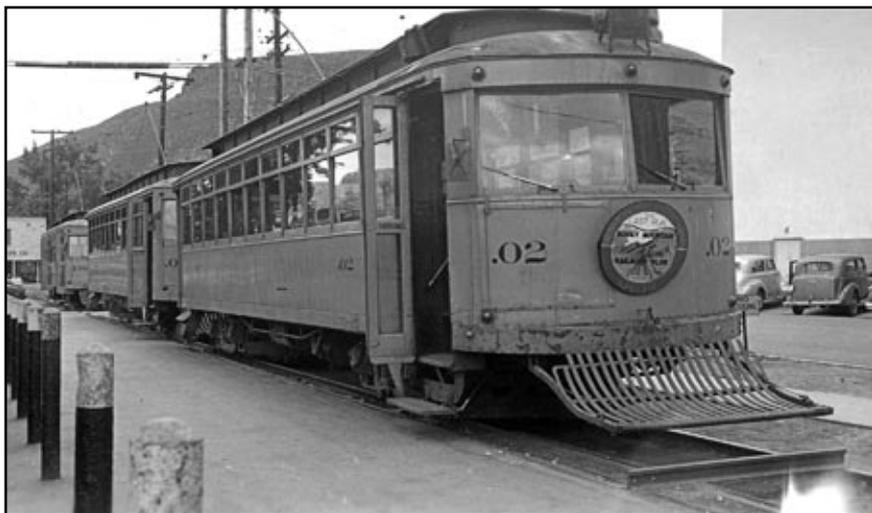
on Kodachrome film in most instances. Like most fans of those early days, Bill was primarily interested in steam operations. Much of his interests also included a fine model railroad, along with collecting brass models.

The Club operated some very rare and unique excursions and because of this activity, membership grew. The annual Alamosa to Silverton three-day narrow gauge excursions were very popular. However, other events such as the Midland Terminal trip in 1949, and many in the Denver area utilizing the last electric cars were part of activities available through the Club's trips.

On the Club's 79th anniversary, Jim Ehernberger has assembled a group of the photographs taken by Mr. Van Patten, along with a few other rare and unusual scenes made by other early members of the Club.

A photo of a locomotive numbered 685 was not available for Rail Report 685. Repeating last month's number, the masthead photo features another locomotive, Northern Pacific 684, at Tacoma, Washington, restored for display in the early 1950s. – Don Roberts photo from the James L. Ehernberger Collection.

William Van Patten's Slides



On July 2, 1950, W. L. Van Patten photographed Cars .02, .03, and 130 at Golden, Colorado. This Club D&IM narrow gauge trolley excursion from Denver to Leyden to Golden and back to Denver was the last run of narrow gauge electric interurbans. The ticket for this trip read, "This is the last D&IM Interurban trip and the last official street car movement in Denver."

– William Van Patten photo from the James L. Ehernberger Collection.



The banquet program will also include Rio Grande Southern excursions. This photograph is of RGS 74 crossing a trestle above Brown, Colorado, on Dallas Divide with a Club excursion train on May 29, 1949.

– Richard H. Kindig photo from the James L. Ehernberger Collection.



Except for retiring Club Secretary Roger Sherman, current officers and directors have agreed to serve another term. A few posed at the September meeting with the program presenter. From left, Director Pat Mauro, Vice-President Dave Schaff, program presenter Tom Klingler, President Steve Mason, Director Michael Tinetti, and Treasurer Keith Jensen. – Photo © 2017 Marie Hauser-Adee.

President's Report

By Steve Mason

Summer is winding down. Autumn will be upon us and it is time for our Annual Banquet. Personally, I am looking forward to it. The banquet is a time to see old friends and renew acquaintances. Best of all is a program of old photos from a founding member Bill Van Patten presented by Jim Ehernberger, who always does a stellar effort.

In September we visited the Colorado

Live Steamers out in Byers. I was there with my son Aaron. Many members and guests attended. Some were husband and wife, some were multi-generational, some were grandmother and grandkids. A new member, Marie Hauser-Atlee, attended and had a blast. Steam stalwarts were there. It was a lot of fun. Many of us visited besides riding trains. I only went home when I had all the fun I could stand.

