



# Newsletter

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Editor: Jim Jordan  
Graphic Design: Lindsey Runyan

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Photo by Jan Moore



As we approach the end of the year, I feel we should look back on our fifth year of existence. We

also should honor those who contributed so very much to the history of railroads in the Rocky Mountain West and will be sorely missed.

One of our most enthusiastic members, who passed away suddenly was Kerry Skidmore, the curator of the Union Pacific Railroad Museum in Cheyenne. Kerry died during a routine physical exam.

Kerry was very well liked and was a strong supporter of our society, and tried to help us get the CB&MR RR section house in Cheyenne. Sadly, they could not move the structure to the original location.

## A Letter From the President: Jim Jordan

The city had other plans. Kerry was a bit downhearted at that loss. But as was his personality, he bounced right back. He is much missed at the museum and within our society, as he was very knowledgeable and knew things that the average historian would never know in a million years.

Also, this year Kenton Forrest passed away. While Kenton was not a member of the society, he was one of most prolific writers on Colorado railroad history. His book, along with coauthor Stan Jones, on the Denver Union Station, is one of the best books written about that fabulous building.

The Denver Post summed it up best about him, "Born in Florida, moved to Denver in 1952, graduated from Alameda High

School and the Univ. of Northern Colorado. He was a science teacher for 30 years at Dunston Middle School. After retiring he spent his time volunteering at the Colorado Railroad Museum in Golden. As a Curator of Collections, Kenton authored and co-authored several books on trains, trolleys and Colorado history. It was not uncommon to see him riding buses around Denver and taking pictures of buildings, buses and trains. His love of trains took him on train trips all over the United States and to Europe. He was a volunteer conductor on the Ski Train for several years. He was a true Historian and will be missed".

Sadly the railroad groups have lost two very personable and good men this last year.



## Upcoming Events

### TRAIN SHOWS

Volunteers are needed to help with the remaining shows for this year. These shows are our life blood and help us accomplish our goals. You get lunch, your gas (if you drive) and your next year membership free (must work 2 shows). So please volunteer today!

**JANUARY 12TH & 13TH**  
TECO Train Show at Chapel Hills Mall in Colorado Springs. Saturday: 9:00 AM - 5:00 PM and Sunday: 9:00 AM - 4:00 PM.

**FEBRUARY 2ND & 3RD**  
Great American Train Show in Colorado Springs

**FEBRUARY 16TH & 17TH**  
Rails in the Rockies Train Show in Estes Park at the Mariner County Fairgrounds Exhibition Building. Saturday: 9:00 AM - 5:00 PM and Sunday: 9:00 AM - 4:00 PM.

**FEBRUARY 23RD**  
Board of Directors Meeting in CO Springs at El Pomar in the Lautrec Boardroom from 12:30 PM - 2:45 PM

**MARCH 2ND & 3RD**  
TCA Train Show at the Denver Merchandise Mart at 58th & Washington. Saturday: 9:00 AM - 5:00 PM and Sunday: 9:00 AM - 4:00 PM.

**MAY 19TH & 20TH**  
Depot Days at the Cheyenne Depot. Enjoy exhibits and tours of the historic UP roundhouse and WASATCH RR Contractors on Saturday & Sunday from 9:00 AM - 3:00 PM. Visit: [www.chenyendepotmuseum.org](http://www.chenyendepotmuseum.org) for more info and to purchase tickets.

## President's Letter continued...

On a less somber note, we have made outstanding progress this past year, from Luann single handedly painting the Calhan depot, to all the great work the crew down at Calhan has done, such as laying track, having our wonderful old railroad cars delivered, and then painted. Volunteers and members contributed to the fantastic art show, and in the everyday work of the society. The volunteers at the train shows should be applauded, as well as, members taking an interest in our society. This has been a banner year for us in moving forward into 2019. The donations both financial, and equipment-wise were very generously donated to the society from many a source.

The members who have worked very hard to build a strong and dedicated society should each be recognized for their fantastic efforts. So here goes as these people are the backbone of the society. Linda and Caty Daniels-rail layers, Lester Colburn, Vice President of Projects Eastern Colorado, Doug Cohn, Wayne Kemp, Lindsey Runyan, Doug Hesbol, Jennifer Jordan, John Emmot, Jan Moore, Steve Wadle, Luann and Russ, Phil Rozakis, Gus Chambers, Leonard Walmsley, Greg Roberts, John Greeley, Mike Peck, Howard Noble, Daun Knight, Fran Boskovich, Gary Goodson, Gayle McKenna, Roy Thompson, Dave Christenson, and John Gardberg, as well as corporate sponsors and partners such as the Forney Museum, The Royal Gorge Route, and The Georgetown Loop Railroad.

