

VanWormer's Interchange cont'd...

east of the Mississippi over the D&RG, RGW and CM and pushed the traffic from California and Nevada east over the same route. In this case the era of Santa Fe ownership was based on the locations of four railroads (SP, RGW and CM). In the early traffic arrangements the D&RG, which was owned by Jay Gould, who also owned the UP, and didn't receive much Espee traffic until after Huntington's death and the ownership of the RGW went to George Gould in 1903.

In receivership, the CM was able to limp along, but in 1900 the ownership went to the C&S and D&RG. The C&S never was very strong and in 1902 the D&RG removed all of the CM sales and depot crews from the RGJ. They allowed the shop and train crews to remain in Grand Junction.

The RGJ was always operated under D&RG rules, which varied enough that the road suffered several major accidents because the CM crews were confused. The other major source of confusion was that the D&RG dispatched the eastbound trains from Grand Junction and the CM dispatched trains westbound from New Castle. Finally all the dispatchers were moved to Grand Junction and were controlled by the D&RG.

If one believes that the CM was a leader in proving standard gauge railroads could operate in the largest mountains on the North America continent, then the era of Santa Fe ownership and management was successful. If you don't believe that, then it was the cause of the failure of CM in 1918 to 1922.

I only wish that the CM had been completed on its own rails to Ogden and then pushed on to Portland and Seattle.

Model RR Museum cont'd

adds to the three-dimensional aura of the presentation is the fact that visitors may walk through the middle of the layout while the railroad is operating.

Just how good is the experience of operating on this railroad in microcosm? The museum currently sports an engineer roster of more than 100 qualified volunteers coming from as far away as Virginia, New Mexico, and Nebraska. Qualified operators also call Germany, England, and Australia "home."

What attracts this cream of the model railroading crop? "They get an opportunity to run a train, sometimes, close to 100 cars long, through some of the most realistic scenery in the world, and do it just like the real thing: talking to a dispatcher, following an authentically functioning signaling system, and experiencing how it feels to run their own train," Trussell said.

"You just don't run into something like that anymore." And, apparently, you just don't have the opportunity to see something like that in action anymore, either.

Summer hours for the museum are from 10-4 p.m. Wednesdays through Saturdays, and Sundays from 1-4 p.m., Memorial Day through Labor Day. Winter hours, from Labor Day through Memorial Day, are Fridays and Saturdays from 10-4 and Sundays from 1-4. A small admission charge helps defray the expenses incurred by the museum during its course of operation.

—David Trussell is the designer and builder of the Colorado Model Railroad Museum.



A 1901 Manchester 4-6-0 being watered at Burnham, ME in 1947. Photograph by Victor H. Rowstrom (1919-2007)

Kingman, Arizona, Depot, Now Operated by the Whistle Stop Railroad Club



The partial reading from the above plaque with some of the history of the Kingman Depot follows.

"After the railroad reached Kingman, the town quickly became a major shipping and trading center for silver, gold and cattle. The first depot appeared in 1882 and was comprised of a retired box car. Around 1885, a new two story wooden building was built to house a passenger waiting room and freight storage. This depot served Kingman until 1906 when sparks from a steam locomotive caught the building on fire. It burned to the ground in 1907, five years before Arizona became a State. This depot was constructed using poured reinforced concrete. As you can see the building is still in use today and still not torn.

During the years between 1885 and 1901, passengers had the opportunity to go on to an "eating house" on the north side of the track to catch a quick meal before the train pulled out. In 1901, Atkinson, Topeka, & Santa Fe built a Fred Harvey restaurant to the west of the depot. Here passengers could get a good meal, served by the Harvey Girls, and still had time to board the train before it left the depot. The Harvey House closed in 1929 and was demolished shortly after World War II ended.

Freight service continued until after the War and was phased out as trucks became larger and more efficient. During WWII, many service men and women boarded troop trains to be transported to different locations to serve our country. To learn the "rest of the story" we suggest going to the Kingman Depot in Arizona and actually reading it in its station.

My (Jan Moore) sister and I had the pleasure of visiting this depot last year. The station is still working, but the train would have been much later in the day, so we just toured the station. We learned all about the famous Harvey Houses, etc., as the guide has us tour every inch of the building. The lower photo is a short guide to the history of the Kingman, AZ, Depot. Photo and Caption Jan Moore

Trestles for Viewing...

