



Newsletter

Volume 5, No.1

Summer Edition 2019

Editor: Jim Jordan
Graphic Design: Lindsey Runyan

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Photo by
Bill Marvel



We are busy preparing a survey about how you our members feel about the

society and what you would like to see us do that we can improve and streamline it. This will be a short and important survey, we will cover current operations, communications and possible ideas which will help us to determine how we can make this a more open and fun experience for all.

The survey will be out in about a week or so, if you would like to submit an idea or ideas, please feel free to contact me, and I will be more than happy to include your suggestions in the survey. For example we might have, "Would you enjoy having the society have discounts on the tourist

A Letter From the President: Jim Jordan

railroads of Colorado?"Yes ?, No ? or No opinion? Something along that line, as I am sure we can get discounts on these lines, we already have plenty of \$5.00 off coupons on the Georgetown Loop Railroad. So please help us by taking a minute or two and answering the questions. These will all be on the internet for your ease of answering.

We also need some suggestions where you would like us to hold the Annual Membership Meeting this year. We didn't have one last year for a couple of reasons, which were unavoidable, so this year we are going to hold one once again. We have had a suggestion to hold one at Como in September as a Bar-B-Que. Or to hold it when we have our open house in Calhan in late August, either the 24th or the 31st.

So give some thought to where you would like it held. Maybe in Canon City and a ride on the train after we hold our meeting.

An update on the coach car. It suffered considerable water damage from the recent blizzard in March. We need help this summer to put a roof coating on the car.

We also are going to start working with the cabooses, and to start removing some of the rotten wood and the bondo which was used at some point, just remains to be seen if we are going to get the grants we have applied for which we need to start work on the car. So if you can help with some of the work we would be quite appreciative.

Finally your newsletter will be taking on

Upcoming Events

JUNE 21ST

Tentative Work Day in Calhan, CO

JULY 26TH & 27TH

Santa Fe National Historical and Modeling Society Convention
Marriott Convention Center
Pueblo, CO

AUGUST 17TH

Boreas Pass Day in Como, CO

AUGUST 24TH

Calhan Depot Open House in
Calhan, CO

Letter continued...

some changes as you will see in this issue, nothing super major but changes which we hope you appreciate. Please if you have any complaints or praises write in and let us know, we would appreciate the feed back. So have a great summer between now and the September issue.

Thanks, Jim

What are the changes in the newsletter that you are referring to? Are you going to talk about adding the ad space??

Jay Gould's Wild Ride

Compiled By Steve Wadle

Mr. Gould was interested in expanding his Missouri Pacific Railroad into Denver, Colorado. He had heard about the Colorado Eastern RR and thought about buying it. And so he came out to Denver to check it out and made arrangements to ride on it.

Here's what followed: The engineer got a tip. He knew his rolling stock was light and that the rails weighed but 18 lbs. There was only one thing to do if he wanted to avoid a wreck and also give Mr. Gould a good impression of the road, and that was to run his train not much faster than a horse car. The officials of the road and the then great railroad king got aboard. But a few miles had been covered when Mr. Gould, who stood on the flat car not far from the engine, asked the engineer to run faster, but there was no change in the rate of speed. Two or three times Mr. Gould asked that the train be run faster, but the engineer, knowing what the result would be, kept the even tenor of his way.

"Pull that throttle wide open and let her go" demanded Gould, and the engineer obeyed. The engine shot along the track at a fearful rate. Sometimes the flat car was a foot from the rails, and then again it was high up in the air.

From that day until the day he died he never said another word about buying the Colorado Eastern.