I feel that we will have a banner year this year and we will move forward on our four different projects. Thanks to all of you for the kindness and enthusiasm you have displayed this year. We should look forward to next year and our advancement to restoring and preserving these great old stations and cars.

Finally, Merry Christmas and the Happiest New Year to all of you!

~ Jim Jordan



Photo by Wayne Kemp

## The Train By Steve Wadell

*At birth we boarded the train and, met our parents, and we believe they will always travel on our side. However, at some station our parents will step down from the train, leaving us on this journey alone.*

*As time goes by, other people will board the train; and they will be significant i.e, our siblings, friends, children, and even the love of your life. Many will step down. And leave a permanent vacuum. Others will go so unnoticed that we don't realize they vacated their seats.*

*This train ride will be full of joy, sorrow, fantasy, expectations, hellos, goodbyes, and farewells. Success consists of having a good relationship with all the passengers requiring that we give the best of ourselves.*

*The mystery to everyone is: We do not know at which station we ourselves will step down. So, we must live in the best way, love, forgive, and offer the best of who we are. It is important to do this because when the time comes for us to step down and leave our seat empty we should leave behind beautiful memories for those who will continue to travel on the train of life.*

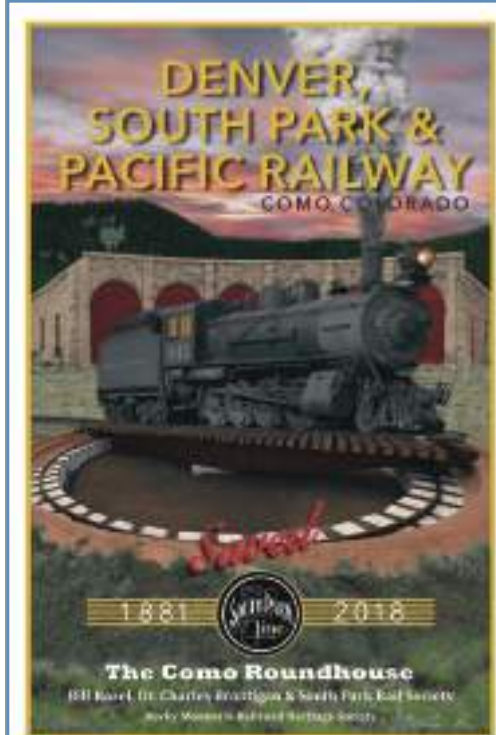
*I wish you a joyful journey on the train of life. Reap success and give lots of love. More importantly, Thank God for the journey.*



Illustration by Thomas B. Jordan

## Como Poster

Our graphic designer, Lindsey Runyan has designed and crafted what I believe is one of the best works she has done to date. It is of an engine sitting on the turn table at the Como Roundhouse. It has been limited to just 100 copies. The price of the copies is \$35 for a signed one with Lindsey's signature, and \$50.00 for a version signed by Lindsey, Dr. Brantigan, Robert Schoppe, and Dave Tomkins. There will be only 10 of these done. So if you would like one or both of them please call 303-269-9768 and reserve one. I feel that this is one of the top two posters that Lindsey has done for the society, it really captures the spirit of the Roundhouse.



Como Roundhouse Poster by Lindsey Runyan  
For contact info and online portfolio please visit:  
[www.coroflot.com/lindseyrunyan](http://www.coroflot.com/lindseyrunyan)





Photo By Wayne Kemp

## About the Calhan Depot & Surrounding Area, Part 2

### Compiled By Steve Wadle

A folk song immortalized by "Leadbelly" Huddie Ledbetter proclaimed "the Rock Island Line is a mighty fine line." Despite the words of praise, the railroad began to decline in the 1930's. Automobiles provided an affordable transportation alternative and a sense of independence. The Depression further worsened the Rock Island's financial condition. World War II brought renewed life to railroads and the RI was no exception as it carried troops to Fort Carson and Peterson Field. The end of gasoline rationing, general prosperity and Americans' love of automobiles proved increasingly damaging to the railroads in the United States in the post-World War 2 period.

