



President's Letter

To say that this has been a most unusual year would be an understatement of gigantic proportions. We have as a society accomplished a lot, and yet revenue wise it has been a very dismal year.

The train shows, with one exception have been abysmal. The exception was the Denver TCA show, where we did fairly well. Sadly, shows where we make some monies were regrettably lacking in attendance and thus very few sales occurred. The TECO Show early in the year was a financial disappointment, as was the Cheyenne, Estes Park, Como, and Pueblo offerings.

Your Board of Directors has decided to reduce the number of tables from 4 to 2 after the TCA Northern Show in November. When we have to pay \$140.00 or more dollars for four or five tables it places us at a disadvantage to create a profitable revenue stream.

I feel that the current financial crisis in the United States has reduced the amount train show attendees can spend, or will spend. Possibly in January things will change, but unfortunately we can count on that happening. If it does then we might go back to more tables. The train show principals are caught in a catch 22 position, by the economy. They have to provide a venue to hold the shows in, and the building owners, to my thinking are a greedy lot, as they will raise the rent to make more revenue.

On their side the electrical suppliers such as EXCEL have increased their rates dramatically. In Excel's case there is absolutely no justification for a massive rate increase as they own the Leyden gas field which supplies the natural gas to their power plants. They aren't spending any monies to supply what they have been supplying all long.

So we will keep going to shows, and will need to see more help at the shows, please! Also we desperately need help at Calhan to help rebuild the depot. More about this in a few moments! Greg, Wayne, Steve, and Bruce have done a fantastic job of working the shows. We are deeply indebted to them.

We discussed raising our membership rates and decided against it at this time, in the future who knows? Again we are trying to go on as we always have over the last 10 years. Maybe it's a slow movement, but it is getting done.

Calhan is coming along at a good clip. We have a great crew that is working hard to get the preliminary work accomplished before a new roof is put on the station. Bill Lugg, John Emmot, Gregg Robertson, Wayne Kemp, Eian Greene, Doug Cohn, Steve Wadle, Elizabeth Maline and I go out when we can for workdays. We desperately need some workers to fill in for these incredible people. If you can handle a paint brush, turn a screw driver, or know how to hammer we need you. Please call me and let me know if you will help. Heck if you just want to sweep the depot we can use you. Eian has done a terrific job of stringing wire, attaching crossarms on the telegraph poles, and building a main right of way train signal with a electrical cabinet.

Many thanks to all who donated to the daughter-granddaughter funeral. I really appreciate your kindness.

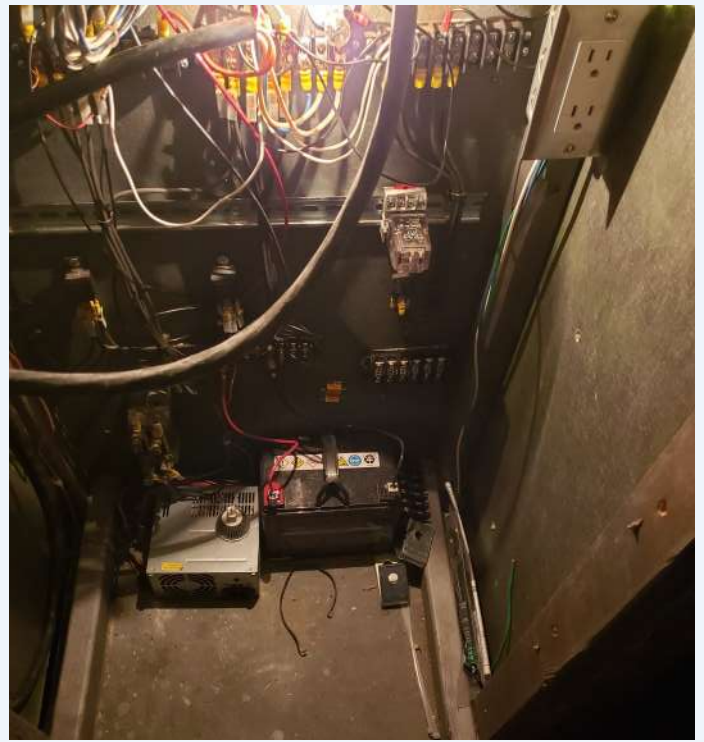
I would like to wish
ALL OF OUR GREAT
MEMBERS AND FRIENDS
A WONDERFUL AND
MERRY CHRISTMAS AND
A HAPPY NEW YEAR!
Pray that this year peace
will come to this shrink-
ing World. May each of
you have a healthy, pros-
perous 2023.

