



# Newsletter

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Summer Edition 2020

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Graphic Design: Lindsey Runyan

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Photo by Samuel E. Howard



As I pen this letter for the current newsletter, we are witnessing history being

made by the pandemic of the "corona virus". I realize that some members are skeptical about the virus, while others feel we are one step from Armageddon because of the disease.

I do not intend to discuss the virus and some of the theories which some have shared with me about the disease

I am going to address the impact that it is having within the hobby of railroading and the implications for our society. First the main revenue stream that produces the funds for our society's work month to month are the train shows and other events that have traditionally funded our society.

Most every train show and railroad related public event has been cancelled or postponed!

- TECO Show in CO Springs in April
- Sherman Hill model train show in Cheyenne
- Cheyenne Depot Days has been postponed till later this fall.

It does appear that the Pueblo train show will be held July 31 through August 2 at the Pueblo Union Depot.

Any upcoming shows after the August Pueblo show will be announced as soon as details are known.

The Royal Gorge Railroad is scheduled to start operations on May 23. The Georgetown Loop Railroad is scheduled to open on May 29. Be sure to check their websites for the most current information.

Samuel E. Howard's photography can be seen at: <https://www.trainroomphotography.com/>

### THE CALHAN PROJECT:

As you may or may not know, a 1948 General Electric 44 ton diesel switch engine has been donated to us by the CEMEX Corporation (Lyons, CO). We will need to have it moved from the CEMEX cement plant in Lyons to Calhan. I am trying to see if we can have a responsible corporation donate their services to help move it for us, again for a letter of in kind. Details will be announced as plans develop.

Photo by Wayne Kemp



## Letter.... *continued*

RMRHS SYMPOSIUM:

The RMRHS Symposium is tentatively scheduled for late September at the Malley Center in Englewood, CO. More details will be forthcoming in the next newsletter.

Finally, I want to welcome five new members to our society:

Jennifer Anderson  
Lynette Keese  
Lynda Robertson  
Eian Greene  
Angie DeLeo

Angie is with the Castle Rock Museum Historical Society. Welcome all and I hope you enjoy being with us and having fun while learning about the railroad history in the West.

### BOARD MEETING

The next board meeting is tentatively scheduled for June in Sheridan, CO. The location and time will be sent to everyone in late May. This will depend on the pandemic status and relaxation of the rules as things progress.

Georgetown Loop Railroad plans to open for the season on May 29! Royal Gorge Route Railroad will be back on track May 23! Make a plan to take a train trip.

If you haven't had a chance to check out our website yet please do ... <http://rmrhs.org/>

Thanks, and until next time, stay safe.  
Jim

## An Introduction

By Eian Greene

It is with great pleasure that I introduce myself, to the RMRHS. As a long-time railroad, insulator, and all things old/electrical enthusiast, I am pleased to join this society's mission to restore the Calhan Depot. My interests include insulator collecting, trainspotting/railfanning, restoring antique buildings and items, electrical work, and railway things in general. I have done electrical work at the Manitou & Pikes Peak Cog Ry, installing Fastrax electric powered switch heaters on the lower reaches of the line in Manitou. Over my electrical career, I've been in several churches, schools, and commercial buildings, as well as hundreds of residential jobs. As of this writing, I am close to attaining my residential wireman's license.

### HOW DID I LEARN OF THE DEPOT?

I spent several years as a resident in/around Calhan in the early/mid 2000s. Beginning in 2001, I noticed the tall structures of the CO-OP grain elevator that sits adjacent to the depot, as a curiosity. My primary interest at the time was insulator collecting, which saw me prodding, walking, and combing the grounds along the CRI&P RR around the area of 'downtown' Calhan.

It wasn't until one day in September of 2002 that I got my first glimpse of this once derelict and forgotten depot. I was amazed by its mere presence, given that virtually all traces of the CRI&P were erased from Colorado Springs to Calhan had been removed less than a decade prior. For the record, I found a handful of aqua colored H.g.Co. embossed "beehive" shaped insulators about 200 yards west of the Depot in the fall of 2001, and a couple feet of old, crusty iron wire in the weeds near a creek.