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolò's Pizza, 7847 W. Jewell Ave. in Lakewood. We eat dinner at 5:30 PM and the Board meeting starts at 6:30 PM followed by the Foundation meeting. Meetings last to around 8:00 PM. Any member / visitor wishing to address the Board will be inserted first into the agenda. 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. We earnestly solicit your input! Before and after the meetings we informally visit and you are welcome to participate. You are always welcome!

President's Report



Debbie MacDonald's grandkids, Tristan (left) and Hailey on the 4-3/4" air operated 0-4-0. The owner gave brief instructions and turned kids loose. They had so much fun running this little engine! – Photo © 2017 Debbie MacDonald.

This was the last event for this year. I am working on events for next year starting in January. Next year the Club celebrates our 80th anniversary. Your Board is working to make 2018 the best year in celebration of that event.

Dave Schaaf has been doing a wonderful job of lining up popular programs for us. Keith Jensen keeps the money straight and he can be relied on for his probity. Special mention goes to Michael Tinetti for running the banquet and remembering other details of the Club. Debbie MacDonald has been an outstanding director. She keeps me honest and adds a feminine point of view. I thank the other directors working hard for us, Denny Leonard who takes time from a busy work schedule to work on the banquet. Nathan Holmes who graciously agreed to continue running the grant program and become a director after a very successful presidency. Andy Dell who is starting a young family and has the cutest little girl, Sutton. Pat Mauro who is deeply involved in the Park County

Historical Society and keeps us abreast of events in Como. Nick Valdez who is starting a career in railroading and has finished conductor training.

Our Secretary, Roger Sherman, is retiring in December. He has been Secretary for about 15 years. He makes sure we follow Robert's Rules of Order and gets the minutes correct every month. Roger has been my friend for about 17 years and I know he still will be, but I will miss him at Board meetings.

Overall we have been trying to make our events family friendly. We want members to bring spouses, parents, aunts, uncles, cousins and friends to our meetings. Everyone is welcome! Choose a program from previews in the *Rail Report* and bring guests.

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know.



From front, grandkids Tristan and Hailey, and Director Debbie MacDonald enjoying a ride. – Photo © 2017 Marie Hauser-Adee.

Colorado Live Steamers Field Trip Report

By Steve Mason

Saturday, September 16th, was a perfect weather day on the high plains west in Byers where the Colorado Live Steamers are located. Weather was as predicted; cool in the morning with rain threatening. After lunch the sun came out and temperatures warmed up to the mid-70s. Most of us had on light jackets, but shed them after lunch. We had a nice turnout and nice hosts. The day's 75 visitors were spread out over the 160 acre farm.

Mark and Linda Adcock were our hosts. They extended themselves for us in every way. We had about 25 Club members and guests and all of us had a wonderful time. Member Richard Ulin was there with his wife Linda running the B-4-d C&S #70 they own. It was as smooth a running narrow gauge steamer

as you could imagine. When I shut my eyes sitting behind it the sounds were that of a full sized loco – no difference.

Virgil Simmon's Union Pacific C-44-9 had plenty of pull and ran flawlessly. It pulled the most cars. Many of us rode behind it. Virgil also had 2 UP box cars, one two door auto and one an ordinary box all circa 1950. There were also four ballast cars painted in UP Maintenance of Way green.

There were plenty of kids riding. Debbie MacDonald's two grandkids, Hailey and Tristan rode. Andy Dell had his little girl, Sutton, Doug Barton brought his Father and grandson, Tristen. Brian White was there with his wife. New member, Marie Hauser-Adee attended.

Colorado Live Steamers Field Trip Report



Riding in style behind 7-1/2" gauge Southern Pacific power.
– Photo © 2017 Marie Hauser-Adee.

Matt Anderson and his wife was there. My son Aaron came with me. Steam stalwarts Randy Worwag and Carl Averdung came. Bob Brewster and Richard Luckin were there. Michael Tinetti and Keith Jensen rode trains as well. Pat Mauro regaled us with stories of his family. We shared lots of fellowship.

There was food for sale in the depot for \$1.00 and \$2.00 a piece for cakes and pies. Coffee was free.

Colorado Live Steamers started in 1969 and were located out in Waterton. The CLS moved out to Byers some years ago. Rich Ulin drew up the track plan. The railroad actually goes somewhere. It

has about 2-1/2 miles of actual track with 5 miles planned. There are two gauges: 7- 1/2" gauge which has the longest run and about 1,200 feet of 4-3/4" gauge. Hailey and Tristan actually ran a loco on the 4-3/4" track. The rule is you have to weigh less than 130 pounds to ride the 4-3/4" so that eliminates me. When kids feel they have control, it empowers them so this is very good.

