

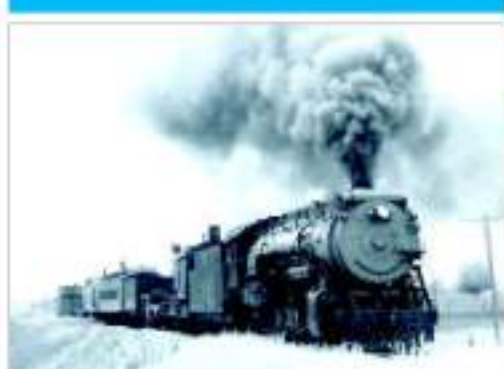
Preservation Updates

Both photographs below, show Colorado location depot buildings that the Rocky Mountain Railroad Heritage Society (RMRHS) is in the business of saving and restoring. Member Doug Cohn took the photographs to illustrate the plight of these pieces of history that have served their purpose and are now destined to be destroyed.

The upper photo shows the the Brighton Freight Depot and it's condition. It sits in a field awaiting it's final demise. The lower photo shows the Brighton Depot in Loveland, Colorado and it, too, awaits final destruction.

RMRHS focuses on historic items such as these to attempt to restore and permanentize them for the follow-on generation's recognition of what has preceded them. It is difficult at best as the fight is subsidized by the lack of funds and in some cases the railroad company owners will not assist in the saving process.

Photos by Doug Cohn



Is this steam engine smiling?

Photo courtesy Jenny at Access Printing

Trade, Exchange and/or Purchase

Items may be listed here for trade, exchange, and/or purchase by individuals, societies, museums, and other groups or entities officially involved with the material, or document archiving, and/or preservation of any and all items peculiar to railroad history. One inch listings may be obtained for a \$20 donation to RMRHS. Photos in .jpg format will be accepted, but it should be noted that they will be sized down to fit the space purchased. Contact Jim Jordan for more info at gnafspee40@yahoo.com

Colorado Eastern Tie Finds a New Home

By Doug Cohn

I met a most amazing man about two years ago through Jim Jordan, the president of this group. His name is Ken Kafka and he owns a farm west of Pierce Colorado. He was the first person I met who actually collects real railroad stuff. He also collects old cars, trucks and first generation self-propelled tractors. He has the only operational WW1 era Nash truck in existence. My mouth was hanging open as I looked at his rolling stock and locomotive and the operational small train he runs around his property on which you



Railroad historian, author, collector, and writer for this newsletter, displays his treasured Colorado Eastern rail tie which was a valued gift that he received from Ken Kafka, another railroad item collector. Photo courtesy of Doug Cohn.

can take rides. I had no idea there are collectors of real trains.

Jim and I were meeting with Ken to get some ideas how to save the old Santa Fe depot in Englewood. During that conversation, he mentioned a railroad I had never heard about. It was the Colorado Eastern, the only narrow gauge to run out into the prairie east of Denver. He showed me an old map of the route and some pictures. He said he had walked and driven the route. The whole length of the railroad was 17 miles and led to a coal deposit near DIA airport. Ken has a love for this little line. He is fascinated with its story.

In his explorations, he ran into a person who had found a few ties in the Colorado Eastern maintenance yard near the Denver Coliseum. I have not met this person. Anyway, he gave Ken a tie with a plaque on it stating its origin. A few weeks ago, Ken gave it to me. He liked the story I wrote about the CE for this newsletter.

The railroad was in existence from 1886 to 1915 and the tie is from that era. The tie looks more like a fence post: it is smaller than a 4x4 and about five feet long. The spikes are real small since the rail was lighter than narrow gauge rail. I understand it was about 15 pound rail....like they used inside the mines for the ore cars.

RMRHS CONTEST

Test your knowledge of the local railroad systems.

1. This contest is open to members only.
2. Only one entry per person, per month.
3. Change in contest rules. Effective with the February issue the person who gets the most correct answers will be declared the 1st place winner and get their choice of the three prizes, 2nd place winner will get their choice of the remaining two prizes, and the third winner will get the remaining prize.
4. If you are a winner you must wait 60 days before entering the next contest.
5. The person who achieves the most correct answers, will be declared the winner. In the event of a tie, whoever has submitted the correct answers first, will win the first prize. The other contestant will receive a second place prize.
6. Each winner will be automatically placed in the drawing for the Grand Prize to be given during the General Assembly in April 2014.
7. Winners are responsible for taxes, if any.
8. The contest is subject to any local, state or federal laws... where applicable.
9. The judge's decision is final.
10. All entries must be either e-mailed or forwarded via the U.S.P.S.
11. All postal entries must go to: Rocky Mountain Railroad Heritage Society Post Office Box 969 Englewood, Colorado, 80151
12. Email entries should be sent to: dcohn1@hotmail.com

Contest Questions

All of the questions in this issue come from the book by Karl Zimmerman, called, "Santa Fe Streamliners."