These insulators date to the 1880s, being produced in Covington, KY and later Muncie, IN until 1967 by the Hemingray Glass Company. They apparently were used in great numbers by telegraph operators of the era, before being replaced by the Hemingray-40 in 1910, and 42 in 1921. The Hemingray 42 is perhaps the most common insulator one will see in the hobby, with over 2 billion of this style produced between 1922 and the late 1940s, produced in a unique blue hue called "Hemingray Blue", aqua, then a light color called ice aqua around 1933, and finally clear 'till the end of production of all insulators in the 1960s.

### WHY DID I JOIN THE RMRHS?

My knowledge of modern electrical and older communications systems puts me in a unique position to assist in the restoration of the Calhan Depot and other projects in the RMRHS "system". Through real-world experience, and a project called the 'Electrical Orphanage' I've learned how all this stuff fits into a complete system with keys, sounders, relays, and pole-lines... Wires and glass, batteries and much more.

### WHAT'S THE END GOAL?

I would like to see all RMRHS projects have completely restored communications systems, as well as safe electrical systems to complement. A railway is naked and can be dangerous in the case of a 1960s class I freight/passenger mainline without its signals and pole-line. These are usually neglected by the public, often called a nuisance, or commonly vandalized into oblivion. To that end, I have connections in the insulator collecting community, old timers who worked in the field when the lines were coming down, etc. Thus, a source of authentic "line junk" for restoring projects is formed.

## The First Railroad Bridge Across the Mississippi

By Wayne Kemp

I stumbled on to this bit of history posted on TrainOrders, a railfan blog and photography web site. Some interesting comments on the first railroad bridge built across the Mississippi River in April 1856 by the Chicago, Rock Island, and Pacific Railroad.

This link, <http://www.riveraction.org/bridgehistory>, takes you directly to the railroad bridge history on the RiverAction.org website, a cooperative website hosted by the Quad Cities of Iowa and Illinois that share the Mississippi Riverfront around Rock Island and its history.

It's a pretty fabled history complete with Robert E Lee and Abe Lincoln (pre-Civil War of course), legal challenges, a steamboat collision that damaged the bridge just two weeks after its completion, plus some discussion about a Confederate POW camp on Rock Island during the Civil War. There is a large National Cemetery there as well plus a military museum documenting the history of the Rock Island Arsenal. Here is a link to a Wikipedia article about the Rock Island

### NATIONAL CEMETERY'S HISTORY:

[https://en.wikipedia.org/wiki/Rock\\_Island\\_National\\_Cemetery](https://en.wikipedia.org/wiki/Rock_Island_National_Cemetery)

If you ever get back that way ... it's well worth a visit. Here are couple of images of the historic and nicely preserved CRI&P Depot in Rock Island, IL.

Photos By  
Wayne Kemp



## Denver, Laramie & Northwestern Railroad: A Forgotten Railroad

By Steve Wadle

Most people haven't heard of the Denver, Laramie and Northwestern RR. But it did exist and lasted seven years (1910-1917) serving Denver and a number of the small towns along the Platte River.

It was just 56 miles long. Unlike most railroads who had financial backing from the large banks back east the DL&NW raised money from stock and land sales. Needless to say, it had many financial challenges. Likewise, when they announced their plans to reach Seattle, The Union Pacific RR was none too happy with this young upstart and did all they could to sink their goals including using legal means.

The "Laramie Route" used 2 McKeen motorcars dubbed the "red torpedoes" for the 1 hour and 55 minute run. They looked like submarines on wheels. With porthole windows and could do 60 mph with their 6 cylinder engines.

There were 16 stops serving places like Welby, Vollmar, Milliken and Wattenberg: all on the west side of the Platte River. Eventually, the company went into receivership and was bought out by the Great Western sugar railroad.

The tracks are all gone now but some things remain including a tunnel (on private land) near Virginia Dale Co.

To learn more about this fascinating Railroad and the McKeen motorcars be sure to attend our upcoming RMRHS symposium later this year.