Our hosts, Mark and Linda Adcock, were terrific. Mark told me if you come out on the 2nd or 3rd Saturday of the month they will be sure to give you a ride. They might put you to work too! Mark said they have a shovel to fit you no matter how tall you are.

South Park Rail Society



South Park Rail Society's Klondike Kate, ex-Klondike Mines Railway #4, Baldwin 2-6-2 built in 1912, at Boreas Pass Railroad Day in Como, Colorado, on August 19, 2017. Jason Midyette (at right), engineer and Denver, South Park & Pacific Historical Society secretary. At left with hand extended, #4 owner Dr. Chuck Brantigan. – Photo © 2017 by Chip.



Klondike Kate #4, a steamed up wood burner, is owned by Kathy and Dr. Chuck Brantigan. #4 was nicknamed 'Klondike Kate' by Kathy Brantigan (at left). – Photo © 2017 by Chip.

Current Railroad Happenings



At left, a BNSF passenger special operated Stockton, California, to Denver via Union Pacific's Salt Lake City, Utah, to Denver line on September 13 & 14, 2017. Cars on train O STODEN2-11a were SNOQUALMIE PASS, MARIAS PASS, STAMPEDE PASS, TOPEKA, STEVENS PASS, RATON PASS and theater inspection lounge car, WILLIAM B STRONG (BNSF 32). At right, Denver RTD's North Metro Rail - N Line is under construction. The North Metro Rail Line is an 18.5-mile electric commuter rail line that will run from Denver Union Station through Commerce City, Thornton and Northglenn, Colorado, to Highway 7 in North Adams County. – Photo © 2017 by Chip.



BNSF 8186, ES44C4, handled a 7-car passenger special over UP's Moffat Tunnel Subdivision. Train O STODEN2-11a, Stockton, California, to Denver. The 7-car passenger special laid over at Kremmling, Colorado, on September 13, 2017. She ran Kremmling to Denver on the Union Pacific RR, ex-Denver & Rio Grande Western RR on September 14, 2017. BNSF 8186 East had theater inspection car, WILLIAM B STRONG, on the rear. – Photo © 2017 by Chip.

November Watch, Update and Renew

The gold and red leaves of Autumn are falling around us as the Club is preparing to celebrate its 80th year. We are planning significant activities for 2018. Be aware and watch for your membership renewal invoice envelope in the mail.

This is the sixth year each current member will receive a renewal invoice from the Club. The membership renewal form serves multiple purposes. The correct USPS address is 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 phone number is used for last minute notifications when there is a sponsored event. 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 infor-

mation 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/articles to the web page and *Rail Report*; sponsoring, organizing, and supporting travel outings or work days at historic venues. The time to ask for new board members and officers is here.

We need someone to run for Club secretary. After many years of dedicated service, Roger Sherman is stepping down with the close of this year. He has dedicated 15 years to the Club as a board member and secretary. He departs with our best wishes.

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.

Railroad Web Sites of Interest

Three web sites related to the D&RGW are:

Old Moffat Road history – www.moffatroad.org

Rio Grande Historical information – www.drgw.net

News on Rio Grande lines – www.rgmhs.org

And for those interested in the Colorado Live Steamers, the Bijou Creek & Western site is www.coloradolivesteamers.com

Events of Railroad History: The Mechanical Equipment of the New C&S Shops

Denver Post, December 16, 1900

Contributed by Dan Edwards

On Dec. 1, [1900] the Colorado & Southern Railway moved into its new shops on Seventh street, Denver. Those vacated by the company will hereafter be occupied by the Pullman company.

The new C&S shops are modern in every respect. The roundhouse consists of 35 stalls. There is a ventilator in the roof between each stall, so that should a locomotive be placed for any reason from under the jack, the smoke can escape readily through the ventilators. The smoke jacks are of prepared wood, absolutely fireproof, and will not burn "unless put into a furnace." This system of preparation was adopted some time since by the Association of Bridge & Building Superintendents.

The drop pit extends over two pits and is of sufficient depth to permit of a pair of wheels being dropped and taken to the next pit and raised by means of pneumatic jacks. The engine pits drain to the back of the house into one large conduit, which in turn empties into the Platte river (!)

