



Newsletter

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Editor: Jim Jordan
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Photo by Jim Lhotak



One of the perks of being involved with this society is the people you meet and work

with in the course of the daily business transacted for the society. I have been blessed to meet and work alongside of, what I consider to be, really great people. I feel that these individuals need to be recognized and applauded for their really great service. Too often they are unsung and their great contributions are unrecognized.

I am going to discuss four of these individuals and the dedication they have to our mission which we are trying to achieve.

The first is one of the hardest working and most decent persons I have met in the last 40 years at least, Lester Coburn. Before Lester was laid low by that terrible bacteria

A Letter From the President: Jim Jordan

which was in his blood stream, he would go out to Calhan and work by himself on doing everything and anything that he could to advance our project there. Lester could be counted on to volunteer at a moment's notice to help if we needed an extra hand, or a solution to one of our projects. The thing about Lester is that he truly is a good and decent man. He is the real thing; there is nothing phony about him. All we can do is hope that he gets well soon and is able to participate in the society's events once again.

The second individual is LuAnn. She has single handedly painted the Calhan Depot for us. We all know what a disaster the depot looked like prior to LuAnn's involvement. Thanks to her and her tireless efforts the depot is almost back to its 1903

appearance. Like Lester she will go out and paint without any notice or request for help. Her tireless efforts have not gone unnoticed by non-members and by residents of Calhan.

Helping LuAnn and providing support and always being there is her significant other is Russ. Recently after a severe blizzard in Calhan, Russ and LuAnn went out to check on the depot and cars at Calhan. The tarp which covered the coach was shredded and buried under snow. Russ went to work and covered the exposed windows. Then on Saturday he and Frank were able to cover the clerestory windows. Russ spent his own money to pick up the material to cover the windows. So LuAnn and Russ are heroes in my book. They care very much and need to be praised.

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!

APRIL 13TH & 14TH

TECO Train Show
Chapel Hills Mall
Colorado Springs
Saturday: 9:00 AM - 5:00 PM
Sunday: 9:00 AM - 4:00 PM

MARCH 23RD

Dumont Depot Advisory Group
Red Rock Grill
Morrison, CO
Saturday: 11:00 AM

MAY 18TH & 19TH

Depot Days at the Cheyenne Depot
Enjoy the model train show at
Frontier Days Exhibit Hall
Saturday & Sunday: 9:00 AM - 3:00 PM
For more info & to purchase tickets:
www.cheyennedepotmuseum.org

JULY 20TH & 21ST

Buena Vista Railfest: A weekend of rail history of the Colorado Midland, Denver South Park & Pacific, and Denver Rio Grande Railroads.
Buena Vista Heritage Museum
Buena Vista, CO
Saturday: 8:00 AM - 9:00 PM
Sunday: 9:00 AM - 2:00PM
Tickets: \$50.00 per person
For more info & to purchase tickets:
www.buenavistaheritage.org

President's Letter

continued...

Right along with them is Frank Boskovich who has generously put in over one hundred hours at Calhan. If we need help Frank comes forward. Frank is the project superintendent due to his knowledge and willingness to work as needed. Under his guidance, the depot project in Calhan is moving forward.

There are so many great people who want to see us move forward and should be recognized. Steve Waddle, Jan Moore, Wayne Kemp, Dan Abbott, Gus Chambers, Lindsey Runyan, Dave Christenson and Doug Cohn are unsung heroes in my book.

When you run into these good and kind people than them for their efforts. Without them we would not be moving forward as fast as we are. They work the train shows, do research for us and are there when needed.

Finally, starting in this newsletter we will have a drawing each issue for different items from our sponsors. This is open to all members whose memberships are paid up to date.

There will be two "prizes" awarded, one might be a gift certificate for King Soopers, the other one might be a couple of tickets on one of the tourist railroads in Colorado. They will be a thank you for your help and membership.

You each have a great chance to win something nice. Check to see that your membership is up to date.

Thank all of you.