Photos By  
Steve Wadle



## Railroads in the Civil War

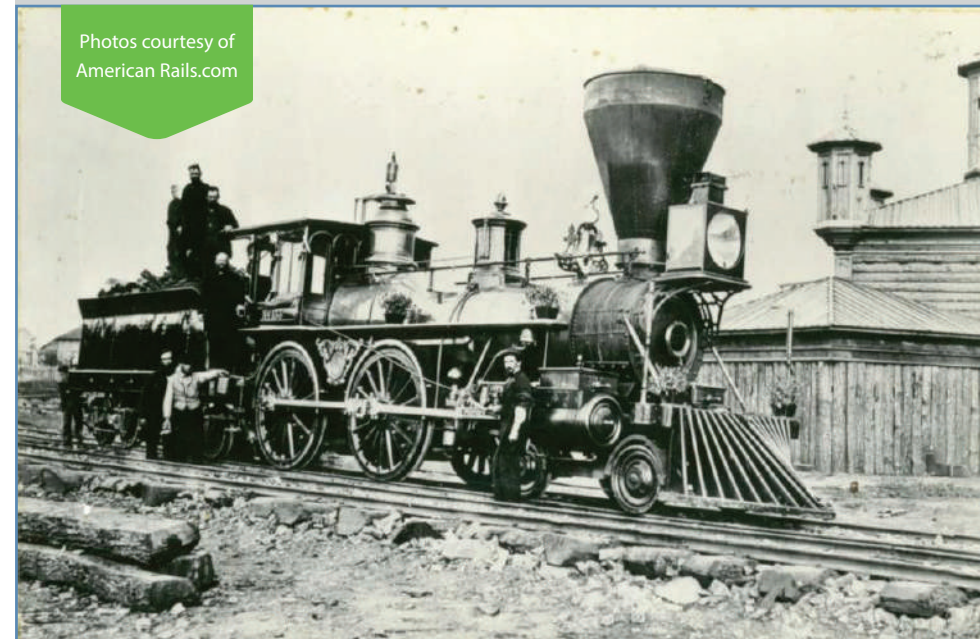
By Gary Goodson

"Railroads" said Brig. Gen. J.H. Trapper CSA on December 16, 1861 are at one and the same time the legs and stomach of the army. The shortage of Confederate railroad systems for the south can be explained by the following: The South had its share of railroads but for some inexplicable reason, the lines were never enlarged and were allowed to deteriorate.

The Southern locomotives were all wood burners. The South had no standard gauge to assure the width between the rails on all lines, and in fact, the South had four different gauges in use during the Civil war. Gauge differences between the railroads caused long and costly delays when a troop or munitions train had to stop to unload merely to change to a different gauge railroad. There was always a critical shortage of locomotives and rolling stock, and some of railroads were built piecemeal or in segments with miles of gaps between completed segments of track. Wagon and mule trains were sent to transport freight and soldiers, or else the army simply marched to another stretch of track.



Photos courtesy of  
American Rails.com



### RMRHS MEMBERS

Please renew your membership in our Society if you haven't already. The new membership cards feature the Uintah Railway Company.

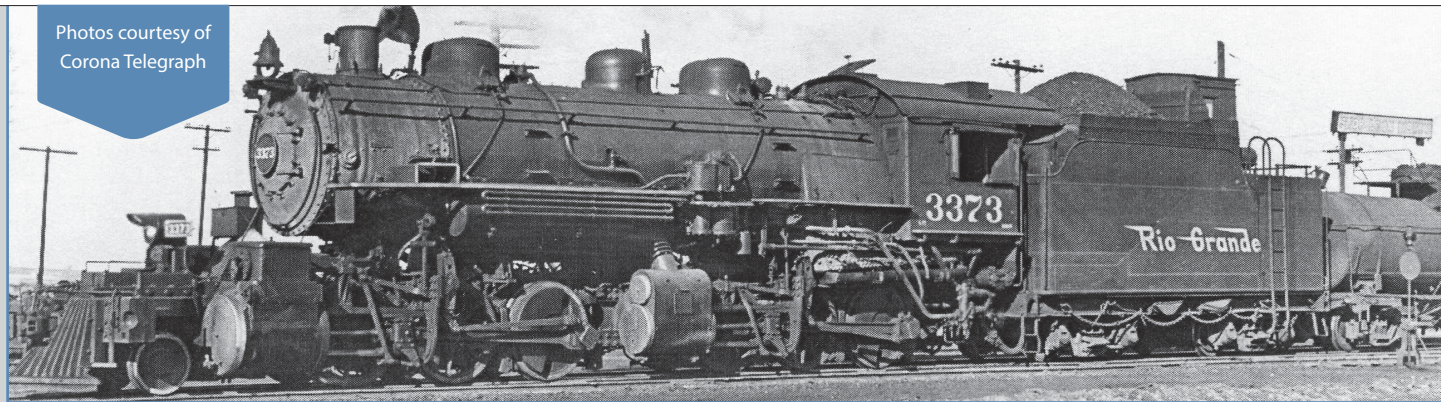
### SYMPOSIUM 2020

We need volunteers to help out at the upcoming Symposium in September. Please call Jennifer Jordan if you can help 303-725-0232