There are two separate water systems, one operated by compressed air from an artesian well, the other by means of two steam pumps with a capacity each of 1,000 gallons and which gives a pressure at all times of 125 pounds. The ash pit is of the pattern recently adopted by the AT&SF company with a depressed pit alongside capable of holding three cinder cars.

The sand house is a two-story arrangement, the top story consisting of a tower to hold the dry sand, which will be delivered to the engines by means of a spout similar to that in use on the stan-

dard water tanks. The sand is dried in the ordinary dryers and then elevated to the tower by means of compressed air. There are two 50,000-gallon water tanks elevated to a sufficient height to give a good pressure. The base of these tanks is 40 feet from the rail.

The machine boiler and blacksmith shops are in one building, 323 feet 5 inches in length by 145 feet in width, 60 feet of which will be used as a boiler shop and 57 feet 5 inches for the blacksmith shop, leaving 206 feet for the machine shop.

The machine shop is equipped with the most modern tools of every description. These are all arranged on one side of the shop and consist of all the kinds and sizes necessary to equip a modern shop, while the erecting pits are on the other side. Pneumatic hoists are hung over the machines, so that heavy weights can be lifted in and out of the machines without the aid of a laborer. In the center of the shop and near the larger planer and wheel lathe is a turntable of sufficient capacity to handle a pair of driving wheels on a push-car loaded with heavy castings. This in order to permit the wheels being taken in either direction from the shop.

The main shafting is four and three-eighths inches in diameter in three sections, and so arranged by means of clutches that any one length can be operated independently, or all of them can be operated at the same time. This shafting is supported to a 10-inch channel resting on the bottom cords of the trusses, each of the cords being capable of sustaining seven tons

The Mechanical Equipment of the New C&S Shops

at any point without deflection. Thus there is very little chance for the shafting to get out of alignment, which is usually the case when hung to timbers. The first time the engines were set in motion there was not the slightest trouble with either the line or counter-shafting. It is the intention to run the machinery in the machine shop with one of the stationary engines, but in case of a breakdown of any kind the machinery can be run by means of a motor which is situated in the tool room.

The tool room, which is a pet hobby of Mr. Humphrey [the superintendent of motive power], is situated about the center of the machine shop and is equipped with every tool necessary for the maintenance of hand tools as well as the manufacture of new ones.

Next to this is the division master mechanic's and block office, through which all employees must pass going to and from their work, so as to be checked in and out by the timekeeper. Adjoining this is the lavatory.

The 60 feet allotted to the boiler shop is equipped with power punch and shears, rolls, boiler sheet planer, in fact every tool necessary for a boiler shop. On the opposite side are three pits for heavy boiler work. There are ten pits in the machine shop and three in the boiler shop over which are two traveling cranes having a capacity of 25 and 75 tons respectively. These are of sufficient height to permit of a boiler being raised and carried over the top of another to any pit desired.

The shops are splendidly lighted, and for night work there will be no occasion to use a torch any place, for provision has been made, in addition to the arc lights and those over each

machine, for not less than a dozen incandescent lamps in each pit, and to insure them not being in the way and broken when not in use, the wires have been set in the pit timbers and carried to about the center of the pit where boxes are provided to place the lamps in when not in use. The doors in the machine shop are the sliding, raising system and well counterbalanced. Any shop man will see the advantage of this kind over the swinging system, where employees will occasionally leave [the doors] open, and as a result the wind blows them either open or closed and not only [can] glass be broken but the door and frame also.

One other thing which is quite novel is the floor. Instead of it being the usual plank floor with spikes sticking up all over it, it is cement. This style of floor is easily kept clean.

The blacksmith shop is 125 feet by 57 feet 5 inches. This shop is equipped with the machines such as a bolt heading machine, bulldozer, steam hammers, etc. Two of the latter are 4,000 and 1,500 pounds respectively. There are also 18 down-craft Sturtevant forges. This system is so complete that when all the forges are running full blast, there is no more smoke in the blacksmith shop than there is in the machine shops. In order to utilize all the heat possible Mr. Humphrey has placed a locomotive boiler on top of the scrap furnace, which supplies steam for the hammers.