God Bless all of you,
Jim



Calhan gets a Nunn Signal

The normal position of this signal is "danger," making it reliable and effective. Day signal-blade and lamp are mounted at the end of arm extending from station to any desired distance. Signals set from operator's desk. It has no springs or delicate machinery liable to get out of order. A brass cap covering the roller protects the working parts from the weather. This description came from a 1907 Adams & Westlake catalog as shown on Railroadiana.org.



RULE	SIGNAL	NAME	INDICATION
401A		Stop Signal	Stop — for orders.
401B		Caution Signal	Caution — for 19Y orders.
401C		Clear Signal	Proceed — no orders.



Upcoming Event

January 3, 2023: RMRHS Board Meeting, 11:30am, Castle Cafe, 403 Wilcox Steet, Castle Rock, members welcome, contact Jim Jordan (303-961-5929) if interested in attending.

February 4-5, 2023: TECO Model Train Show, Colorado Springs Event Center, 3960 Palmer Park Blvd, Saturday 10am-5pm, Sunday 10am-3pm, \$10/person October 15-16, 2022: PMRA TECO Joint Model Train Show in Pueblo, CO.

Recently Installed Block Signal at the Calhan Depot

Here are some photos of a recently installed black signal at the depot in Calhan, CO.



TCA Show

The TCA Show was one of the best shows since the great show at the Stockyards earlier this year. They had a great crowd, and as always some really wonderful train layouts. As always we had a great time seeing old friends and supporters. Our members present were Elizabeth Maline and her great husband Mike. John Zigler made an appearance. Dave Naples had his booth and was happy for the prints we finally got to him. Steve Wadle, and Greg Roberts were great for helping man our booth. While we didn't do as great as we have in previous years, we still did better than any show since the Stockard show. We look forward to the, April 1st and 2nd show at the Stockyard. TCA really does a great show thanks in no small part to John Gardners who is the heart and soul of that great group .



The Phantom of the Colorado Central Railroad: The Van Bibber Creek Incident

By Steve Wadle

Golden, Colorado has long been a railroad town ever since the first Colorado Central train arrived in 1870. Even today it is served by the Burlington Northern Santa Fe Railroad, making regular runs to and from the Coors Brewery plant. There are a lot of railroad stories from the area; one of the strangest involves an incident that took place on July 20, 1881. Very little has been written about it and few have even heard of it. I came across it by chance while doing research on another topic at the Colorado Railroad Museum. While there I happened to browse through a book on ghost trains, and there was something which happened near Golden. I asked the library staff if they knew anything about it, but they replied no, however, they were definitely fascinated and wanted to know more. I decided to research the man and the Derby hat whether you believe in ghosts or not.

This is the most interesting story about what took place on the Colorado Central Railroad and as far as I could tell it contains actual historical characters from that time. However, the railroad tracks between Ralston and Golden are long gone but Van Bibber Creek remains. I recommend you read the account with an open mind, and not in the dark. So, sit back, relax, and take in the story and draw your own conclusions.

It all started on the evening of July 20, 1881, when a Colorado Central train was making its way from Boulder to Golden. It was headed south near Van Bibber Creek when the engineer shouted there's a "man by the tracks". He immediately applied the brakes, but it was already too late, and the locomotive struck the man. His body was thrown into the air landing in nearby bushes. Upon stopping the train, the crew and conductor, D.A. Graham, climbed down and searched the area. On the cow catcher was the remains of a deer, but no human body was ever found. However, an important discovery was made. A new black Derby hat with a gray silk band and a single red feather was found.

After searching a while longer without success, the train continued to Golden. Upon arriving a report was made of the incident and the County Coroner, Dr. Joseph Anderson, was informed. The next morning several men gathered to resume the search, Doctor Anderson, George Albert, William B Wentworth, and Constable J.A. Baker. The deer was found but again no human body was found. Then another clue was found lying between the tracks, a fragment of a linen collar with a ruby button.

Later that day a miner came to see the Sheriff Jim Johnson, to report what he had seen the previous night. Just about morning, he saw a wagon and a couple of men with lanyards. They were beside the Colorado Central track near Van Bibber Creek where he watched them load something into the wagon. They extinguished the lanterns and turning the wagon around drove south towards Golden. The sheriff investigated but still nothing turned up. After a while the case was closed due to lack of evidence.