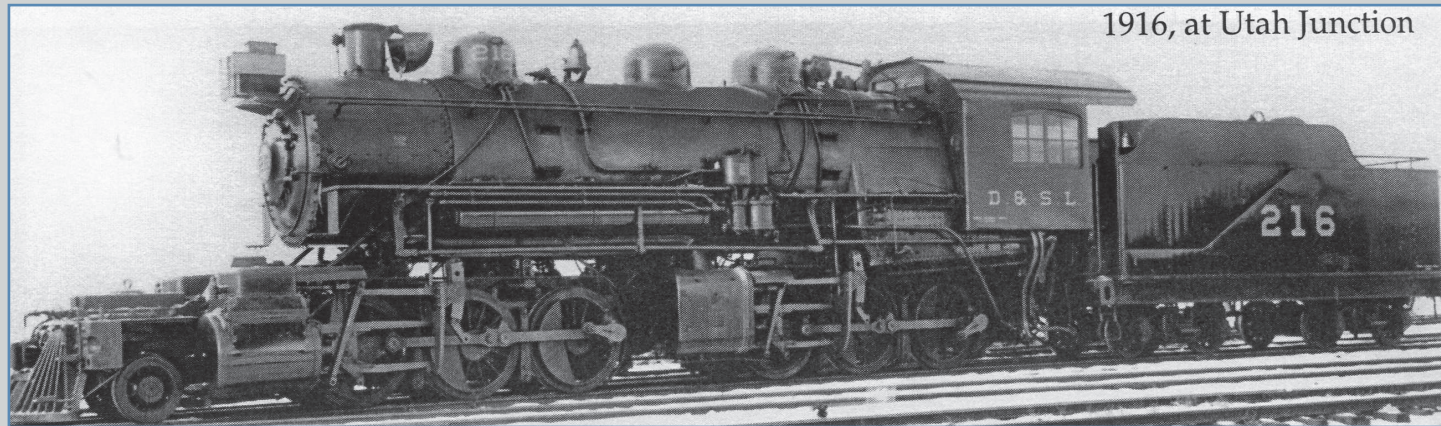
### RMRHS WEBSITE

Have you checked out our new website? Special thanks to Jamie Foster for all his hard work! It really looks great and we are so grateful to be able to get this info out to the community about all that we do!  
<https://www.rmrhs.org/>

Photos courtesy of  
Corona Telegraph



1916, at Utah Junction



## Moffat Mallets

The Denver Northwestern and Pacific Railroad was incorporated in 1903. The intention was to build a class one, standard gauge railroad across the Rocky Mountains from Denver, Colorado to Salt Lake City, Utah. David Moffat was a well-known banker, mining investor and railroad builder at the time. As was the custom of the time, they ordered low drivered Consolidations from ALCO for their motive power. The route from Denver to Salt Lake was a difficult one. A tunnel under the Continental Divide was the logical solution, but in order to begin service as soon as possible, a temporary

line was built over the surface at 11,660 feet above sea level. This required track with 4 per cent grades and 16 degree curves well above timberline. The extreme trackage and weather conditions were a challenge for the motive power. It required multiple locomotives to lift revenue tonnage over 'The Hill'.

The 1904 World's Fair in St Louis offered an interesting new development. Anatole Mallet, a French engineer had designed a new locomotive for the Baltimore and Ohio Railroad. It had two sets of pistons and drivers under a single boiler. They

By John Emmot

were articulated in the middle to let them to follow sharper curves than their combined length would allow. Moffat representatives were present at the B&O tests the next year. Jim Hill and the Great Northern were the next to order the new design in 1906, followed by the Erie in 1907. When the first Moffat Mallet was ordered in November 1908, they were the fourth railroad in the U.S. to have locomotives of this stature. Seventeen of these engines eventually graced the Moffat rails.