1. What year did the Santa Fe inaugurate the Super Chief Passenger Train?
2. What were the Super Chief's Train numbers?
3. Santa Fe operated out of which station in Chicago?
4. Did the Santa Fe ever use any Fairbanks - Morse passenger engines?
5. Did the Santa Fe ever run through cars from New York to Los Angeles and vice versa?
6. Did the Santa Fe run Rail Diesel Cars? And if so where?
7. Trains 191/190 and 200/201 ran where?

Contest Prizes & Winners

Prize Winners for December 2013 contest
 First Prize: Pam Sheeler-Railroad Topographic Maps in the West Book
 Second Prize: Dorothy Hargrove-1937 Chicago and Northwestern Railroad Pass
 Third Prize: Allan Tabor-Griff Teller Poster (Reprint)
 Prizes for the February 2014 Contest
 Copy of the book: "Santa Fe Streamliners."
 Fred Harvey 1921 reduced rate Pass for Santa Fe Employees food service.
 1960 Santa Fe timetable and assorted marketing items for the San Francisco Chief.

Rocky Mountain Express

Where preserving railroading in the Rocky Mountain States begins and will never end...

FEBRUARY 2014

Rocky Mountain Railroad Heritage Society

VOLUME 2014, ISSUE 2

History... a lost cause?



Jim Jordan

Over the last ten or more years, I have noticed the lack of mental growth among young people in societies to learn history and a general apathy towards history in general.

To illustrate... a while back, I overheard a conversation among a couple of young men who appeared to be about 12 or 13 years old. One young man said to

the other, "Gosh, I like Guadalcanal a lot." His friend said something like, "...it is so neat."

Being a real fan of World War II history, I turned and said, "that really was a huge victory for the United States even if it was bloody." You would have thought I was from another planet the way they looked at me. One said, "What battle?" I said, "The first major land battle in our long march through the South Pacific to the home islands of Japan in the Second World War."

One of the overly bright lads looked at me and said, "No, the rock group." The other one said, "Was there really a battle named Guadalcanal?"

I explained the whole Pacific War Strategy of island hopping in the five minutes that it took. Simplified, of course. They were really surprised that the war in the Far East was spread across the Pacific. Heck they could not even name who the AXIS Powers were.

I remember asking whether their teacher taught about World War II. They replied in the negative. I was stunned, so I asked about Vietnam, Korea, World War I, The Spanish American War, the Civil War, the Mexican American War, the War of 1812, and the War of Independence. In each case the answer was the same... "No."

I asked them what she taught for American History and I did not believe that I could have been more shocked than I was. Their answer was, "We learn about the Civil Rights movement, and the Suffragettes movement." "She doesn't believe in teaching about war. They went at that time to Arvada West High School."

Jim Jordan

ATSF Depot at Palmer Lake



Atchison, Topeka & Santa Fe Depot at Palmer Lake, ca. 1890. Photo courtesy of Jim Jordan, President, Rocky Mountain Railroad Historical Society.

Colorado and Eastern Rail Road

The story of a strange little railway

with great possibilities.

by Doug Cohn

By the 1880's, Colorado was a boom state and Denver was a boom town. Silver and gold were being found all over.



Doug Cohn

Leadville had been discovered and the railroads were already hauling silver out by the car load. Idaho Springs, Central City, Fairplay, and Boulder County were still producing large quantities of gold. The dredges were working the South Platte near Fairplay and Breckenridge. Hydraulic mining near Fairplay and Breckenridge was producing gold. In

Georgia Gulch on the south fork of the Swan River, the hydraulic mining was uncovering substantial veins of gold. Bob Womack was about half way through his quest to find gold at Cripple Creek but had not found it yet. Bob's story ended in 1893 when a geologist saw some purple rocks Womack had pawned to get money for beer. The rocks were Telluride ore-rich with gold. That is a story for a different day.

These were exciting times. Many were getting rich mining. The population was exploding, and the need for transportation was growing. A number of the big mines were processing ore in Denver.

One huge demand was energy. Wood and charcoal were being used to refine the ores at the mines in the mountains. Several towns sprang up to turn wood into charcoal. Wood did not burn hot enough to do a great job separating the silver and gold from the base rocks. People in the towns of Webster and Dake along the DSP&P were cutting down all the trees on Kenosha Pass to make charcoal for Leadville. Oil was not yet a fuel. Electricity was not yet available as a source of energy.

Coal was the source. It heated buildings, refined ore, drove the locomotives. It was the fuel to do everything.