~ Story originally featured in *The New York Times*

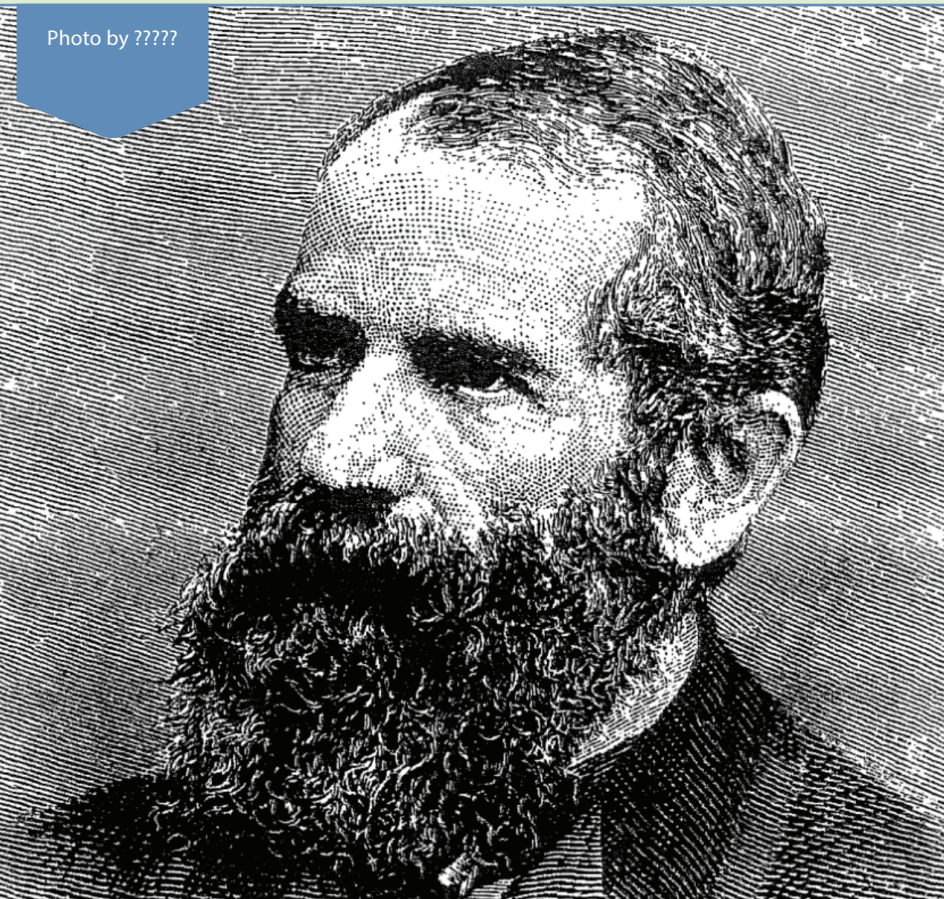


Photo by ??????

My Model Santa Fe HO Railroad

By Jim Arvidson

For 25 years I enjoyed model railroading. Beginning with a 4'x8' table where I learned some wiring and track laying techniques. I changed to a table called the "dog bone" that allowed more sophisticated methods.

While I never fashioned scenery, I did scratch build structures using cereal box board and covered them with Floquil oil based paints. A tool most helpful was a metal straight edge with scale dimensions. Certainly, I consulted some magazines for desired buildings...see the pictures.

