

Rocky Mountain Express

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

November 2014

Rocky Mountain Railroad Heritage Society

Volume 2014, Issue 9

A LOOK AT ONGOING RESTORATION PROJECTS AROUND COLORADO

Hugo Roundhouse and Depot

Constructed in 1909, the eight-stall Hugo Union Pacific Railroad Roundhouse is one of only three remaining from the original pre-merger Union Pacific Railroad and the only one in Colorado. It is one of only four historic roundhouses left in Colorado, the only one associated with the Union Pacific Railroad, and the only surviving brick roundhouse in the state. One hundred miles southeast of Denver, it is one of the most significant historical sites on Colorado's Central Plains.



Preservation and restoration of the Hugo Roundhouse is the focus of Roundhouse Preservation, Inc. (RPI), a 501(c)(3) located in Lincoln County, Colorado, which received its non-profit status on March 20, 2002.

To date, RPI has received three State Historical Fund grants along with a grant received by Lincoln County enabling the roundhouse to be shored up and no longer in danger of collapse. The exterior masonry work has been completed, the replacement of the roof and stacks is complete, and the restoration and replacement of the doors and windows was recently begun. Future interior plans envision multi-use design. Last month, a 1957 50' reefer and a 1941 50' flatcar were delivered for a future outdoor exhibit.

Hugo's small frame depot, built about 1885, exists not far from where it was moved in the 1970s. Restored and used as a small meeting hall, it also houses a beautifully restored courtroom from the old courthouse.

Broomfield Depot Museum

Currently closed for restoration, the 1909 former Colorado & Southern Railway (C&S) "combination depot" is scheduled to re-open in January 2015. One side of the depot was used for ticketing, a waiting room, and the station agent's office; the other side was the living quarters of the agent's family. Combination depots were typically located in an area with a small population - in 1909, Broomfield had a population of 160!

The depot also served the C&S subsidiary Denver & Interurban Railroad (D&I), which was an electric commuter line between Denver and Boulder, dubbed the "Kite Route" because of the shape of its route.



Today the depot interprets and tells the history of transportation in Broomfield but in earlier times the depot served not only as a transportation hub but as a gathering place to socialize and learn the latest news.

A significant grant from the Colorado State Historical Fund and funding from Broomfield's capital improvement fund are providing the necessary funds to enable the Broomfield Depot Museum to renovate its 105-year old building. First, the building's foundation will be secured, then exterior wood doors, windows, siding and trim will be preserved or replaced and cracks and crevasses repaired.

Saturday tours are expected to resume in January 2015; to confirm, call 303-460-6824.

Kremmling Railroad Depot

In 1902, the Denver, North Western & Pacific Railway was incorporated by David Moffat and six other businessmen in response to Denver having been bypassed by both the Union Pacific and the D&RGW. The plan was for the railroad to originate in Denver and terminate in Salt Lake City. By the summer of 1905, a depot was under



construction in Kremmling, with the railroad reaching Kremmling in July of 1906.

The route west required many tunnels and switch back loops; as a result Moffat ran out of money. In May 1912, the DNW&P was placed in receivership, and in April 1913 it was reformed as the Denver and Salt Lake Railroad. The next reorganization in 1926 renamed the railroad the Denver & Salt Lake Railway. The D&SL legacy is impressive: the railroad's route has outlasted most other rail lines in Colorado.

The Kremmling depot is the last remaining depot of its floor plan built by the DNW&P. In 2008 the depot narrowly escaped demolition. With donations from the UPRR, Grand County commissioners, Grand County Historical Society, and Grand Lake Historical Society, it was successfully moved six blocks to its present location. The UPRR removed asbestos roof shingles before it was moved.

The depot will be kept as historically correct as possible. Restoration is a long term project, requiring considerable funds to accomplish it. The first order of business is to secure the foundation.