But it was only the beginning of strange events taking place around Van Bibber Creek. Within a month, passengers on the railroad started seeing an apparition, namely a man wearing a derby hat and stinking of rotting flesh. He appeared inside the train cars walking down the aisles. Women would faint at the sight and men became unnerved and fearful. In addition, the phantom spirit was aggressive and violent. He was responsible for causing all sorts of trouble on board. Window shades moved up and down, dishes in the club car repeatedly crashed to the floor for no apparent reason, gaslights burst, mysterious fires broke out in several cars, and passengers heard wailing and moaning from the roof of the train.

Meanwhile on board there were personal encounters with the apparition. One woman passenger heard wailing and described him physically. Then I saw him, a tall man in a black coat and a derby hat, was coming slowly down the aisle of the train and the horrible stench was coming directly from this person. But it wasn't the stench that held me transfixed, but it was space under his bushy black beard where his skin was rotting away. The flesh peeling back to reveal white bone and in places there was a withering white presence that looked like maggots behind the bones. She shrieked as the phantom came closer. Her husband then came to her rescue and tried to block the apparition, but it merely passed through him. The husband cried out in pain and sat down. Visibly shaken the wife screamed at the phantom to leave her husband alone.

What happened next was not a pretty sight she explained, "The ghost turned to face me. He gave me a grimace of sure hatred. His teeth were so broken they formed razor sharp edges that cut gashes out of his rotting lips. The look of black malice in his glowing eyes sent me backwards. He lifted his arms and bidding dramatically at the lights in the passenger car. At his gesture, the lights broke, and glass rained down on me and the other screaming passengers. I put both hands and my arms up to protect my head as glass shards pierced my clothes and cut my hands and neck."

What is most chilling is the man in the derby vanished leaving behind chaos and a stench that made other passengers almost as ill as I was. As for the husband he had

received some cuts from the falling glass, and he was bleeding somewhat. He wasn't too bad physically, but what he had experienced when the apparition passed through him, he felt he had been pierced by swords made of ice. His eyes and his insides ached, and he felt violated as if his mind had been wrenched apart and pawed by the malicious figure!

A number of people stated that the evil spirit even sat on the seat next to them making them feel extremely uncomfortable. Peter Dornan, a businessman from Denver gave the following description of the apparition "it was unpleasant, and the ghost had a foul smell about him not unlike moldy vegetation". It lasted for only a few seconds and then the vision left Dorman extremely uncomfortable, angry, and nauseated. One passenger, Miss Letty Liter, reported to the conductor that an obnoxious man presumed to have abruptly occupied the seat beside her and to blow foul cigar smoke directly into her face. She described the stranger as a large, bearded man wearing a derby.

The phantom also appeared alongside the tracks at the scene of the accident, this usually happened around dusk, his being seen walking and then just as suddenly fading away.

In 1890 the line was abandoned, and tracks were moved but still people traveled the gravel road by wagon and later cars. On some occasions, the apparition with a derby continued to be seen now carrying a lantern and motioning for assistance. According to the drivers who stopped to help, the phantom hitchhiker would explain that a train had derailed and they needed to get into town to report the accident. Once the man got into an automobile, however the drivers looked over at their passengers to only see his image dissolve before their eyes.

Over the years the sightings have also included reports of a headless man hitchhiking along the same stretch of road, in some cases not holding a lantern but his own head by the hair, a gruesome sight. Other personal encounters were not as gruesome. In 1894 the foul phantom threw himself on an unsuspecting chicken farmer materializing in the farmer's wagon. In an instant the attacker swept all the chicken crates, chickens included, out of the wagon without farewell or explanation, and then departed into the air.

In addition, the phantom was very protective of his territory, the area of his demise, and has been known to physically harm outsiders. This was the case in 1897, when a group of parties decided to trespass; the outcome was not good. The phantom was in gentlemen's attire and derby. He hissed at them and showed his teeth in a ghastly grimace as if he considered sinking those incisors into the trespassers. A conflict ensued, with one of the revelers, Jeremy Pets, acclaimed to the ghost bidding, and afterward had scars to prove it.

Not much has been recorded over the years since then. Fewer sightings were made after 1920 and were talked less and less about. However, the phantom has continued to make his

presence occasionally known, even in modern times, to all kinds of people, including a prominent businessman from Golden.

But who is the phantom? That is the great mystery. There are various theories. Some say a jilted lover who was a suicide, or even a demon. And what happened when they looked for the body and that it could not be found? Was it dragged off by a coyote or a mountain lion? Some people say it's just people. Some people say it's just a faded memory of a long-ago ghost story or Halloween tale to frighten children. Or possibly, other children make their young friends take a dare. Yet at times you can still feel his eerie presence.