~ Jim Jordan



Photo by
Jim Jordan

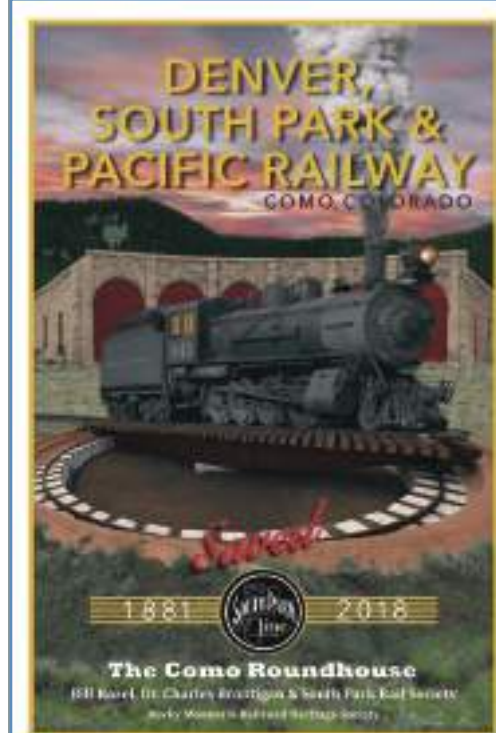
Winter In Calhan Photos by Wayne Kemp

In the prairie, sometimes it snows a lot, sometimes not so much. The drifts along US 24 are often deep. A very strong wind and snow storm came to Calhan on January 26th and damaged our rail cars. The wind tore off the tarp and some snow got into the passenger car. RMRHS is seeking roofing quotes in an effort to make a more permanent fix. Volunteer efforts are always appreciated!



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



Photo by George Werkema

Life in the Bunk Car

June 31, 1966 I began my adventure with the Colorado and Southern Railroad "Line gang". Our job included installation of railroad crossing signals between Trinidad Colorado and Wendover Wyoming. During winter months it would include repair and maintenance of the telephone lines.

Little did I know that this would place me inside of an antique railroad coach car with 4 other men for a week at a time. Rumor had it that the two railcars we used were used in the movie "Cat Ballou" filmed in 1965.

The "Outfit car" was number C&S-99603. And it had a baggage car for tools and equipment and the number was C&S-99604 if memory serves me correctly. The baggage car was huge. It carried our Fairmont motor car that we used to get from place to place on rail with while working and just about anything you would need to install a crossing signal or repair phone lines with.

Because the cars were older than the

Ark, the only way these rail cars could move was as a "rear end only". The frame structure would not hold together if any tonnage were behind it so they always trailed.

It was like riding the wooden rollercoaster at Elitch gardens. No suspension, no cushioning. Very rough ride for modern Diesel speeds and longer train length. Every time we moved it dishes ended up everywhere from the slack action and of course, dust from days long gone loosened and fell everywhere.

The foreman had his own separate room with door and privacy. The rest of us slept in a bunk area.

We had one source of heat. A pot belly stove. We used it for heat and for cooking and baking. To ensure we always had heat fuel, it came with a coal car like they used behind steam engines for fuel. I don't remember the number of the "tender". We carried chunk coal.

By Jack Jordan

In the winter time in Wyoming the stove could not produce enough heat to keep us warm at night and we had many blankets to crawl under. The walls, although made of tongue and groove oak had dried out so much that blowing snow would blow through the cracks and pile up on your blankets. Morning time we'd crank up the potbelly to full bore and start the day. It had a toilet but we only used it when moving as everything fell through to the railroad bed.

We always parked close to a depot just for the restroom facilities. We had a water tank inside the coach car that may have held 50 gallons and we did use it to cook and do dishes. We had another huge water tank on the fuel tender but that water was pretty rusty and we had to boil it to consume it. Back then you did that to earn a living. Today, they'd sue you for the bad conditions. We had a small built in table that would seat four to eat. The foreman ate at his desk. We had lights that ran off an extension

San Luis Central Railroad

By ???

The railroad is 13 miles (21 km) long, located between Sugar Junction (just east of Monte Vista, Colorado) and Center, Colorado. The railroad owns two locomotives: Electro Motive Division SW8 number 70 and General Electric 70 ton locomotive number 71. The company is owned by Rail World, Inc., which is controlled by Ed Burkhardt. Burkhardt is listed as president of SLC.