The lower 3 photos were sent to us by Michelle Kempema, a Society Director. Trestles can be considered objects of art, and by viewing these photos, it can be seen that they certainly are. The models are located in the Colorado Model Railroad Museum (CMRM) in Greeley, Colorado, which was designed and built by David Trussell.

While the pictures are a model of authenticity, so are the objects themselves. They may be viewed, of course, by visiting this railroading site.



Photos may be submitted for publication in .jpg or .jpeg format and may or may not be published. Captions MUST accompany each photo and be identified with the specific photo and the photographer's name. Captions must be submitted in doc or .docx format. Submit photos or articles to the editor at blm1931@gmail.com. All entries, while welcome, may not necessarily be published.



My Grandmother Made History as a Guide on the Flower Trains of the Colorado Midland Railroad

One of my favorite railroads is the Colorado Midland for a couple of very good reasons. One of those is that my grandmother worked on the Colorado Midland in the 1912 to 1917 period. She was a guide on the ever popular flower trains that the Midland used to run in those great days prior to World War I, when things were so much simpler and we did not live in a "nanny nation" as we do now.

The ever popular Midland Flower Trains ran from Colorado Springs up into the mountains around Divide and Green Mountain Falls in the summer, where they would stop and all the passengers would get off and go and pick wild flowers, which they would then take back to their homes in Colorado Springs.

These flower excursions were extremely popular and the trains would be packed with the flower pickers. As she explained it to me about a half century ago, "Many years ago it was fun and she met a lot of really great people." My great grandfather was (according to the 1910 U.S. census) a superintendent for the Midland and part owner of what is now known as Red Rock Park in Colorado Springs, but, at the time was his Greenlee family's rock quarry. This is where, also, my grandmother was born. So thus, there is a double connection to the Midland which I do cherish.

There is somewhere, maybe the photo below, a picture of my grandmother on the rear vestibule of a Midland coach with maybe 6 or 7 other persons which had to be taken in 1912 or 1913. I saw it on the cover of some Colorado Railroad Historical Journal about a month after her death in the mid 1980's. So for me the Colorado Midland is one of the three Colorado railroads that I am a great fan of, and it will always be at home in my heart.

—Jim Jordan



Another Depot in Need of Restoration in Calhan, Colorado



Four of us left Parker for a drive through Elizabeth and Kiowa in hopes of finding this old depot in a town of under 800 people in a small but charming town of Calhan. We were about blown away as we inspected the worn out old building that I'm sure has so many fond memories... If walls could only talk. I have more of these that I'll have with me at the Rocky Mountain Railroad Historical Society Symposium in Englewood on the 12th. A city policeman pulled up to us while we were all back in the car and he was checking on a car parked behind the grain elevators that are in front of the depot. We explained we were there on a photo shoot but I have a bucket list that he could help me out with. From zip lining, riding in a hot air balloon, snorkeling in Jamaica etc. I've never been arrested... he wouldn't arrest me so that is still on my list. Jim Jordan just sat there as he has his wonders about me. All in all, it was a terrific day in Calhan.

Calhan Depot Photos and Caption by Jan Moore

Colorado Model Railroad Museum

by David Trussell

"How many museums have you visited in your lifetime, where you could observe children cry when they're told "It's time to go home now?" And, some of those "children" are in their 80's!

That's how designer/builder David Trussell describes the visitor popularity of the five-year-old Colorado Model Railroad Museum (CMRM) at the Greeley Freight Station in Greeley, Colorado. One of Northern Colorado's newest museums, the CMRM has attracted the attention of railroaders and non-railroaders alike, with its presentation of one of the finest, and largest, model railroads in the world.

Twenty years in the planning and almost six years under construction, the museum's 5,500 square foot HO scale authentic model railroad empire takes realism to a level never before seen in a miniature railroad setting. Visitors from all 50 states and more than that number of countries, have stopped by the museum in a little more than one year's operation.

"The public's reaction to this small scale empire has been profound," said Executive Director Michelle Kempema, Greeley.

"You look in the comments section of our guest book and words like "amazing," "outstanding," "awesome," "wow," and "unbelievable," pop out at you on every page," she said.