For information, contact the Grand County Historical Assn, PO Box 246, Kremmling, CO

Denver, Northwestern & Pacific Railway Station Being Restored as Senior Center



While much attention is being devoted to the completion of Denver Union Station, the nearby Moffat Station, once a major passenger train and freight station closed since 1947, is also being renovated. It is part of an upscale independent living, assisted living, and memory care senior living community. So far, Balfour Development has spent close to \$1 million to bring the exterior back to look the way it did when it first opened in 1907. "The exterior will have "repointed" brick and new pummels; the interior will serve as a newly-renovated common area for residents, including a baby grand piano, fireplace, and big living room area," according to the *Denver Business Journal* June 30, 2014 edition.

Rocky Mountain Railroad Heritage Society
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Walsenburg Depot Bob Brewster photo

Newsletter Volunteer Staff
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Photographer: Mike Walker

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 have been made. Digital text submissions in .doc or .docx; photos in jpg, please. Submit articles and photos to the following address.

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publishes this newsletter at
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RMRHS has applied for Federal 501(c)(3) status.



Colorado's 70-year old foundry, Ulrich Locomotive Works

When Strasburg Movie Theater owner Virgil Ulrich decided to build a live steam locomotive, he set up a small foundry and machine shop behind the theater. In three short years, it became the place to go for equipment repair and welding jobs. When his son Marlin joined the business, ULCO began to fill orders for machined parts and castings from all over the U.S., Mexico and Canada. They also perform inspections and evaluations on historic steam engines.

Mike Walker photo

Contributors to this edition:
Rick Gardner Jim Jordan
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Mike and Sigi Walker

PRESIDENT'S LETTER TO THE MEMBERSHIP:

First, I would like to invite all RMRHS supporters to stop by our tables at the TCA show being held on November 29th and 30th at the Merchandise Mart. In October's newsletter, I asked for volunteers to help. If you have not already done so, please call me at 303-269-9768.

Following our annual meeting in October, Roundhouse Preservation, Inc. of Hugo, Colorado, joined our society. Their efforts are one of the restoration projects highlighted on the front page. Also featured are two organizations Mike and Sigi Walker learned about at the annual luncheon of the Rocky Mountain Railroad Club. I am so pleased to learn of their efforts.

We signed the Agreement to purchase the Dumont Depot on Thursday, November 20th!

Deep and sincere thanks to Linda Cohn who negotiated the contract with owner Ryan Berwick's attorney. We are grateful to Ryan for realizing the significance of saving the depot and working with the RMRHS to make the purchase possible.

A Colorado and Southern Box car is to be donated to us in December.

It looks as if we are to be given the scale house at Brighton by the new owner. The only sticking point is where we intend to put it as they would like to know for whatever reason. Possibly we could offer it to either Palmer Lake or maybe Lawson.

Finally, The RMRHS poster will be for sale at the Toy Train Show and the TECO show; it has been tweaked and upgraded a bit. It will be a limited run of 100. Members price is \$5.00, and non-members is \$10.00, they will be signed and numbered.

Reminder: if you haven't renewed your membership, please do so as soon as possible so that you can participate in some of the exciting things we are planning for our membership, hint railroad tours, and our own coffee mug with our logo on it.

With much appreciation, Jim



The M-300 can currently be seen at the Oklahoma Railway Museum, an outdoor museum, 3400 NE Grand Blvd, in Oklahoma City. (405) 424-8222
www.oklahomarailwaymuseum.org

For more information on the M-300, go to:
www.wagon-wheel-gap-route.freehomepage.com



The San Luis Valley Southern Railway Company used Motorcar M-300 to carry local freight and passengers from Blanca, CO to Jaroso, CO, a distance of 31.5 miles. After two abandonments, only 1.53 miles of operational track remained. SSLV operations lasted until 1994. The track was sold to the San Luis & Rio Grande RR and is currently used for railroad car storage.

Please ✕

or provide the information requested on a plain sheet of paper and mail with payment.

Rocky Mountain Railroad Heritage Society

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- Individual \$25 Business \$100
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Please enclose check only; no cash.