The Colorado climate always made track maintenance costly. Blizzards, dust storms, and flash floods regularly sweep across the plains and wreaked havoc with the tracks. The June 1965

flood alone washed out the track in 67 places along the 21 mile stretch between Calhan and Elsmar.

In the face of ever declining profits, the RI reduced its services. The last passenger train passed through Calhan on October 16, 1966. Freight service was reduced from two to a single run a day during the 1960s. The RI retained the Calhan depot to serve primarily as a section house. In the early 1970s the train stopped altogether as the Rock Island slipped into bankruptcy.

A short-lived renaissance began in 1985 with the formation of the Cadillac & Lake City Railway Company. The new firm began operating over the old rails from Limon to Falcon, Colorado. The depot in Calhan served as company headquarters and the only depot along the route. The new company provided limited freight service and

occasional passenger excursions including some to the El Paso County Fair. Despite plans for additional service and dinner-train excursions, financial success eluded the new line and service ended in 1986. In 1993/94 the rails between Falcon and Limon were removed for scrap and the weed choked roadbed saw its last activity.

The town of Calhan acquired the depot from the County in 1993 for the price of one dollar. As the last Rock Island depot in Colorado remaining in its original location, the Calhan depot has statewide significance.

~ from *The National Register of Historic Places Continuation Sheet.*

## Causing The Rock Island Railroad Fits

### By Percy A. Comfree, Compiled By Steve Wadle

Calhan is probably the "highest" non-mountain town out on the plains, at an elevation of slightly more than 6,500 feet. We kids always referred to visiting down in Colorado Springs, which was an accurate statement since that city was situated at 5,900 feet. But for some unknown reason, we always went to visit "up in Denver," even though the state capitol was exactly a mile high (it's actually the 18th step from the top of the west entrance.)

Because of its "peak" height atop the Arkansas Divide (waters in the Big Sandy Creek flow into the Arkansas River, hence to the Mississippi in Arkansas, while the waters over the divide flow into the South Platte and later the Missouri before emptying into the mighty Mississippi) Calhan was an important stop for the steam trains on the Rock Island lines. Due to the climb up from Limon, most every train had to stop in Calhan to take on water.

Doubleheaders were rare in those days, especially out on the prairies of Eastern Colorado. But the freight locomotives were usually huge monsters and seemed much larger than the sleek engines that pulled the passenger cars. They all had something in common, they needed water to convert to steam, and that need was subverted by us kids into a "game" that kept us laughing by the hour.

It was not funny to the railroad people, however, and I don't blame them being mad at us for the hardship we were causing them. Every night about 10 a long freight train would stop in Calhan to unload milk cans, freight and other items, and take on water. About once a week, we boys would smear bicycle grease on the tracks in about the position the engine would stop for water. Trains headed east had no problem, since it was downhill in that direction. Those headed west, however, had trouble getting traction to roll.

## continued...

I can still hear the rapid chug-chug-chug of the engine, as the engineer would let his train roll back, then spin his drive wheels madly, trying with not much luck to get his rolling stock rolling. Over and over, the engineer would repeat the procedure until enough sand was let out to overcome the effects of the grease or he backed far enough away to get out of the slick place. We boys were laughing hysterically, hidden away in the weeds north of the tracks and we wouldn't stop laughing until the train disappeared on the west horizon.

It was dangerous fun for us and costly for the Rock Island in that they used to send "railroad dicks" out from Colorado Springs and Goodland, Kansas to try to catch us, but they never did.

We roared and hooted while the mighty engine would spin its big wheels uselessly, all because of a few small dabs of bicycle grease.

~ By Percy A. Comfree of the *Louisville Times*, Number 49, May 27, 1981

Photo By Wayne Kemp





RMRHS ART SHOW WINNERS



BEST IN SHOW - Samuel Howard



1ST PLACE - Wayne Kemp



2ND PLACE - Thomas B. Jordon



3RD PLACE - Heather McDowell

# RMRHS Art Show By Lindsey Runyan

In November RMRHS presented the Planes, Trains and Automobiles: The Art of Transportation Art Show. Hosted by the Forney Museum of Transportation, the opening reception was held on November 17th from 6-9 pm and the show ran from November 17th-30th.