The railroad, along with more than 800 railroad-related artifacts, drew 18,000 visitors to Northern Colorado last year. One of Colorado's biggest tourist attractions, especially in the summer months, is its railroads and railroad history. We've found a niche here that has proven highly successful for us and that's a good thing because we aren't subsidized. We're a solid 501(c)3 non-profit entity," she adds.

Sporting what seasoned model railroaders call some of the finest mountain scenery modeling in the world, the mainline of this 1975-era railroad pushes its way through more than 20 scale miles of highly detailed mountain scenery, miniature towns and cities, and forests, containing almost 30,000 hand-made trees. What

Cont'd page 4, column 1

A young Railroad Fan Steps Out and Voices His Concern for Preserving the Craig Railroad Depot. Thanks, Athan Smith!

Our publisher received the letter displayed below from Athan Smith and noted his concern and his offer to help save the Craig Railroad Depot. This is his letter courtesy of the Craig Daily Press:



Athan wrote:

"I read the article last night with my dad about the depot. I care that it has to stay up because I want it to be a Train Museum. I will try to help. And I could sell chocolate and caramel covered raisins. How much money do you want me to raise?"

Athan Smith, Craig

How many of us could say the same words with the innocent and authenticity of youth? The railroad titans of today tend to want to destroy rather than recognize the need to preserve and restore the artifacts of our history. Athan is teaching us all a lesson in the need to retain history as a teaching form of the past to learn for the future. It won't happen, though, unless effort, funding, and passion to do this, surfaces and shows that the need is evident and manifest now!

This is the Craig Depot and It Requires Saving:



Rocky Mountain Railroad Heritage Society

P.O. Box 969
Englewood, CO 80151
303-269-9768

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RMRHS Secretary Tom VanWormer's Interchange re ATSF's Ownership of the Colorado Midland...



RMRHS Sec'y,
Tom VanWormer

Was the Atchison, Topeka, and Santa Fe (ATSF) ownership a good thing or a bad thing for the Colorado Midland (CM) in the long run?

Absolutely correct, since I was writing a response to an email question and not an article for an essay for a historical society, I left out a lot of the drama of the dealings between Jeffery, president of the Denver & Rio Grande (D&RG) and Hagerman, who accused the D&RG of using the rails and track laying material the CM provided to the D&RG for laying the Rio Grande Junction (RGJ) and the final position of the D&RG that they would not link into the Rio Grande Western (RGW) until they had finished the standard gauge line all the way from Pueblo to Rifle. The Crash of '93 sank a whole lot of dreams and stopped the nations growth for four years, yet, in Colorado, the effects were ended by 1895 and the traffic had stabilized at new lower level that remained until the next financial crisis in 1907.

I did not get into the little reported new division boundaries on the Denver & Santa Fe from La Junta to both Denver and Grand Junction... nor, did I get into the increased use of Santa Fe 4-4-0 passenger engines on the Basalt to Grand Junction runs.

David Martinek wrote:

A good summary and important thoughts. Hagerman was angered over the delays in finishing the link from New Castle to Grand Junction since the deal with the Santa Fe was contingent upon it's completion.

I do believe that the CM proved that standard gauge could operate in the mountains, as eventually the D&RG moved to three rails and standard gauge. But I also believe that it was doomed from the beginning because of the competition and the excessive operational expense, and of having to carve out a market. Also, a major setback in 1893 when silver ore transport slacked off, may have also contributed to their eventual demise (no major, primary revenue source), as the Midland Terminal proved later when it ceased operation after gold ore transport was discontinued.

Tom VanWormer wrote:

Dave,
As a long time Midland guy, I kind of thought the ownership of the Midland was a "step too far" for the Midland. Then I read carefully Keith Bryant's book, "History of the Atchison, Topeka and Santa Fe Railway." This book was commissioned by John Reed during his term as President to be a Financial History of the ATSF. When looking at the financials of the William Barstow Strong era of massive expansion of the empire, which was my first inkling that the management and the financiers of the road had vastly different goals for their corporation, and they didn't communicate very well.