In the early part of the 20th Century Colorado experienced a boom which would revive the mineral boom of the previous 50 years. Instead of gold or silver the boom was green consisting of sugar beets, lettuce, potatoes and grains. To transport these commodities to processing plants three railroads came into being. The agriculturally-based railroads were the Great Western in Northern Colorado (and in other states), and in South Central Colorado's San Luis Valley, the San Luis Valley Southern in Costilla County and the San Luis

Central in eastern Rio Grande County. Headquartered in Monte Vista the San Luis Central Railroad was founded in 1913 and through a number of ownership changes still soldiers on today. Original steam power was replaced by diesels and there aren't massive train loads of sugar beets like once interchanged with the Denver and Rio Grande. But, the railroad still has its original name and trackage unlike the other two crop-based railroads.

Today the San Luis Valley Central no longer hauls sugar beets but it still hauls potatoes, barely, vegetables and fertilizer over its 13 mile length. It does interchange with Ed Ellis's Rio Grande Scenic Railroad at Monte Vista. The company is currently owned by the Pea Valley Corporation and will probably be around for a long time to come.



Photos by Denver Public Library & Francis Nye

Bunk Car cont...

cord from the depot. Not great lighting but lighting. Most of the original lights were kerosene and only one or two of those remained.

I remember the foreman had an old roll top desk in his room for paperwork. A desirable antique in today's world. Sadly, all of the woodwork and stained glass windows had been painted over by the time I stayed in it.

We lived in that outfit car for a couple of years before the railroad began paying for motels and meals. Last Time I saw them they were parked in C&S Rice yard in Denver.

As I look back, it was misery but it was fun.

~ Jack Jordan





From the Dining Car By Tony Rizzuto

I would like to begin by saying that my wife and I have been addicted to hunting for, and collecting dining car china for about the last twenty-five years, so don't say I didn't warn you.

As I am sure many of you already know in the early years of the railroads history there were no railroad dining cars, just eating houses located at prominent station stops. The length of stops was determined by the time needed to take on water and coal, exchange crew if needed, pick up and discharge passengers and mail. Nothing was allotted for eating so hungry passengers were on a finite time limit and always in fear of the train leaving without them.

We are all familiar with the Fred Harvey Houses and Harvey's brilliant business model of using young attractive ladies named the "Harvey Girls" to serve meals. Harvey was not the first to operate eating houses but he was keen enough to incorporate a decent meal, with uniformed wait staff that was consistent from one location to another in all of his locations. This

proved to be a very successful venture for many years. The train would pull into a station and all the passengers would rush off the train and in for a hot cooked meal served minutes after you sat down. The food was prepared ahead of time to be ready just as the train was due to arrive, there were usually only a few choices on the menu so again speed was more important than too many choices. I like to think Harvey was the inventor of all the fast food chains we now see on almost every corner in America. There are many collectors that limit their focus to just the many varieties of Harvey House china which again Harvey realized gave the whole experience a touch of class unmatched at his competitors.

So that gets us started with railroad china but soon the railroads themselves realized they were missing a revenue stream and the dining car was invented. Another innovator steps in and George Pullman begins the many years of fine dining with great meals aboard a moving train. His Pullman sleepers and dining cars completely change the nature of

Photos by Tony Rizzuto



Buena Vista Railfest July 20 & 21, 2019

Plan to attend this wonderful event! A weekend of rail history of the Colorado Midland, Denver South Park & Pacific, and Denver Rio Grande Railroads.

SATURDAY SCHEDULE: Buena Vista Heritage Museum

- 8-9:00 Registration at the museum
- 9:00 Mel McFarland...Colorado Midland RR
- 10:00 Bob Schoppe...Denver South Park & Pacific RR
- 11:00 George Barnett...Denver & Rio Grande RR
- 12:00 Hobo Lunch provided with your registration
Tour the Buena Vista Model RR Society historic layout
- 12:45 Dan Abbott...Colorado Midland RR
- 1:45 Ray Perschbacher...Denver South Park & Pacific RR
- 2:30 Round Table discussion, questions with all of our speakers
- 4:00 Tour of the 1890 DL&G Depot and 1883 CB&Q Caboose.
- 7-9:00 Layout and factory tours. See the factory shops of BK Switches, Trout Creek Engineering, Classic Miniatures, and Tru-Scale Models. Tour the home layouts of Harley Hamilton and Vic Kuklin MMR.