The show featured 17 local artists and 40 pieces of artwork featuring painting, drawing, photography, sculpture, mixed media and stained glass all showcasing the Art of Transportation.

Show coordinators included myself, graphic designer Lindsey Runyan, fine artist Daun Knight, RMRHS president Jim Jordan, Forney Assistant Director Kai Sodke and Forney Executive Director Christof Kheim.

Awards of cash prizes & gift cards were given to Samuel Howard for Best In Show, Wayne Kemp for 1st Place, Thomas B. Jordon for 2nd Place, and Heather McDowell for 3rd Place. Honorable Mentions were given to Ron Zito, Oliver & Bill Nelson, Viola O'Connor, Dave Frazier and Ron Maestas. Michael Rogers received the "Forney Favorite" award which included a private "behind the scenes tour" of the

Forney by Executive Director, Christof Kheim. Thank you to every artist that participated in the show!

RMRHS is extremely grateful to the Forney for hosting the Art Show and helping us to set up an amazing space that best showcased the wide variety of work. Kai and Christof were integral in making this show a success and we appreciate their time and effort and this unique opportunity to present transportation artwork in the most perfect setting.

This event would not be possible without the generosity of our sponsors who not only contributed monetarily but also donated a plethora of items for the silent auction. We thank you for your support! Special thanks to Guiry's, Ace Hardware University Hills and A & A Trading Post Ace Hardware for the generous donation of gift cards for our winners.

And last but not least we wish to thank our tireless volunteers, Jan Moore, Jennifer Jordan, Doug Cohn, Jason Rollinger and Jayme Irvin without you this event would not have been possible! Thanks a million everyone!



Photos by Lindsey Runyan, Wayne Kemp & Daun Knight

Daun Knight, Lindsey Runyan and Kai Sodke



HONORABLE MENTIONS - From Left to Right - Ron Zito, Oliver & Bill Nelson, Viola O'Connor, Dave Frazier, and Ron Maestas.

FORNEY FAVORITE AWARD - Michael Rogers

Photos by Lindsey Runyan

## ARTISTS

Thank you for participating in the RMRHS Art Show!

- Lukas & Blake Anneberg
- Chas. Barbour
- Dave Frazier
- Dean Glorso
- Joseph Hahn
- Samuel Howard
- Thomas B. Jordon
- Wayne R. Kemp
- Ken Maestas
- Jim Matusak
- Heather McDowell
- Jan Moore
- Bill & Oliver Nelson
- Viola O'Connor
- Michael Rogers
- Nadia Sperry
- Ron Zito

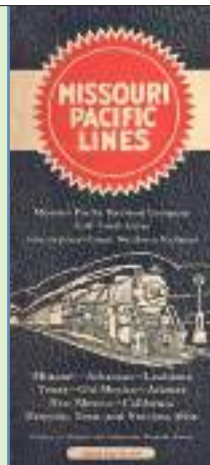
## SPONSORS

Thank you for your generous donations and for helping to make the RMRHS Art Show a success!

- |   |                                     |
|---|-------------------------------------|
| Ace Hardware - A & A Trading Post       | Guiry's                             |
| Ace Hardware - University Hills         | Hotel Elegante                      |
| Access Printing                         | Jim Jordan                          |
| Anthology Fine Art                      | Kaladi Brothers Coffee              |
| Chas. Barbour                           | Mad Adventures                      |
| City of Calhan Colorado                 | Palisade Chamber of Commerce        |
| City Pop Southglenn                     | Papa's Restaurant                   |
| Colorado Public Television - Channel 12 | Pizza Madness                       |
| Denver Brass                            | Richard Luckin Productions          |
| Doug Hesbol                             | Royal Gorge Route                   |
| Englewood Historic Preservation Society | Talon Winery                        |
| Florence Pioneer Museum                 | Train Collectore Association        |
| Forney Museum of Transportation         | Village Inn - CO Springs            |
| Frontier Gallery                        | Western Museum of Mining & Industry |
| Gallagher Books                         | The Whiskey Biscuit                 |
| Georgetown Loop                         | The Winery at Holy Cross Abbey      |



Photos from  
Wikipedia



## The Missouri Pacific Railroad

The Missouri Pacific Railroad was one of the first railroads in the United States that was west of the Mississippi River. It started off as the Pacific Railroad with ground being broken in St. Louis, Missouri on the 4th of July 1851. In 1852 the first section of track was laid and was temporarily halted by the Civil War. But by 1865 it had edged as far as Kansas, and was the first railroad to reach Kansas City, Missouri. Seven years later it was reorganized as the Missouri Pacific Railway by new investors because of a debt crisis, which was common among railroads of that era.