In January of 1886, a seam of coal was discovered and a claim made by William Anderson way out in the prairie east of Denver. It was located about one half mile west of Monaghan Road between 26 and 56 Avenues. Anderson was convinced he had found a way to make a fortune and join the rest of the rich guys. The place was called Scranton. It was in the NW 1/4 section 16 T35, R65W. The mine is about a mile south of the terminal at DIA. The problem was it was 17 miles from anywhere. There was no way to get the coal from there to Denver.

Enter the Colorado Eastern Railroad. The Colorado Eastern was the only narrow gauge to run east of Denver. There were several incorporations before it actually got off the ground. A group of investors finally got the job done and created the railroad in 1886 to deliver the coal. The railroad was built to deliver coal to the Omaha and Grant smelter at 57 street and Washington in Denver. The track was laid and coal shipped before the end of 1886. The first

year 11,700 tons was delivered. The second year produced 16,000 tons.



This is the Colorado Eastern 1 Route out of Denver toward the west. Ken Klafka is the person who traced and drew the route.

Then the bottom fell out. The coal was very low quality and straw had to be put with it to make it burn. Though they mined chunk coal, by the time it got to the smelter, much of it had disintegrated to dust. It was quickly determined the coal was no good for the smelter or for much of anything else. The contract to deliver the coal was cancelled after less than two years.

Later, several attempts were made to create towns along the line, but they were not successful. Independence, Berlin, Scranton and Ebert were laid out, but nothing ever developed. It was dry land and no one wanted to live way out there. Independence was platted near 56th and Monaco and Berlin was about 56th and Peoria. Ebert is somewhere around 56th and Piccadilly. None were ever developed from lack of water. Plans were made to dig irrigation ditches to bring water out to this area, but they were unsuccessful. Interestingly, the Highline Canal ended just a couple of miles south west of Scranton, but there was no indication the railroad and land people ever made contact with the water people.



This is the Rio Grande #6 locomotive utilized by the Colorado Eastern Railroad. It was a used locomotive purchased from the Rio Grande Railroad by the Denver, Laramie & NW 1881-1884 and then sold to the Denver RR Land & Coal in 1886. Subsequently it was transferred to the Colorado Eastern (same company in 1888.) It supposedly ended up working in a smelter in Leadville after that. Picture from the Commons Getty Collection and Courtesy of Doug Cohn.

Another plan was to make coke from the low grade coal for smelting and use the clay soil to make bricks for the fast growing City of Denver. In 1908, they dreamed of an electricity generating station using the coal. Denver had become electrified. None of these ideas worked.

In the end, the railroad ran one route per day from Denver to Scranton and back... There was a little bit of

Rocky Mountain Railroad Heritage Society

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RMRHS CONTEST
is located on page 4
of this issue

Rocky Mountain Railroad Heritage Society
publishes this newsletter at
P.O. Box 969
Englewood, CO 80151
303-269-9768
Layout and Editing: Bernard L. Minetti
Note: All submissions may be edited for content, grammar, and space allocation, and become the property of the Rocky Mountain Railroad Heritage Society unless other arrangements are made. Digital word submissions in .doc or .docx; photos in jpg format. Send articles and photos to Editor at lm1203@gmail.com. HTML/CSS code accepted for 100% FREE website.

freight and a few flag customers, but not enough to make a profit. An example: in 1911, passenger revenue was \$4.90 freight \$15.25 and rental income \$78.00 for a total of \$98.15. The railroad kept going because a New York investor kept putting money in.

The road lasted for 28 years. The road was able to get a gate at the newly built Union Station in downtown Denver. As the years went by, the access to the station was its biggest asset. Many speculate that was a major reason for the company from the first day. There was a hope that one of the big railroads would buy their space. One newspaper writer suggested the whole point of the railroad was to have a gate at Union Station. This author thinks there was a group of investors with big ideas and the desire to become wealthy and the gate at Union Station would have been a little frosting on the cake.

Rolling stock: They had one locomotive (D&RG #6, the Ute) and one other we know nothing about. They had two passenger cars, two baggage cars, two cabooses and 99 coal cars that looked more like mine cars and three miscellaneous work cars. Most of the coal cars were sold off within three years when they lost the contract with the Grant smelter.

The route of the Colorado Eastern has been traced by Ken Kafka from Pierce Colorado. I am including his map to show the route. I have driven along the route and have included several pictures of the old grade. In tracing the

line, I discovered writers have located Scranton in five different places. I have made three trips out to the area and may have found the WYE track at the end of the line. It is about three fourths of a mile from where the closest writers concluded it was.

The story is a 28 year dream for riches. The investors, after the coal problem, kept trying different things to succeed. In 1915, after losing a court case, the railroad closed its doors. These guys were big dreamers who never found the pot of gold.