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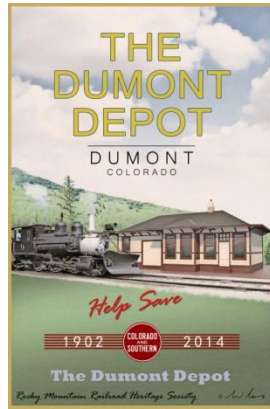
Date: _____ Venue: _____

Update on the Historic Depots and Buildings RMRHS is working to preserve

Dumont Depot Update

The 1900s saw the advent of the railroad, and Dumont was one of the few Clear Creek County communities to have a fine depot. The Dumont Depot was built in 1902 by the Colorado & Southern RR to serve the area between Idaho Springs and Georgetown. The area, known as Mill Creek Valley, had numerous ore mills needing rail service. When constructed, the depot was both a railroad station and a post office.

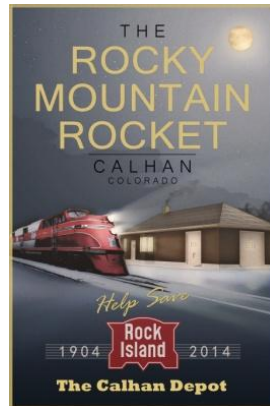
Status: The Purchase Agreement for the depot building (not land) has been signed. The RMRHS now needs to raise \$10,000, after which the building will be donated to the Mill Creek Valley Historical Society and moved.



Calhan Depot Update

This 1906 depot in Calhan served the Chicago, Rock Island and Pacific Railroad on its route between Kansas and Colorado Springs. The Calhan depot is one of only two surviving Rock Island Railroad depots remaining on their original sites. The Rock Island slipped into bankruptcy in the early 1970s and in 1993-94 the rails were pulled up and sold for scrap. The depot was listed on the National Register in 1995 (5EP2173).

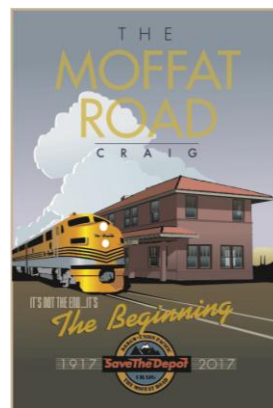
Status: Structure evaluation has been completed. Awaiting notification of grant request approval.



Craig Depot Update

Built in 1917, the Craig Depot is an example of early 1900s architectural style. The Moffat Line and the Craig Depot served as the hub of activity for transportation of livestock, coal, supplies, and people to and from an isolated area. It was the end of the Moffat Line; loss of financial backing forced David Moffat to end his dream to run from Denver to Salt Lake City there. In 1985, the D&RG RR shut down the depot. Current owner UPRR is pushing to demolish the building unless it can be moved.

Status: Awaiting approval for delay of the demolition, currently in the hands of UP's General Superintendent



Loveland Great Western Rwy Depot: OmniTrax has put the contract on hold although Granby and Dave Naples have signed it.

Brighton Great Western Rwy scale and freight house: The land on which this building sits will soon have a new owner. It is possible that it will be given to the RMRHS, along with some rail and switch stands.

Kit Carson (CO) Pumphouse Update

This Kit Carson structure, built in the style of most buildings in the 1860-1870's, is slated for demolition if it is not moved.

The stone engine house and attached well house are perhaps the last remaining structures of the Kansas Pacific Railway. Collectively, the structures are referred to as the Kit Carson Pumphouse. The site was listed on the Colorado Register of Historic Properties (5CH114) in 1995. Colorado Preservation, Inc. also lists it as one of Colorado's most endangered structures.

Status: Building donated to Kit Carson Historical Society but land is owned by the UPRR. Grant request from the state for an evaluation in progress. Need funding to move the building.