The Missouri Pacific Railway was one of the railroads which were gobbled up by Jay Gould, a controversial and somewhat shady financier from New York City. From 1879 until his death in 1892, Gould increased his western railroad empire, stretching from Colorado, Nebraska, Texas, Arkansas and Louisiana. From 1892 to 1915 his son ran the Missouri Pacific until it went bankrupt in 1915. Forced to merge with the St. Louis, Iron Mountain and Southern Railway in 1917 it then became the Missouri Pacific Railroad.

It in turn acquired a number of other railroads in Texas including Gulf Coast Lines, International-Great Northern Railroad, and the Texas and Pacific Railway Company. In 1933 at the height of the depression the railroad again

had to declare bankruptcy and go into receivership, which finally was declared out of bankruptcy in 1956.

After the bankruptcy, the railroad merged with and acquired a number of other railroads among them were: Chicago and Eastern Illinois Railroad (C&EI), St. Louis, Brownsville and Mexico Railway (SLBM), Kansas, Oklahoma and Gulf Railway (KO&G), Midland Valley Railroad (MV), San Antonio, Uvalde and Gulf Railroad, New Orleans, Texas and Mexico Railway (NOTM), Missouri-Illinois Railroad, as well as the small Central Branch Railway (an early predecessor of MP in Kansas and south central Nebraska), and joint ventures such as the Alton and Southern Railroad.

By the 1980's the Missouri Pacific Railroad owned and operated 11,469 miles of rail line over 11 states bounded by Chicago to the east, Pueblo, Colorado, in the west, north to Omaha, south to the U.S.-Mexico border in Laredo, Texas, and southeast along the Gulf seaports of Louisiana and Texas.

The Missouri Pacific operated a fleet of more than 1,500 diesel locomotives, almost all purchased within the previous 10 years. Under the leadership of Downing B. Jenks, who became president and chief executive in 1961, the company became a pioneer in the early days of computer-guided rail

## Compiled By Jim Jordan

technology. It was a major hauler of coal, grain, ore, autos, dry goods and shipping containers. At the time of its mega-merger in 1982, the Missouri Pacific owned more and newer locomotives and operated more track than its competitor, the Union Pacific Railroad.

On December 22, 1982 the Missouri Pacific was purchased by the Union Pacific Corporation and combined with the Western Pacific Railroad and Union Pacific Railroad to form one large railroad system. The new entity was called Pacific Rail Systems; and even though part of the Union Pacific Corporation, all three railroads maintained their own corporate and commercial identity.

On December 1, 1989, the Missouri Kansas Texas and the Galveston, Houston & Henderson were merged into the Missouri Pacific after having been acquired by the Union Pacific Corporation in 1988. By 1994 all motive power of the Missouri Pacific was repainted and on January 1, 1997, the Missouri Pacific was officially merged into the Union Pacific Railroad by the Union Pacific Corporation. UP continued to use the Missouri Pacific headquarters building at 210 N. 13th St. in downtown St. Louis for its customer service center until February 15, 2002.

~ *The Route of the Eagles, MOP advertising brochure 1959, Wikipedia, and Great Passenger Trains of America, 1955*

## SPONSOR: Forney Museum

One of the better museums in Denver and a real supporter of our society is the internationally renowned Forney's Museum of Transportation. Originally founded by J. D. Forney and Doctor James, Arneill in 1961 and centered around a vast collection of automobiles and motorbikes, Forney's is today one of the must see museums when you are in Denver.

Housing many rare and famous automobiles, railroad engines, motorcycles, bicycles, aircraft, and so much more; it is a collection that will take your breath away. From Amelia Earhart's 1923 Kissel Gold Bug Speedster to the legendary early movie director, David Wark Griffiths 1928 Hispano Suiza, six wheel, Victoria Town Car and a whole plethora of beautiful and exotic cars, from a time when there was a beauty and grace to automobiles.

Forney's also has a 1944 Union Pacific American Locomotive Works, 4-8-8-4, "Big Boy" one of the largest railroad engines ever built. In addition they also have one of the few surviving GP30's that traversed the Colorado and Utah Rockies when it was the main power for the Denver and Rio Grande Western Railroad.