The Moffat Mallets were substantial for their time. The locomotive itself weighed

## Moffat Mallets... continued

362,000 pounds with another 166,000 pounds for the loaded tender. The first ten were built as 0-6-6-0 wheel arrangement with 55" drivers. Their tractive effort was rated at 76,400 pounds. They were compound design with the saturated steam being used twice before being exhausted. The rear engine with 21' diameter pistons got the steam first at about 225 psi. When it left there, it was routed to the front engine with its 32 1/2" diameter pistons.

The first Mallet to arrive was put to work with the rotary snowplows and proved very successful. By the summer of 1910, nine more were at work on the railroad. Between 1913 and 1916 seven more were added. These later locomotives came with superheated steam and were built with pilot wheels. Within the next few years all the original locos were also converted to this configuration.

Each one could move twenty loaded cars on the ruling 2 % grades everywhere except over the Hill. And there they could lift 8 or 10 cars up the 4 %. That was double the capability of the Consolidations with the same crew numbers. Freight on the line consisted mostly of timber, lumber, livestock, coal, and eventually oil generally moving toward Denver. Consumer goods and building materials (like bricks) moved west from Denver. Significant passenger and tourist traffic also crossed the line, but it wasn't usually the responsibility of the freight locos.

No one could have imagined in 1903 that it would be 24 years before a tunnel was constructed to replace the route over The Hill. During those years, the Moffat Road practiced some of the most interesting and challenging standard gauge railroad operations in North America. The mix of Consolidations and Mallets made for unique procedures and consists. Many trains over The Hill required multiple locomotives. It was found that the original Mallet's lack of pilot trucks was a problem on the sharp curves if they were the lead locomotive. Many trains ran with a Consolidation on the point with a helper Mallet coupled behind or back in the consist. That was why the later Mallets got pilot trucks at the factory and the rest eventually got them when they were rebuilt. During 'normal' winter times, a single mallet could handle the rotary, however when the storms hit and the road was covered with 15 to 20 feet of snow on the track, 5 or 6 or 7 engines might be coupled behind a rotary plow. That must have been an impressive sight for those who witnessed it and a nightmare to operate. Can you imagine the water stops for that consist?

The long awaited tunnel was completed in 1927. The 4% grades were gone and so were the snowstorms above timberline, The Mallets continued on a line that now had no inclination more than 2%. Everything was easier now. But there was still no money to complete the line to Salt Lake City. The Moffat Road existed by moving revenue between Craig and Denver. Most of the mallets continued for a time even after the Denver & Rio Grande Western took over in 1947. Sadly, none were preserved outside of the film world. The last two lost their wheels and finished their lives as stationary boilers at a Colorado oil refinery in the 1950s.

Sources: *Corona Telegraph Vol.7, No.1 2005*  
*Corona Telegraph Vol.7, No.3 2006*  
*Rails That Climb by Edward T. Bollinger 1979, 1994*  
*The Moffat Road by Edward T. Bollinger and Frederick Bauer 1962, 1967*  
*The Giants Ladder by Harold A. Boner 1962*

## Cadillac & Lake City Railway

*Big Sandy River / Cadillac & Lake City Begins Passenger Service*

The first passenger train operated by the Big Sandy Railroad Co. over the Cadillac and Lake City's ex Rock Island line between Simla and Calhan occurred July 10, 1985. The train was operated for the Colorado Central Rail Corridor Development Corp. According to Big Sandy RR president Marshall Hopkins, that was only the beginning of passenger train service.

Hopkins is leasing Everett Rohrer's ex Great Western #75, 2-8-0, two passenger cars, and an ex-Colorado and Southern baggage car. The #75 had yet to arrive from its Denver location.

Big Sandy and C& LC RR operated trips between Falcon and the El Paso County Fair in Calhan from July 25 thru July 28, 1985. C&LC leased #994 ex Milwaukee Road GP 20; a GP 9 rebuilt by the railroad company to GP 20 specs including a chopped nose. The train consisted of the ex C&S baggage car, and Rio Grande coaches 1008 and 1010, now renumbered and renamed 7508 Matt Dillon and 7510 Buffalo Bill. The train made 4-5 trips each day. The 20 mile trip was scheduled for one hour. The train Crew included C&LC president Howard Noble as conductor and Paul Brown at the Throttle. Ranchland News July 18, 1985