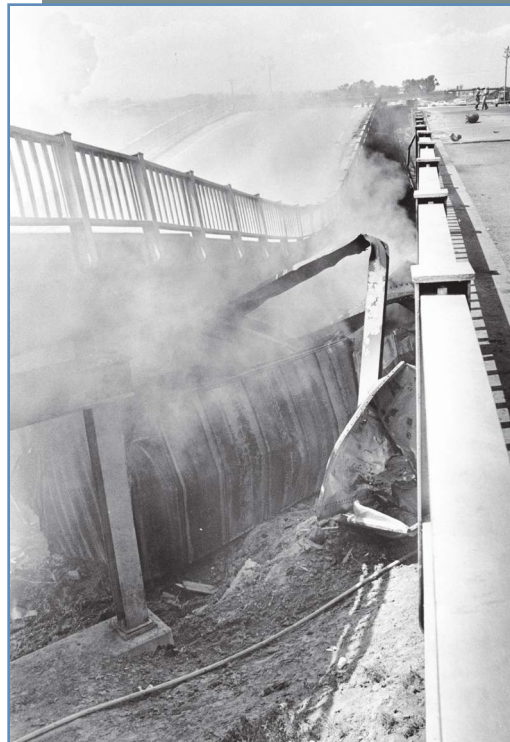
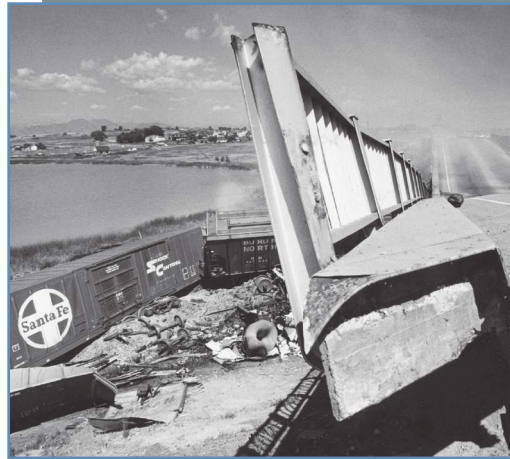
Among the trains I assembled were a work train pulled by a vintage blue and gold F3 and a Green Fruit Express. The model of the Green Express was headed by a red and silver F7 coupled to refrigerated cars colored orange with black lettering and tailed by a red caboose that had a black roof and white copula. Also, I put together an oil burning steam engine called the Pacific 4-6-2 (wheel arrangement) from a Tyco kit.

Reading some about the ATSF history and its equipment added to the fun:

1. Loaded with fruits and vegetables, the GFE rolled between the west and east coasts with there being crew changes only.
2. Called "War Bonnets", the red and silver F7s were geared for speed and saw passenger service while the blue and gold were geared for power and pulled freight.
3. Death Valley Scotty's "Coyote Special" plied the high iron between Los Angeles and Chicago in 1905. They covered 2267 miles in 44 hours and 54 minutes requiring 19 engines and 19 crews working in relay fashion.

Photos By ??????





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 Rocky Mountain News & Denver Post

Lake Station - Colorado Ghost Town By John LaBorde

Located on the Union Pacific Right of Way is Lake Station-Colorado Ghost Town. This forgotten train town is probably the most inaccessible of the little towns the Kansas Pacific RR built in Lincoln County. Lake Station stretches across a variety of property lines.

South on CR 23 one comes to a railroad crossing. To the west about a mile is a stand of cotton wood trees and shrubs. This is roughly where Lake Station was.

This lost town is where the last major Indian attack in Eastern Colorado began. The spring of 1870 the rails of the Kansas Pacific had reached Kit Carson, Colorado. From here west the chief engineer and survey party had laid out the grade for the right of way. The engineer and survey crew had reached Lake Station and was camping there preparing to push on west. Behind them were work crews, building bridges and grading. Some crews were over 100 men.

On a cool spring morning a group of Cheyenne Indians launched a series of attacks on the railroad crews from Lake Station all the way back to Kit Carson. Most of the Indian raids were 10-12 warriors. The chief engineer at Lake Station was killed along with several other workers. Many were injured and most were scared. The railroad crews beat a hasty retreat back to Kit Carson.

General Palmer, the construction manager for the railroad, did not like having his crews running like they did. General Palmer got on the telegraph to Washington DC demanding some

kind of protection. The military responded by sending out Colonel Custer. Custer and Reno went to Eastern Colorado and patrolled along the Kansas Pacific railroad looking for Indian trouble.