Hooterville Cannonball

Remember the Petticoat Junction TV Series (1963 to 1970)? Well, believe it or not, the "Hooterville Cannonball" is alive and well. Whereas you might not be able to catch the train at Hooterville, the Shady Rest Hotel, or Pixley, you can find it as Sierra #3 operating at Railtown 1897 State Historic Park in California. Photo from Wikipedia.



Margit Thompson

It is with deep sadness that we announce the passing of Margit Thompson, after a battle with cancer. Margit was a charming and gracious lady who was always helpful and kind to all. Margit was always beside Roy Thompson, her husband at their shop and railroad model train shows. Services will be on January 7th, 2023. We will notify all interested via email when we have more information. Our condolences to her family and friends.



Congratulations!

The Moffat Road Railroad Museum recently received Best Museum winner and Best Family Entertainment finalist in Grand County, CO. Visit their website: MoffatRoadRailroadMuseum.org



Ken Kafka's Open House A Fall Tradition

Photos and story by Wayne Kemp

Those of us who live along the northern I-25 Corridor are fortunate to be able to partake in a unique annual event, Ken Kafka's November Open House. Ken is a good friend of our society and has helped us many times over the years. His knowledge of antique cars, trucks, farm tractors, and the historic Great Western Railway is truly amazing. Every year on the first Saturday in November he puts on an open house at his farm near Pierce, CO (off US 85) where all are invited to explore a piece of Americana's transportation history. Visitors come from Colorado, Wyoming, and Nebraska to see Ken's collection of historic vehicles, and often bring historical vehicles of their own to share for all to enjoy.

Ken has an antique automobile, truck, and tractor collection that is extraordinary. Among his collection is a rare 1923 Dodge Brothers coupe with 43,000 original miles in excellent condition. He has two late 1920's vintage Cole-man trucks which were manufactured in Littleton, Colo-rado (Coleman invented the four wheel drive). He owns an H.K. Porter built steam locomotive (0-4-0), a "Dinky", which was used by the Great Western Railroad as a switcher at one of their many sugar plants. He also owns an 1890's GW wooden caboose. Tucked inside the caboose is a large collection of Marx Toy Trains dating back to the 1930's. Some are unique pieces.

Perhaps Ken's favorite vehicles are two vintage Nash trucks that he has completely rebuilt. The oldest is a 1918 NashQuad US Army WWI ammunition truck, the only one known in existence that runs. He built it from a chassis that was found half buried in a field in Nebraska. All the parts he machined himself. The second is a 1919 Nash 2-ton flat-bed stake truck that is in immaculate



condition. Ken has won numerous awards at antique car and truck meets with these two classic vehicles.

As if Ken's expertise with antique vehicles is not enough, Ken has a running train that is about 18" gauge, again built from scratch. He encourages everyone to take a ride around his "Back 40" on board the train.

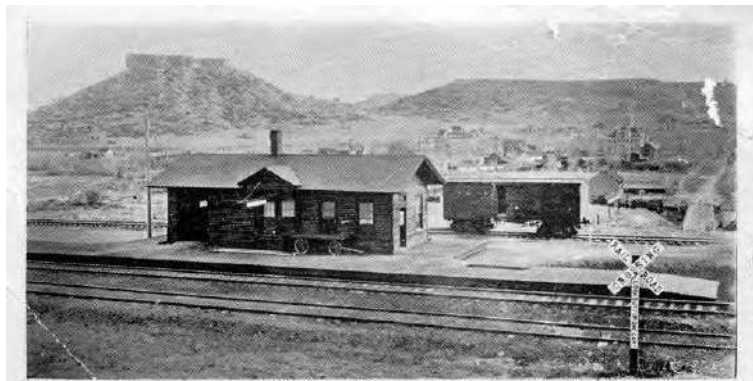
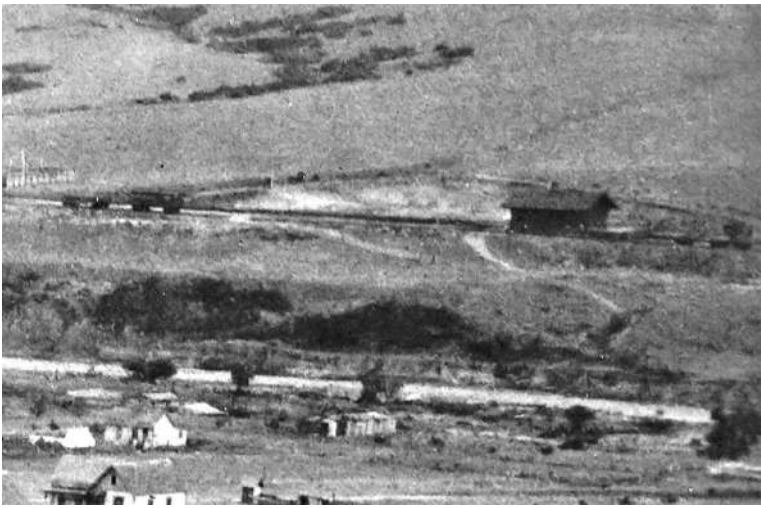
Kenny and his wife welcome all to this great event, it doesn't matter if they have known you for 38 years or 38 minutes, you are welcome. Finally, there is a Bar-b-Que available at a modest charge. All in all, it is a fun-filled visit that all RMRHS members should consider attending next November.