UP#4014 – Engineer-side perspective



DM&IR#229 – Engineer-side perspective



UP#4014 – Front driver detail



DM&IR#229 – Front driver detail



## Comparison: UP #4014 & DM&IR #229 By Wayne Kemp

As I'm sure many of you know, the Union Pacific Steam Program did a full restoration of one of the original 4-8-8-4 Big Boy steam locomotives (UP#4014) over the past several years. The effort culminated in a double-header steam run led by the UP#4014 and joined by the UP#844 from Cheyenne, WY to Ogden, UT. The event celebrated the 150th Anniversary of driving the Golden Spike and completing the first transcontinental railroad at Promontory, UT in May 1869. The steam trip was in May 2019. I had the great fortune to be able to follow the steam excursion both to Ogden and its return trip back to Cheyenne.

The 4014 made two other excursions last summer/fall. One toured the upper Midwest and passed through Duluth, MN. The last trip did a loop through the southwest and passed through Limon in November. The Duluth visit brought up questions about another famous locomotive style ... the Duluth, Massabe, & Iron Range Railroad's 2-8-8-4 Yellowstone Class locomotives.

So, the natural question ... how does the Big Boy compare with a Yellowstone? I had previously signed-up for a chartered photo steam excursion (September 2019) on the North Shore Scenic Railroad (Duluth, MN) and part of that excursion was a trip to Two Harbors, MN some 60 or so miles northeast from Duluth along the Lake Superior shoreline. Near the original, nicely restored Two Harbors DM&IR depot, there is a cosmetically restored Yellowstone locomotive on display, the DM&IR#229. The #229 was built by Baldwin in January 1943. Because the open pit Mesabi Range iron mines could not operate during the winter months, the new locomotive was sent to Denver where it was leased by the D&RGW for freight service over the Moffat Route and Tennessee Pass. It returned to Two Harbors after it's Rocky Mountain break-in for the 1943 iron ore shipping season. Like the UP Big Boys, the Yellowstone class locomotives were a key factor in America's WWII productivity.

Photos By  
Wayne Kemp



## UP & DM&IR... continued

I took the opportunity to photograph the #229, and thought I'd present some side-by-side similar images for a visual comparison of the 4014 and the 229. The 4014 shots were taken at various locations along the May excursion route. You can't really capture the true magnitude of the size of either locomotive from the imagery, and you certainly cannot capture the feel of a trackside run-by by the Big Boy. Both locomotives can claim title to be the world's largest in one or more technical categories, and each locomotive was designed and built to maximize performance given the types of freight hauled over the given geographic terrain where they most frequently worked. Both locomotives epitomize the peak of steam locomotive technology. I tried to pick images that show details from similar angles and vantage points. The #229 had restricted access because of the fence and shelter structure. Images of #4014 also had limited access because of crowds or physical safety limits and were often telephoto captures. One last thing to keep in mind, the drivers on UP#4014 are 68" in diameter while the drivers on the DM&IR#229 are 63" in diameter ... thanks for looking!