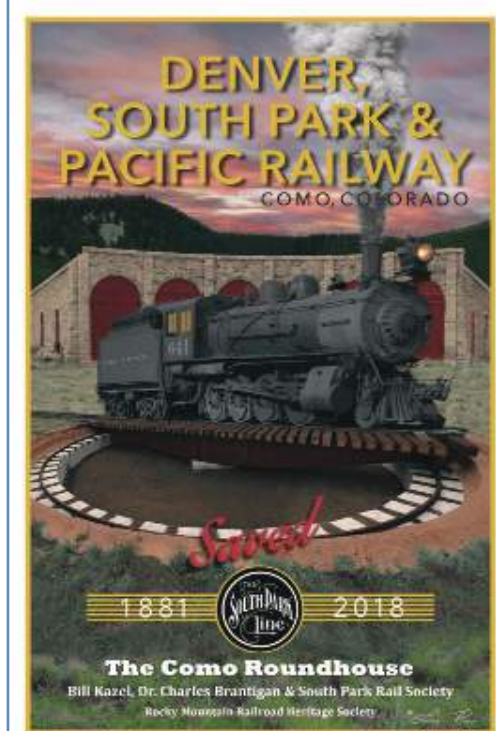
By the time Custer and his troops arrived the Cheyenne had moved north, to join up with the Sioux, to meet Custer on another day. After the arrival of the troops, the Indian attacks in the area ceased.

The railroad got more workers and another chief engineer. Westward the tracks continued. Today the monster coal trains roll by, blowing their horns for the grade crossing ahead. Nearby can be seen a detachment of mounted blue coats watching. The depot no longer stands by the rails, section houses are gone, and no tinkling of glasses from the saloon and the shops are but a memory.

~ Story featured on the website: www.seelincolncounty.com/lake-station-colorado-ghost-town/

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

Need a story here

Photo By ????

continued...

Photos By???



Remembering a Colorado Railroader By Steve Wadle

Everett Rohrer, S SGT, US ARMY; was born to a farming family in Nevada, Missouri on March 20th, 1906. As a child, Everett longed for the lonely moan of a steam whistle from the steam locomotives that passed his home, Everett used to joke that as a child he would stand, with his mouth open in awe watching the locomotives go by so he would get cinders in his mouth. Everett graduated High School in 1925. In 1929 Everett started firing steam locomotives on the Missouri Pacific Railroad out of Wichita, Kansas. He was laid off the Missouri Pacific in 1931 when the Depression caught up with the railroad.

In 1932 he started working for the Burns Detective agency. In 1933 he went to work for the Kansas Power & Light. In 1935 he started classes at the local Technical College in Technical Drafting, graduating in 1937. In 1938 Everett applied for and got a job with the US Department of the Interior, Bureau of Reclamation, in Denver working at the

Federal Building at 19th & Stout Streets. Everett was always interested in the mechanical workings of the steam locomotive and would often wander to the Train Yards just to observe the magnificent Iron Horses as they passed through the yards. Everett fondly remembered hopping a streetcar during lunch just to watch the newest 800 class 4-8-4 steam locomotives as they pulled through the Denver Depot and Union Pacific Shops & Rail Yards. In 1938 Everett was offered a position with the Union Pacific, and continued working both jobs until after the attack on Pearl Harbor in 1941. Everett then got a leave of absence from the Federal Government and got a full time job on the Union Pacific moving troops and equipment for the war effort.

In 1943 he joined the Army to be part of the 765th Railway Battalion. He trained at Camp Piauche in New Orleans LA. Being assigned to the Railway Battalion, Everett was transferred to Ohio where he trained on the Pennsylvania Railroad.

The Railway battalion was shipped out of New York Harbor on the SS George Washington for assignment to England. Everett had many experiences in the War. Everett returned from the War, ending his career as an Army Staff Sergeant and Fireman, settling down with the love of his life and joining in wedded bliss with his Bride Lydia.

Two other loves in Everett's life were his daughter, and #75, which was built in 1907 by the Baldwin Locomotive Works, and was a 2-8-0 class, serving with the Great Western Railway in Colorado until 1965 when it was sold to the Intermountain Chapter of the NRHS. The NRHS in turn sold the locomotive to Everett L Rohrer. Everett used the locomotive in its second life, that of a movie star, as #75 was featured in such films as The Professionals, in 1965, Devil's Brigade, Breakheart Pass, Centennial, Heaven's Gate, Far and Away, A River Runs through It, and Geronimo in 1993. As quietly as the passing of the night, Everett passed

THIS PICTURE IS BLURRY
- NEED A DIFFERENT ONE!