Grand Junction Depot

Colorado Preservation has worked with Friends of the Grand Junction Railroad Depot and the city of Grand Junction to develop plans for rehabilitating the building as a train station and commercial center. The Depot is a two-story Italian Renaissance railroad station built in 1906. It first served the Denver & Rio Grande Railroad and later Amtrak (which discontinued service there in 1992). It was Grand Junction's grandest building for some time, and could be again.





ATCHISON, TOPEKA & SANTA FE DEPOT.
THE COLORADO MIDLAND RAILWAY.
THE COLORADO & SOUTHERN RAILWAY.

Castle Rock AT&SF Depot

This Atchison Topeka and Santa Fe railroad depot was built in 1911 in typical AT&SF fashion. It sits today as pictured at right in southern Castle Rock, CO on the west side of the I-25 just south of where Third Street would be if it continued west to the other side of the highway. It has a side-gabled tin roof, the historic brick chimney, and porch as well as remnants of the main entrance, ticket window frame, and the like. The concrete driveway up to the building was added when it was used as a residence. The AT&SF logo remains at peaks of the roof (see framed inserts at right).



Membership Application

Name _____

Birth Month _____

Organization (Associates Only)

Address _____

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Phone _____

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Interests: please attached separately

Interested in serving on a committee: Y / N

New / Renewal (circle one)

Individual \$25/yr Associate \$45/yr

Family \$45/yr Lifetime \$500

Youth \$10/yr.

Mail check or money order to address on last page. Call 303.269.9768 for credit cards.



Loco Artwork Series by Daniel Edwards

There will be 10 artwork pieces in this series coming out over the next few months. All are 5" tall by 26" long. Signed and numbered. Very limited supply. \$75 non-members, \$50 members. Print #1 for each loco is 48" x 6" at \$100. See the website for details: RMRHS.org/for-sale.html



Recent Work at Calhan

We got about 1/2 of the North side lower roof done before we ran out of 1x6. It was windy most of the day and it was in shadow and chilly as well ... a good decision to work on the North side while the weather is still doable. The North side will be a challenge if there is any snow more than a dusting.... leaving the South side for last is fine ... It will get sun if there is any! Eian might have strung some more wire between the two poles after I left. Photos by Wayne Kemp. October 2022.




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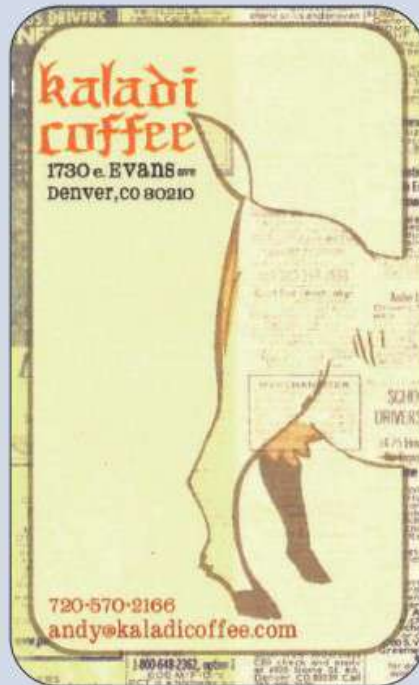
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Advertise your business
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The cost to run a business card sized
ad (2x3.5 inches) is \$10 per issue or
\$35 for four issues. Space is limited,
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The Moffat Road Railroad Museum

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