UP#4014 – Drivers looking forward



DM&IR#229 – Drivers looking forward



UP#4014 – Tender view perspective



DM&IR#229 - Tender view perspective

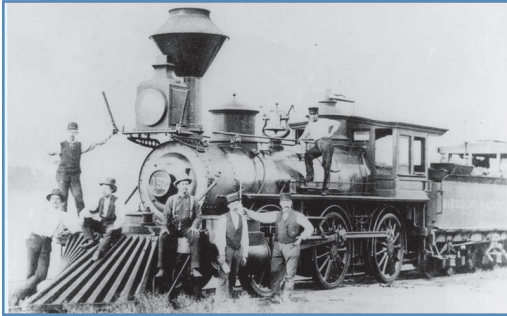


Photos By  
Wayne Kemp

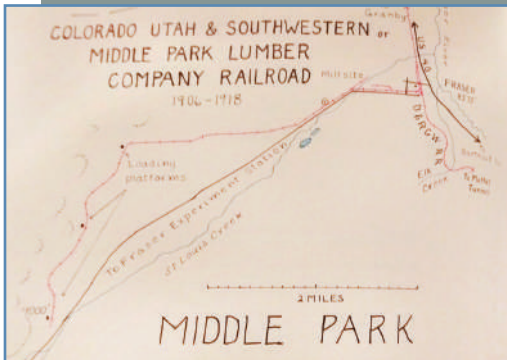
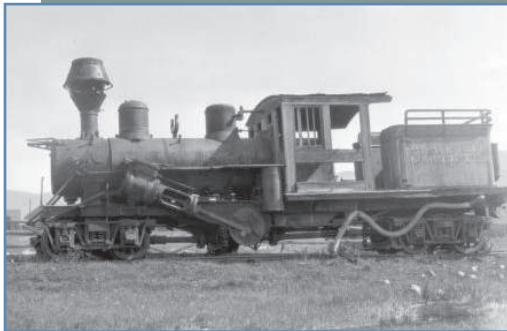




Denver, New Orleans and Missouri Pacific Railway



Middle Park Lumber Company



Photos from DPL, Wikipedia & Lost Railways of CO

## Lesser Known Railroads in Colorado

By Jim Jordan

*In the last quarter of the Nineteenth Century there were a multitude of railroads that ran all over the State and Territory of Colorado. Here are some of them.*

### DENVER, NEW ORLEANS AND MISSOURI PACIFIC RAILWAY

In 1884 David Moffat, John Evans, and S.H. Elbert organized this railroad to create a union with the Missouri Pacific and the Denver, New Orleans Railroad. The Missouri Pacific suggested a merger with Evans' railroad, subsequently bringing him to an alliance with General Grenville Dodge who controlled the Ft. Worth and Denver Pacific. The idea that Evans, Moffat and others planned out was to connect the Denver, New Orleans and, New Orleans and Missouri Pacific in Las Animas County at Trinchera Creek about 20 miles north of the Southeast corner of Colorado.

### UPPER ARKANSAS, LEADVILLE AND MALTA RAILWAY COMPANY

In May of 1879 this railroad was incorporated to run from Leadville via Fryer Hill, Big Evans Gulch, the Case Lime Kilns, past the stone quarries to Tabor City and the chalk bluff on the Arkansas River. Additional branches were to go to Park City via Little Stray Horse Gulch, and Big Stray Horse Gulch. In addition, one was to run to Malta via Major de Mary's Soda Spring ending at Colorado Gulch. Tennessee Pass was to carry the trains to Eagle and make a connection with UP owned Georgetown, Leadville and Gunnison.

### NEBRASKA, WYOMING AND WESTERN RAILWAY

It was part of the CB&Q Railroad empire, and ran from Alliance, Nebraska to Guernsey, Wyoming, a distance of 130 miles. It also had a branch from Northport, Nebraska south to the Colorado border. The Colorado portion was the Denver and Montana which ran south from the NE-CO state line to Sterling and then with trackage rights on the UP to the CB&Q mainline.

### MIDDLE PARK LUMBER COMPANY

It ran in Grand County from Fraser on the Denver, Northwestern Pacific to the lumber company's mill that was on St. Louis Creek southwest of Fraser. The company and the railroad both ceased operations after a fire destroyed the mill in 1908.

### LARAMIE, NORTH PARK AND PACIFIC RAILROAD COMPANY

It was a UP subsidiary chartered in 1880 as a standard gauge railroad line running from Laramie, Wyoming to Soda Lakes in Colorado. It connected with a sister line in Colorado, the North Park and Grand River Valley Railroad and Telegraph Company. The Soda Lakes portion operated until just before 1900.

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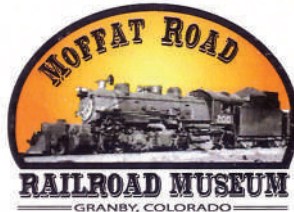
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**Advertise your business here in the upcoming Fall Edition of the RMRHS Newsletter!!**

The cost to run an business card sized ad (2 x 3.5 in) is \$10 per issue or \$35.00 for a year - 4 issues total. Space is limited so if you would like to advertise please call 303-961-5929. Digital files are encouraged, high resolution pdf or jpg or we can scan existing business cards. Ads will be due by Friday, February 19th.



**The Moffat Road Railroad Museum**

Home of the Grand County Model Railroad Club  
1,100 sq. ft. O scale layout

Dave Naples, Director  
970.281.9094  
info@MoffatRoadRailroadMuseum.org

LEARN MORE: [www.MoffatRoadRailroadMuseum.org](http://www.MoffatRoadRailroadMuseum.org)

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