Grand Junction Depot News

Designed by Henry J. Schlack and constructed in 1905 by the William Simpson Construction Company, this two-story brick depot, with terra cotta detailing, features elements of the Italian Renaissance style. The depot contributed to the development of the western portion of the Denver & Rio Grande Western Railroad system as well as to the growth of Grand Junction. Listed on the National Register 9/8/1992 (5ME.4163). It is currently privately-owned and the attached freight house is being used to fabricate zip line hardware.

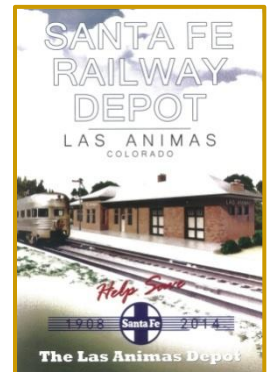
Status: The RMRHS is collaborating with the Friends of the Grand Junction Depot to preserve "the finest depot of its kind in the West."



Las Animas Depot: State Register 5/14/1997, 5BN.415

Built in 1908, the Las Animas depot is a good intact example of the Santa Fe Railroad's *Brick Standard Plan* depot design frequently erected in Kansas and Colorado in the first decade of the 20th century. The depot is slightly different in that the front bay window is rectangular instead of half-hexagonal. The rear of the depot features a "carriage porch." It is associated with both passenger and freight railroad transportation. It is owned by the BNSF Railroad and has been leased to Bent County for the past three years.

Status: Clean-up of the property by volunteers has been ongoing. Bent County and Las Animas have made numerous offers to purchase the building and the land.



Trinchere Freight House (now a museum): No news to report. The owner wants to move the building because of wildfire danger. There is no nearby fire protection available.

Como Depot: Don't forget to mark your calendar for August 22, 2015, the grand opening and dedication of the depot to be held in conjunction with the 20th annual Boreas Pass Railroad Days.

The posters shown above are available from the RMRHS for \$20.00. All proceeds will be used to further the activities of the RMRHS.

Errata: In Issue 7 we reported that the Monte Vista depot had served as the Monte Vista Chamber of Commerce. This is incorrect. The depot was actually relocated from Alamosa, where it had served as a visitor center and the Alamosa Chamber of Commerce offices. It is presently owned by the San Luis & Rio Grande Railroad, whose freight trains pass by the building. Plans for the building are not known at this time.

Train Treks with Mike and Sigi Walker: Pullman Restoration on a Massive Scale

Several years ago during a stop in Chicago, we visited the historic company town built by George M. Pullman. It is located 14 miles south of the downtown Chicago headquarters of his Pullman Palace Car Company which was incorporated February 22, 1867, in the State of Illinois. One of the first planned industrial towns in the U.S., its unique architecture and landscaping created an ideal working and living environment.

Pullman Car Works opened here in 1881; it had the latest car building technology in a state-of-the-art facility. Pullman's model town was built between 1880 and 1884. By 1894, it counted over 1,740 different types of American Queen Anne style residential



units: executive homes and worker's cottages, bachelor housing and multi-unit apartments. Other major buildings were built as well: a school, a nondenominational church, a library, and the Hotel Florence. Of its 12,000 residents, over 2,000 were Pullman employees.

In 1865, Pullman began by building a luxurious sleeping car (named *Pioneer*). Between 1865, the end of the Civil War, and 1885, Pullman managed to out-compete or absorb most, if not all, of his competition. He also developed a major presence in Canada and Mexico during this time. His efforts to enter the European market, however, were only mildly successful, ending in 1906.

Beginning in the 1880s, Pullman helped to popularize a number of significant improvements in railroad car technology by quickly adopting electric lighting, steam heat, and the enclosed vestibule. Replacing candles, lanterns, and gas lights with electric lights and wood and coal stoves with steam heat sent to the cars from the locomotive greatly reduced the risk of fire; enclosed vestibules protected passengers from the weather, controlled jarring, and reduced the danger of cars telescoping. In the early 20th century, all-steel car construction provided strength and greatly lessened the risk of fire.