Photo by ????

Marcia

This is a reprint of an article from Colorado Wonderland Magazine in August 1956. The Chamber of Commerce office is no longer in the car, so the details have changed about visiting it. If you want to visit call this number for details: 970-824-5689

Once the palatial office and home on wheels of a famous Colorado financial and industrial tycoon. David H. Moffat, the fabulous private railroad car "Marcia" has found a permanent home in Craig Colorado. This year marks the Marcia's anniversary as Craig's Chamber of Commerce office and museum for the County which bears the name of her original owner.

The Marcia was built by the Pullman Company in 1906 and named for David Moffat's only child. No effort or expense was spared in the appointments. The woodwork is all solid vermilion mahogany, imported from Africa. The original leather upholstery still covers the chairs and couches, and it is soft and pliable today as it was when installed 50 years ago. Every year thousands of visitors call the of Commerce to see the richly appointed interior of the car and marvel at its perfect restoration.

The original brake gauge, compass and speedometer, all of which Mr. Moffat watched with keen delight, command the attention of each visitor as do the old carbide gas lamps, brass ash trays, leather chairs and couches, inlaid woodwork, and glass china closet, perfectly topped by a gold-framed portrait of David Moffat. Signal buttons to summon servants are spotted easily on the handsome wood panels throughout the car.

By Rose Elnor Hamman

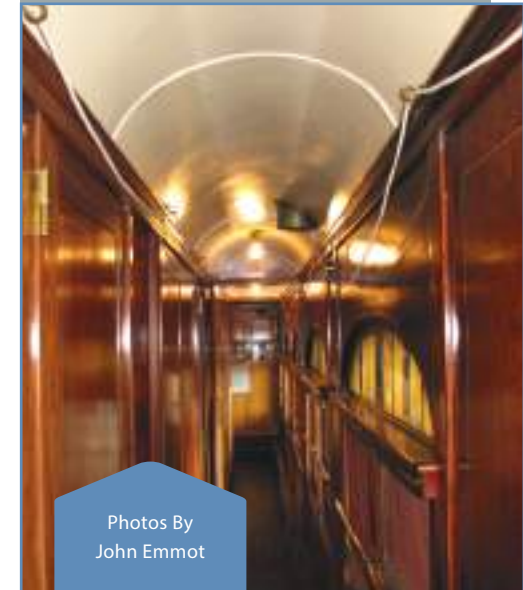
The Marcia had been abandoned for years when in 1947, after the merger of the Denver and Salt Lake Railroad with the Rio Grande, it was found in the D&SL car sheds at Utah Junction, inventoried as unusable and pulled into the Denver yards. Hundreds of inquiries and offers from every part of the United States reached the Denver and Rio Grande officials when it was announced that disposition of the Moffat car was to be made.

It seemed to a number of Craig individuals and organizations that Mr. Moffat's private car should find a permanent home in the County which bears his name. It seems proper, also, that the car be placed in Craig since this became the end of the line when Moffat's dream of a railroad between Denver and Salt Lake had to be abandoned.

The railroad company stipulated that the recipients of the Marcia must make use of the car for utilitarian purpose and it must be made available for visitors at reasonable times. Craig citizens eagerly complied and in return the railroad completely restored the car.

With considerable ingenuity and care not to mar or to change the original equipment, a telephone, electric lights and heating facilities have been installed so that Craig maintains a comfortable and efficient office for its Chamber of Commerce throughout the entire year.

The famous old car is open from 9 am to 5 pm Monday through Friday and you will be cordially welcomed by Mrs. Alice Robinson, Chamber secretary or Craig Chamber members themselves who delight in chatting about their office.



Photos By John Emmot

Remembering continued...

into the arms of god in January 1998 leaving the legacy of #75 to the care of the Heber Valley Railroad, Utah's steam passenger railroad, which is based in Heber City, Utah. Many railroad fans will enjoy the #75 for many years to come!