SUNDAY SCHEDULE: Departing from the Buena Vista Heritage Museum

- 9:00 Carpool tour of the DSP&P Railroad from Buena Vista to Hancock. A hike to the east portal of the Alpine Tunnel is optional. The tour will be narrated by Suzy Kelly. Box lunches may be ordered in advance.

Presenter notes... Mel McFarland has edited the Colorado Midland Quarterly for many years. He has authored "The Midland Route, A Colorado Midland Guide and Data Book" and "The Cripple Creek Road". Dan Abbott has written "Colorado Midland Railway, Daylight Through the Divide", "Stairway to the Stars", "Colorado Central Railroad, Golden, Central City, Georgetown" and others. Bob Schoppe authored "Summit County's Narrow-Gauge Railroads" and is president of the DSP&P Historical Society. Ray Perschbacher's father and uncle were DSP&P engineers. Ray lived the DSP&P as a lad. George Barnett was a D&RGW telegrapher based at several locations on the line. Suzy Kelly authored "Buena Vista's Tales from the Past", "Memories of St. Elmo", and "A History of Chaffee County".

Photo by Victor Kuklin



Dining continued...

train travel. While this did not happen overnight soon there was the beginning of what I call the dining car wars. All of the railroads began to compete with each other to attract passengers by using almost five-star dining. In many cases it turned out that the railroad never made any money serving meals but they realized early on that there was no better advertising in the world than the word of mouth given by passengers going home and raving to friends and family about the fantastic meal served on linen covered tables with beautiful china that they experienced on the (fill in the blank railroad) they had enjoyed while on the train, a great dining experience at not a lot of money. This continued into the 1960 when as we all know the interstate highway and the airlines took all the passengers away.

While this is the foundation of what we collect regarding railroad china my next installment will get into the nuts and bolts of how to collect dining car china.

~ Tony Rizzuto



Photo by Denver Public Library

The Air Force Iron Horse (The Lowry RR) By Steve Wadle

"Lowry Tower, from Air Force Four, Eight, Niner...over."

"Air Force Four Eight Niner, this is Lowry Tower...go ahead."

"Lowry Tower this is Four Eight Niner...I thought I saw a train crossing the runway...what's the score?"

Air Force Four Eight Niner, Lowry Tower...the train you saw is part of Lowry's railroad making its daily run...over."

Lowry Tower from Four Eight Niner, I've seen lots of strange things on runways in my time, but that's by far the strangest. Thanks for the information Lowry Tower...next time I land at your base I'll remember to keep my eyes open for trains on the runway.

Believe it or not, Lowry was one, if not the only place where trains regularly crossed active runways. The old tracks crossed the north-south runway approximately 1000 feet from the north end, continued east and crossed the northeast-southwest runway and went on to Buckley Field and Fitzsimons Hospital.

This Air Force Railroad had more than 20 miles of track, and its stock consisted of two diesel locomotives, one 65 tons and the other 80 tons, one 25 ton locomotive crane, five section cars, a weed burner car and one hopper car of 55 tons capacity.

The railroad began operation in 1938 with a staff of eight men including one Air Corps Staff Sergeant. The primary mission was to service all three bases with coal and gasoline. The crew would usually leave Lowry with empty coal, gasoline and freight cars and head for Sable which was a station just off the main Union Pacific line that ran behind Fitzsimons. They would leave the empties and pick up loaded cars brought in by the UP trains. Cars for Fitzsimons would be spotted by the crew on the correct sidings, while those for Buckley were taken there direct. Cars for Lowry were brought to the base and spotted at the proper warehouses for unloading. There was also a "shuttle" train of flat cars with wooden benches

which were used to transport armament students to various sections of the spacious base. Terminals were located in the vicinity of the Quartermaster office at Lowry #1, the east side of the second runway crossing at Lowry #2, and in the hospital area at Buckley Field. The train also made regular stops at the synchronization sheds, the rifle range and the bomb fusing range. The rides were of course free.