Pullman's influences also extended to the operation of his cars. By the early 20th century, Pullman had a virtual monopoly in the operation of sleeping cars in the U.S., controlling almost 90 percent of North American railroad sleeping car service. The cars were attached to passenger trains run by the various railroads; in some instances, the railroads owned the cars but Pullman operated them. He benefitted from the rapid

growth of railroad mileage, westward expansion, development of a national network, and standardization of track gauges. He also took advantage of the large post-Civil War pool of black males whom he hired exclusively for porter positions. Relatively well-paid, they made sure their children were educated and formed the base of the black middle class. By the end of 1899, competing sleeping car businesses had either folded or sold out to the Pullman Company.

After the crash of 1893 and economic recession of 1893 through 1897, there was a huge slowdown in railroad car orders. Pullman cut workers' wages (but not the housing unit rental rates) to help keep as many workers employed as possible. He did not, however, cut the salaries of his managers. In 1894, encouraged by Eugene V. Debs of the American Railway Union, the Pullman workers called a crippling strike.

One of the results of the strike was the ruling that all non-industrial property had to be privately owned. (By 1907, all residential units had been sold and have been privately owned since. By 1894, the Greenstone Church was rented by the Presbyterians on a full time basis.) The strike and economic recession took a heavy toll on George Pullman as he managed the company through the recession and positioned it for its great future; he died of a heart attack in 1897. He was succeeded by Robert Todd Lincoln, son of the late president.

Despite the strike, the turn of the century found the massive corporation rich in cash and with a new name: The Pullman Company. By 1920, Pullman employed 22,886 people, of which over 11,200 were in maintenance, cleaning, and clerical positions – it was an extremely labor intensive business. The economic boom of the 1920s saw the addition of hundreds of new trains and thousands of new Pullman cars. During the peak years of American passenger railroading, several all-Pullman trains existed, including the *20th Century Limited* on the New York Central Railroad, the *Broadway Limited* on the Pennsylvania Railroad, the *Panama Limited* on the Illinois Central Railroad, and the *Super Chief* on the Atchison, Topeka and Santa Fe Railway. It is interesting to note that "the last traditional streamliner built with Pullman cars was the [D&RG's] *Denver Zephyr* of 1956."



dormant since 1982 and now owned by the

state, into a museum of transportation.

The clock tower has been rebuilt, and the interior of the administration building is under restoration. For 41 years, the Historic Pullman Foundation has conducted house tours of the district. The Illinois Historic Preservation Agency sponsors tours of the Hotel Florence and the Pullman Factory. Some residents open their homes for the tours, and docents provide historical commentary for guests.

We learned about Pullman's "Colorado connection" shortly after our visit. In 1860, only five short years before establishing his Pullman Palace Car Company, George M. Pullman arrived in Colorado. By May of 1861, after gold milling work and operating a freight business, he and several business associates officially platted the 1600-acre Cold Spring Ranch, located southeast of present-day Golden, Colorado.

The ranch included a one-story log house set on a cut-stone foundation, built in 1860 by John F. Vandevanter next to a cool water spring. Pullman traded 5 yoke of cattle and a lumber wagon for it that same year. It became a prominent way station, a base camp for the gold fields, and a central point for Pullman's freighting business between Central City and Denver. Pullman returned to Illinois in 1864 with the \$20,000 he had netted from his Colorado sojourn and began building his famed sleeper railroad cars.

Years later the Pullman log house (see 1940 Herndon Davis painting at right) was dismantled and the logs taken to Central City. In 1997, the



logs were relocated to Golden by volunteers of the Golden Landmarks Association (GLA). Custody was transferred to the GLA by the Gilpin County Historical Museum and the Coeur D'Alene Mine in Central City. Options to rebuild Pullman's 1860 log house are currently being evaluated, taking into account the logs were damaged in an arsonist-set fire.

Historic Pullman may be designated a National Historic Monument/Park by year's end.

All photos courtesy of Historic Pullman Foundation