Strong proceeded to overbuild and overbuy, compared to the amount of cash being earned by operations of the road. Strong bought the Midland, and the Saint Louis-San Francisco (SL-SF) along with building the Orient, Atlantic & Pacific (A&P) and the Mexican Central. He also gained access into San Francisco, Louisiana, and San Diego.

The purchase of the SL-SF allowed him to use their franchise to build the A&P along the 35th parallel to the vicinity of The Needles on the Colorado River. While the Midland was an attempt by the Santa Fe to access Salt Lake City in order to access the Pacific Northwest. (A feat only accomplished by the BNSF when the UP purchased the Espee in 1996.)

Because of the ATSF's weakened financial position, the CM was able, along with the SL-SF, to petition the Federal Courts for separate receivers and both ended up going their own ways. By the way, Strong paid Hagerman between \$14-18 million for his stock in the Midland, which set him up for the rest of his life.

For my assessment, the money infused into the CM by the ATSF was significant in allowing the Midland to exist. The ATSF purchased the CM just as the Rio Grande Junction Railway was being completed into Grand Junction. The CM became part of the second crossing of the Central Rockies along with RGW and D&RG, but both the CM (ATSF) or Santa Fe Midland and the D&RG bungled the connection because the change of management and was overwhelmed (in my opinion) by the new advantage of the connection. The D&RG was focused on the completion of the standard gauging of their new line from Pueblo to Grand Junction added to the problem. The only thing that saved the CM in this period was the fact that C.P. Huntington and J.B. Wheeler were near door neighbors in Oneonta NY. Huntington was looking for a traffic route that did not involve the Union Pacific to Chicago or one that pulled traffic from

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Eine Kleine Dampfmusik

We continue with part four of Sammy King's photo tour entitled, "Eine Kleine Dampfmusik."



21. This hand cranked transfer table has served Achenseebahn since 1889, but is now moved with a forklift in the pit.



22. #3 has her bunker filled with coal from the modern cooling tower. Although Achenseebahn is proud to be a traditional steam rack railroad, Ing. Berhard Marchi has made some improvements such as this, based on the experience he gained as a fireman and locomotive engineer. In those days, this job was done by hand. Achenseebahn #3, Jenbach, Austria, August 14, 2000.



23. The water is pumped into the engines by a steam pump powered by a tap to the boiler. Rack locomotives have their water levels read in the center of the boiler or (the side tanks because the readings would otherwise be accurate only if the engine were on level ground. The water glass is out view above the three-gauge cocks on #3's side tank.



24. It's the last move of the day as #3 kicks the two empty coaches into the five stall car barn.

The remaining photographs in this series are from East Germany, starting with the justly famous Harzer Schmalspurbahnen (photos 25 thru 28). This is the ultimate meter gauge in the 21st century, featuring 17 2-10-2Ts, half a dozen mallets, two 0-6-0Ts, a 2-6-2T, and at least one Fairlie type. The main shops are in Wernigerode right next to the standard gauge station,

and my first look over the fence revealed half a dozen hot 2-10-2Ts and two hot mallets waiting for the next morning's call. First of the four HSB pictures (photo 25) shows mallet #5902 on the turntable at Wernigerode. Later that day, she and sister #5901 team up (photo 26) on a special using the old communist period green color coaches. The train is shown at the junction station of Drei Annen Hohne, where the line branches off to the Brocken Mountain. This junction frequently is the scene of three way steam meets, with most trains looking more like the next train up the Brocken that day, powered by #99-7234 (photo 27). Later that afternoon, both the power for the special and the coaches were split into two separate trains for the return to Wernigerode. In this last view (photo 28), #5902 has run around her train, and is hauling the empty coaches back to storage.



25. HSB #5902, Wernigerode, August 17, 2000.



26. HSB #5901 & #5902, Drei Annen Hohne, Aug. 17, 2000.



27. HSB #99-7234, Drei Annen Hohne, August 17, 2000.



28. HSB #99-5902, Wernigerode, August 17, 2000.

Eine Kleine Dampfmusik

This article, part 4, is extracted from the whole entitled, "Eine Kleine Dampfmusik," with permission from and written by Sammy King (photo left.) The story and photos are both by King, who is also known as, "The Striving Violinist." King asked that this note be placed with the article. "It ought to be mentioned that these stories and fotos were originally published on the www.RyPW.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 baton while playing.)

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