Before World War Two the railroad handled three or four cars a week. When the war started the car handlings jumped to 100 a day! As late as 1951, the railroad was still handling 175 cars per month. During the war, thousands of troops and freight trains crossed the runways. With the increase in traffic trains would sometimes have to wait as long as three hours to cross the runways. The engineer had two-way radios so they could talk with the control tower.

Also there was a system of traffic lights to allow engines to cross. As the train would skirt the back yards of the

continued...

Hoffman Heights housing development (Aurora) on its way to Fitzsimons, the engineer would ring the bell and in almost every yard children ran to their fences to wave to the crew. If any of the kids were outside of their backyards, the engineer would slow the train to a walk to prevent an accident. Through the years the crews had excellent safety records.

Though small in comparison to bug commercial lines, the Lowry Iron Horse did an outstanding job in handling all types of supplies necessary to keep the large Training Command base functioning properly. Our research did not reveal when the trains ceased to run, but we do know that the two engines which had been marooned at Fitzsimons due to the major Denver flood of June, 1965, were eventually lifted aboard a big highway truck trailer and hauled to the Union Pacific tracks near Smith Road and Peoria St., where they were loaded on railroad flat cars and sent to the US navy Yard at Norfolk, Virginia.

1918 - First Train to Gov Hospital, #21 (Fitzsimons AMC) Built by Army Engineers, a spur off the UPRR (Kansas Branch) called the Sable Siding, north of the hospital. Hospital dedicated in the fall of 1918. Bldg 500 built in 1940, dedicated December 5th, 1941.

1920 - In July Hospital is renamed in honor of Lt. William T. Fitzsimons, 1st medical officer killed in WW I on September 4th, 1917 in German air raid.

1938 - Right of Way bought for Lowry RR.

1940 - Construction of RR began by WPA, 1st train arrived late.

1940 - Lowry branch began inside north boundary of Fitz, went east, then south to 6th and Potomac turned west ran on the north side of 6th to Lowry, split, north to coal trestle, south to warehouse. Cost \$269,000 and \$45,000 for engine house. Buckley spur branched off at 6th & Potomac, crossed to south side of 6 at I-225 and east to Buckley. Coal main cargo.

1941 - Bldg 500, Fitz, large Hospital built. Largest building in Colorado.

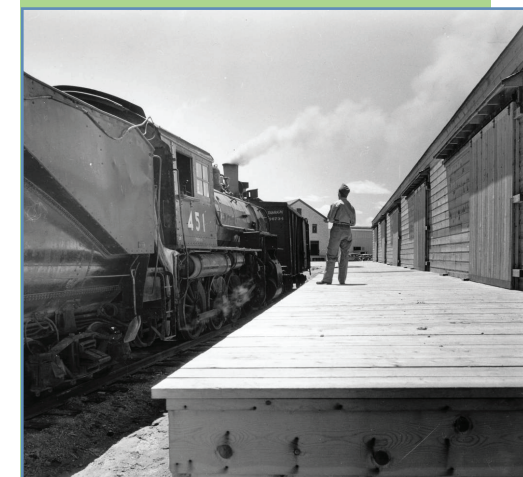
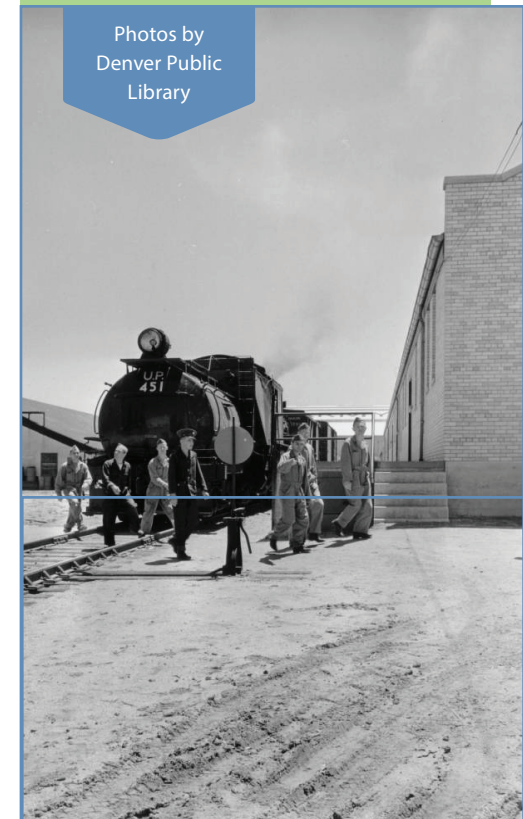
1942 - In July the 1st steam engine was used. Passenger coaches added later. Lowry the only base where RR crossed runways. Activity-Pre WW2, 4 cars a week. Wartime-100 cars/day