Under the direction of Christof Kheim the museum has prospered and grown to a museum, which now has an international reputation.

We strongly urge that you visit Forney's and tell them you are a member of our society and thank them for all the support they have provided our society. Forney's donated our 1912 Rock Island caboose, and our 1905 Colorado and Southern, first class coach to our society. So thank them for the great job they are doing in providing a glimpse of the history of transportation.



Photos by  
Lindsey Runyan



## Forney Museum of Transportation

4303 Brighton Blvd  
Denver, CO 80216  
303.297.1113  
www.forneymuseum.org

HOURS  
Monday - Saturday, 10 am - 5 pm  
Sunday, 12 pm - 5 pm

ADMISSION RATES  
Adults - \$11, Seniors (65+) \$9  
Children (3-12) - \$5  
Children (under 3) FREE





## SPONSOR: Royal Gorge Route

One of the most scenic railroad trips you can take in Colorado is to travel through the Royal Gorge just outside of Canon City. The story of the war between the Santa Fe and the Denver and Rio Grande Railroad is fascinating but we want to acquaint you with one of the most enjoyable trips that you can take through the Gorge.

A number of years back, after the Union Pacific obtained the Denver and Rio Grande Western, an entrepreneurial individual, who is truly a modern railroad legend decided that it would be a shame if visitors and residents could not see this beautiful and scenic canyon with the spectacular Arkansas River churning its way through this geological wonder. So being the bold person he is, he gathered his resources and obtained engines and cars for his railroad.

Over the years he obtained some great engines (F units built by EMD in the 1950's and reconditioned to like new condition) and passenger cars from a number of railroads here in the U.S. and Canada. Being the visionary he is, he decided that this train would cater to the persons who enjoys good railroad travel harking back to a long gone time in the distant past. He felt the cars should be clean and attractive and that the food service should be of the highest quality. To that end he brought in top chefs to provide great gourmet, fine restaurant dining.

So when you ride the Royal Gorge Railroad you feel like a passenger on the Santa Fe Super Chief or the 20th Century Limited must have felt in prewar America. Pampered first class service, with beautiful scenery.

We urge you to take a trip on this magnificent train, you will be glad you did.



## Royal Gorge Route Railroad

330-B Royal Gorge Boulevard  
Canon City, CO 81212  
719-276-4000  
[www.royalgorgeroute.com](http://www.royalgorgeroute.com)



Photos by  
Wayne Kemp

## SPONSOR: Hotel Eleganté

One of our society's most enthusiastic sponsors is, and has been for some time Hotel Elegante in Colorado Springs. This hotel is part of a chain of great hotels throughout the Southwestern United States.

They totally support our Mission and have donated rooms when we have a fund raising campaign such as the one we just had in conjunction with the art show. The rooms are very clean and spacious, the hotel staff are more than helpful, and are personable trying to make your stay a pleasant and memorable experience.

A number of our members have stayed there and have enjoyed the ambience and hospitality of all the different services provided.

We strongly support Elegante and recommend you consider staying there your next time in Colorado Springs or at a weekend getaway if you live in the "Springs". Please let them know you are a member of our society when you stay there.



Photos by  
Wayne Kemp &  
Hotel Eleganté  
Website

## Hotel Eleganté

2886 S. Circle Drive  
Colorado Springs, CO 80906  
719-576-5900  
[www.hotelegante.com](http://www.hotelegante.com)



## MEMBERSHIP APPLICATION 2019

- |  |   |
|--|---|
| <input type="checkbox"/> Individual \$25                                 | <input type="checkbox"/> Associate \$45         |
| <input type="checkbox"/> Couple \$45                                     | <input type="checkbox"/> Business \$500         |
| <input type="checkbox"/> Family \$45<br><i>(children up to 12 years)</i> | <input type="checkbox"/> Lifetime/Patron \$1000 |

Name \_\_\_\_\_ Birth Month \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Interested in serving on a committee  Interests \_\_\_\_\_

Please enclose a Check or Money Order. For Credit Cards please call 303.269.9768

### Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

Members receive the Quarterly Newsletter, and any discounts merchants may have for our members.  
All 2019 memberships will expire on January 31st, 2020.

## Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

303-269-9768

rockymountainrailroad@yahoo.com

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