Associate Members Page: Hugo Roundhouse Preservation, Inc.

One of our society's oldest Associate Members the Hugo Roundhouse Preservation, Inc. has done a great job in the restoration of this great old structure. It is a building that is very significant to the growth of Colorado in the early part of the 20th Century. The members of the Hugo Preservation, Inc. should be very proud of the great work which they have accomplished. Here is their story!

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

Roundhouse Preservation, Inc. (RPI), a 501(c)(3) located in Lincoln County, Colorado received its non-profit status on March 20, 2002. Its focus is the preservation and restoration of the Union Pacific Railroad roundhouse in Hugo, Colorado. Even though the roundhouse is owned by Lincoln County, RPI has taken the lead in preservation of this historic structure.

The Hugo Union Pacific Railroad roundhouse is both architecturally and historically significant. Architecturally, it's an exceptional and rare surviving example of roundhouse design and construction and it has not had any of the original eight stalls removed. Further, the building possesses a high degree of architectural integrity due to its limited amount of disfiguring alteration, presenting an appearance today that is not too different from its appearance historically. The roundhouse is historically significant due to its association with the Union Pacific Railroad on the original Kansas-Pacific line in eastern Colorado and the importance of the Union Pacific Railroad in Colorado history is well documented.

Roundhouse operations provided employment for up to 200 persons at any given time, until the mid-1930's. According to Mary Northrop, when her family (the Wheelers) arrived in Hugo in February 1916, housing was scarce due to the roundhouse being "at its best" and employing many men. But, after nearly 40 years of operation, the roundhouse was closed and the turntable was removed c. 1947. The turntable was sent to Sharon Springs, another division point, and was subsequently scrapped.

- February 11, 2002 - *The first meeting of the Roundhouse Preservation, Inc. Board of Directors was held at the Hugo Town Hall. The RPI Articles of Incorporation and Bylaws were approved by the Board.*
- February 2002 - *The Roundhouse was placed on Colorado Preservation, Inc.'s Most Endangered Historic Places list. Bids were opened on phase 2 of the doors and windows on the Roundhouse.*
- January 15, 2019 - *A mandatory walk through was held at the roundhouse for contractors wanting to bid on the project.*
- January 30, 2019 - ????????????



Photos by Wayne Kemp

Roundhouse Preservation, Inc.

P. O. Box 343
Hugo, CO 80821
www.hugoroundhouse.org

SPONSOR: Papa's Restaurant

One of our many great sponsors who supported us during our Art Show last November was Papa's Restaurant in Florence, Colorado. We urge you to visit Florence, and while there to sample the great cuisine at Papa's Restaurant. Serving you Classic Italian Choices and Other Delicious Favorites.

Papa's offers the best Italian food in Fremont, County and possibly the best in Southern, Colorado. They stand by that comment. Too often today so many restaurants make the same type of claims, but Papa's backs it up. Papa's cuisine is made with a deep passion and a desire to turn out the best food in Southern Colorado, if not the entire state.

Papa's enjoys serving the finest Italian food to those who really appreciate the extra care that goes into great dishes. From the best of ingredients, to that extra special touch which comes from skill and knowledge of what makes good food great! Papa's puts that very extra care into each dish that is served, so that every person who tries Papa's goes away feeling that they just had one of the truly great meals of their life.

Papa's pizzas are quite reasonably priced, and the care and ingredients are much better than any of the chain pizza stores offer.

So next time in Florence stop by and have a great Italian dinner, I can promise you that you will enjoy it.



Photos from Papa's Restaurant



Papa's Restaurant

132 West Main Street
Florence, Colorado
719-784-7888
www.papasflorence.com



MEMBERSHIP APPLICATION 2019

- Individual \$25
- Associate \$45
- Family \$45
(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.

Rocky Mountain Railroad Heritage Society

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303-269-9768

rockymountainrailroad@yahoo.com

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