1954 - 175/month. End of 50's -100/month

1964 - September 25th, RR ceased operation. Road bed on 6th still a bike path from Wing Span. Spring 1998 Newsletter for Wings Over The Rockies Museum Reference from Intermountain Chapter of NRHS.



Photos by Denver Public Library





SPONSOR: Denver Brass

One of our organizations strongest supporters is the Denver Brass. The Denver Brass was formed in 1981 by Chuck and Kathy Brantigan. Doctor Brantigan is also the owner of the Como Roundhouse and narrow gauge steam engine number 40, and an avid railroad man, plus being an all-around good guy. His beautiful and gracious wife Kathy oversees the Denver Brass operations.

One of just a few full-time professional large brass ensembles in the world, Denver Brass enjoys success directly linked to its universal appeal. People from every background find inspiration in its diverse programming – classical, jazz, Broadway, Latin, and new sound sensations created by brass with bagpipes, steel drums, hand bells, fiddlers, and a variety of distinguished soloists. Denver Brass and Denver Brass5 are heard by more than 50,000 people at more than 150 performances annually, and on over 30 internationally acclaimed CDs on the Klavier, Centaur, Delos and Denver Brass labels.

Musicians are selected not only for exceptional technical and creative skills, but also for their integrity, dedication to community and support of their fellow musicians. Their passions include great music, skiing, Colorado history, and solving the world's problems over a refreshing beverage.

Denver Brass concerts are known for their pleasing brass repertoire of the highest quality, exciting concepts and collaborations, and the use of audio and visual enhancements that, together, creates an experience that people crave. For a list of upcoming concerts please consult the Denver Brass web site. Info@denverbrass.org

If you have never been to a Denver Brass concert you have no idea what you are missing. So try to attend one in the future, you will be glad you did.



Denver Brass

2344 East Iliff Avenue
Denver, CO 80208
303.832.HORN (4676)
www.denverbrass.org



Photos by
????

SPONSOR: The Whiskey Biscuit

Over the last five years we have had a number of great sponsors of our society. Really fine businesses that support our mission statement. These establishments have provided discounts or product to our organization for our various functions, be it our symposiums or our recent art show. We have urged you to visit them to show your appreciation for their interest in seeing our goals advanced.

One of these great sponsors has a somewhat silly but playful American Southern name but a very serious menu centered on biscuits and bourbon; "The Whiskey Biscuit."

Located in the heart of downtown Englewood the Whiskey Biscuit's menu features some amazing food such as Cornbread Pazanella salad, Cow and Chicken sandwich, Southwest Caesar Salad, Rib Eye Philly Sandwich, Steak & French Toast entrée (sounds strange but it is delicious). A Mac n' Cheese to die for, using Gouda cheese, cavatappi pasta and bread crumbs. They also have a Mud Pie that will just put you into ecstasy with one bite (it does have a whisper of beer in it). Easily the food will satisfy the most discriminating palette. All food is crafted from scratch and moderately priced and speedy serving time is the rule not the exception.

Whiskey Biscuit also boasts a great watering hole featuring a large variety of whiskey, scotch, bourbon, brews on tap, wine and specialty cocktails. The atmosphere will remind those who lived in the Denver area, of Zak's Restaurant's great dining experience back in the 1980's and 90's.

I would hope you will give Whiskey Biscuit a try next time you are in the area.



Photos by
Wayne Kemp



The Whiskey Biscuit

3299 S. Broadway
Englewood, CO 80110
303-386-3334
www.thewhiskeybiscuit.com



Wildlife at El Pomar Photos By Lindsey Runyan



MEMBERSHIP APPLICATION 2019

- Individual \$25
- Associate \$45
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(children up to 12 years)

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.