Adjoining the blacksmith shop is the power house, which is 60 by 80 feet. In this room there are three magnificent Allis-Corliss engines of 200, 150 and 125 horsepower respectively, and three dynamos, each having a capacity of 85 kiwots, by which the entire

The Mechanical Equipment of the New C&S Shops

plant and yards are lighted, and they still have ample power reserved to run the machinery in case of a breakdown of the engine or belt. The switchboard also is in the room; it is 6 by 8 feet, marble slabs with the switches, volt meters, etc., so arranged as to give it a splendid appearance. The exhaust steam for the engines is conducted to a condenser located near the boiler room, where it is used to heat the feed water for the boilers. There are also in the engine room two Rand straight line compressors of 600 cubic feet capacity each.

The transfer table is situated between the machine and car shops and extends the entire length of the shops and to the storehouse platform, so that engines and cars can be handled from one shop to the other and heavy weights, such as cylinders, frames, etc., can be handled easily between the storehouse and shops. This table is operated by electricity and travels at the rate of 175 feet per minute when loaded with a 120-ton engine. The machinery for operating this table is located inside of a small cab, which protects it and the operator from the weather.

Next we come to the boiler room, which adjoins the car shop. This room is 110 feet square and contains four return tubular boilers of 150 horsepower each. Adjoining this is another check room through which all the men employed the woodworking department must pass in order to have the timekeeper check the men in and out; and adjoining this is another lavatory.

The sawmill is 243 feet by 50 feet 2 inches. On one side of this shop the woodworking machines will be placed and so arranged, commencing with the cut-off saw, so that the material will be finished and ready to be taken to the

car shop or repair yard or wherever it is needed by the time it reaches the other end of the mill. Arrangements have been made by means of overhead cranes to handle this material to any point in the car shop where needed, and that which is required in the repair yard can be handled back through the mill by means of narrow-gauge push cars, the tracks for which will extend throughout the entire repair yards. On the other side of the mill will be placed metal working machines for getting out material for the repair of cars, such as boring mills, wheel press, nut-tapping machines, etc. This in order to relieve the machine shop from this class of work.

The car shop is 178 feet 3 inches by 110 feet and has eight tracks. The paint shop is 161 feet by 48 feet and has two tracks. This building will be two stories. On the top story all the scrubbing and varnishing will be done on light work, such as doors, sash, etc., which will be conveyed to and from the top story by means of a pneumatic elevator. The entire plant, including the superintendent of motive power's office and roundhouse, is heated by the Sturtevant hot air system.

The C&S completely abandoned their old quarters, not taking a tool of any description with them, so that Mr. Humphrey not only starts in with new buildings and yards but also with new tools, from the large wheel lathe to the smallest hand tool. Nothing short of deep thought and months of hard labor on the part of Mr. Dyer, general superintendent, Mr. Cowan, chief engineer and Mr. Humphrey could have brought about such satisfactory results, and great credit is due to those gentlemen.

Cub Scout Day At The Colorado Railroad Museum

Saturday, October 21st from 10:00 AM to 12:00 PM

Reservations required by Monday, October 15th

\$10 per participant, adult leaders free.

Participants receive a special badge from the Museum and more!

Colorado Rails and Cocktails At The Colorado Railroad Museum

An Evening of Colorado History

Travel back to a time when railroads shaped the American West.

Fred Harvey and the Famous Harvey Houses

November 3rd – 6:30 PM to 8:00 PM

Reserve Tickets at 303-279-4591 or Online at ColoradoRailroadMuseum.org

Admission includes two beverages of your choice: beer, wine or soda and light snacks. Doors open at 5:30 PM for early enjoyment of Museum displays and the presentation starts promptly at 6:30 PM. Presentation length varies by event and the doors close at 8:00 PM. Advance tickets are required. Admission: \$15 for members and \$20 for non-members.

21 And Older Only

Colorado Railroad Museum Polar Express Tickets Are On-Sale

November 9-12 & 16-19

Show Times: 5:00 PM, 6:30 PM & 8:00 PM

“Early Bird” \$10 discount – Tickets Prices: \$25 to \$90

November 24-26 & 29-30, December 1-3, 6-10 & 13-23

Show Times: 5:00 PM, 6:30 PM & 8:00 PM

Tickets Prices: \$35 to \$100

Colorado Railroad Museum

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

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

Intermountain Chapter, NRHS 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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Club and Foundation Officers

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Dennis Leonard, 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:

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Items for the November 2017 Rail Report should be sent by October 20th.