Bibliography: Robert Ornes Tracking Ghost Railroads in Colorado, Perry Eberhart Ghosts of the Plains
John Newell, Bob Griswold Narrow Gauge East From Denver, the Colorado Eastern Railroad Jerome Smiley, History of Denver 1901, Le Massena Colorado Mountain Railroads

Footnote: A very large seam of good quality coal was found about six miles north of the mine at Scranton. What if Mr. Anderson had found the vein there instead of Scranton? As this is being written, a company has filed to extract coal and natural gas from the Scranton area. They think they have found a good seam near the old Scranton claim. There is a producing gas well about a half mile south of the mine site. More mineral exploration is being undertaken with exploratory wells being drilled around Sec. 16 T3s R85w.

The Heber Valley Historic Railroad uses two of these 1907 Baldwin 2-8-0 Consolidation-type steam locomotives in its operations. Beauties, aren't they?

Photo courtesy of GNU Free Documentation License, Version 1.2



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This information may be written on a plain sheet of paper and mailed with check enclosed.

Eine Kleine Dampfmusik



In the second of a series for this trip, Sammy King describes and provides photographs of the railroad equipment he has seen on this trip to Austria.

Jenbach, Austria is one of the few places in the world where three gauges all share a working passenger station. In the center is the electrified standard gauge ÖBB mainline. To the south is the 760 mm Zillertalbahnhof (photos 7 thru 15), which features passenger service with steam trains (shown) and more frequent railcars

that are not shown in this series.



7. Zillertalbahnhof remote equipped D-12 is normally used for the loading and unloading of transporter wagons. The outbound train on the left is loaded with ÖBB flatcars carrying logs, while empty transporter wagons are on the right. In the background can be seen a standard gauge diesel switcher, as well as the enginehouse and shops of the meter gauge Achenseebahn, August 14, 2000, Jenbach, Austria.



8. 760mm gauge D-12 switches the standard gauge on parallel trackage using cables and cleats. The brakeman follows along behind with the radio box.



9. D-12 is spotting an inbound train for unloading the empty ÖBB cars. To the right of the cut is an outbound train of loaded cars, and at the far right is a pit track used for loading or unloading narrow gauge equipment on to, or off of, standard gauge flatcars, which are loaded on narrow gauge transporter wagons.

Eine Kleine Dampfmusik
This article, part 2, is extracted from the whole entitled, "Eine Kleine Dampfmusik" with permission from and written by Sammy King.
The story and photos are both by Sammy King. King asked that this note be placed with the article. "It ought to be mentioned that these stories and fotos were originally published on



10. On the Zillertalbahnhof side of the three railroad station facility, a passenger train with locomotive #4 is preparing to depart, along with the less glamorous railcar train. On the Zillertalbahnhof, as well as the Scharberbahnhof, it costs extra to ride behind steam.



11. D-10 leaves town first with a loaded log train bound for the mill in Fügen-Hart.



12. We catch up with the 0-8-2 #4 at Zell-am-Ziller with the first southbound steam train of the day, Zillertalbahnhof #4, Zell-am-Ziller, Austria, August 14, 2000.



13. Riding the return trip to Jenbach was like being in the "Sound of Music" - Austria really does look like that.

the www.RyPN.org website, and copyrighted by them in my name." In response to a question as to the translation of "Eine Kleine Dampfmusik," Mr. King responded, it means: "A little steam music" - it is a paraphrase of the title to Mozart's famous "Eine Kleine Nachtmusik" - *serenade for strings in G, K 525, meaning "a little night music". The point is that I was supposed to be over there playing violin in the opera academy orchestra, but I was really more involved chasing steam engines. (For two weeks we rehearsed 8 hours a day in a room on the bank of the Salzach River, with French doors which opened out onto a perfect view of the main railway bridge carrying all the traffic between Austria and Germany, with constant switching for the main passenger station in Salzburg. As section principal, I was able to position my music stand and chair so that I could look out the window all day long, only moving my eyes to the side a few inches when I needed to read my music and watch the boton while playing.)*

The First Rocky Mountain Railroad Heritage Society Annual Symposium

April 12 & 13, 2014
9:00 a.m. - 3:00 p.m.

Scheduled Speakers
on
April 12, 2014

Mei McFarland
Dr. Jack Ballard
Tom VanWormer
Michelle Kempema

on
April 13, 2014

Doug Cohn
James Griffin
Jim Jordan

If you like Colorado's rich railroad history, or you have an interest in how the railroads shaped our heritage and that of the rocky mountain west, then this is the place to be.

The Rocky Mountain Railroad Heritage Society is a group of people dedicated to the preservation of our rich railroad legacy. This includes the states of Colorado, Wyoming, and Montana.

For information, contact
Jim Jordan
303-269-9768

Next RMRHS Board of Directors Meeting will be held in Colorado Springs at the WMMI Museum at the southwest intersection of Northgate and I-25. Date is March 11 at 1300. Any interested parties are welcome to attend.