

"SEE THE ROCKIES BY RAIL"

THE ROCKY MOUNTAIN RAIL FAN

DENVER, COLO.

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PUBLISHED BY THE ROCKY MOUNTAIN RAILROAD CLUB FOR THE BENEFIT OF THOSE WHO ARE INTERESTED IN THE RAILROADS, PAST AND PRESENT, OF THE COLORADO ROCKIES.

BACK AGAIN

WELL, BELIEVE IT OR NOT, FANS, HERE WE ARE AGAIN. WE CANT SAY THAT WE HAVE ANY GOOD ALIBI FOR OUR TWO YEARS OF SILENCE, SO HOW WILL IT BE IF WE JUST SAY THAT YOUR EDITOR'S NICE LONG SPELL OF INDOLENCE HAS COME TO AN END AND LET IT GO AT THAT?

SINCE WE ARE BREAKING INTO MIMEOGRAPH AGAIN APPROXIMATELY FOUR AND A HALF YEARS AFTER THE DATE OF OUR CLUB'S ORGANIZATION, IT MIGHT BE APPROPRIATE AT THIS TIME TO DEVOTE A LITTLE SPACE TO SUMMING UP JUST WHAT WE HAVE GAINED THROUGH PARTICIPATION IN OUR CLUB'S ACTIVITIES.

PROBABLY THE MOST IMPORTANT GAIN EACH OF US CAN COUNT CONSISTS OF THE MANY PLEASANT FRIENDSHIPS WE HAVE FORMED DURING THESE FOUR AND ONE HALF YEARS. WE STARTED OUT MERELY AS A WIDELY ASSORTED GROUP OF INDIVIDUALS DRAWN TOGETHER BY THE FACT THAT, REGARDLESS OF AGE, WE HAD NEVER OUTGROWN OUR CHILDHOOD FASCINATION FOR "CHOO-CHOO TRAINS". WE HAVE FOUND KEEN SATISFACTION IN PURSUING OUR HOBBY IN COMPANY WITH KINDRED SPIRITIS AND WE HAVE EACH INCREASED OUR KNOWLEDGE OF RAILROAD HISTORY, LOCOMOTIVE PHOTOGRAPHY AND CURRENT RAILROAD EVENTS BY PARTICIPATING IN THE POOL OF SUCH KNOWLEDGE THAT ACCUMULATES AT EACH CLUB MEETING.

AFTER THIS LENGTH OF TIME, IT HAS BECOME APPARENT THAT THE PRINCIPAL TOPICS OF INTEREST TO MOST OF OUR MEMBERS ARE ENGINE PHOTOGRAPHY, RAILROAD HISTORY, AND ABOVE ALL, STEAM TRAINS. THAT'S ONLY NATURAL. HERE IN THE COLORADO ROCKIES WE HAVE ALL THE NECESSARY FACTORS IN ABUNDANCE FOR CONCENTRATING ON THOSE ANGLES OF OUR HOBBY. WE DEVOTE PART OF OUR ATTENTION TO THE SLEEK AND LUXURIOUS STREAMLINERS THAT SPEED TO AND FROM DENVER OVER THE EASTERN PRAIRIES, BUT FOR MOST OF US, THEY JUST AREN'T IN IT WITH THE THUNDERING STEAM GIANTS THAT BLAST THE AIR IN DEEP MOUNTAIN CANYONS, OR THE HISTORIC LITTLE NARROW GAUGES SNAKING AROUND THE SIDES OF SNOW CAPPED PEAKS, OR THE FASCINATION OF POKING AROUND AMONG THE BONES OF THE FAMOUS OLD PIKES THAT ARE FADING AWAY INTO HISTORY.

STARS IN OUR SERVICE FLAG

SOME OF THE MOST FAMILIAR FACES ARE MISSING FROM MEETINGS LATELY. WE DO NOT NEED TO BE REMINDED AS TO JUST WHY THEY ARE ABSENT, NOT IN DETAIL ANYWAY. JUST ONE LITTLE ANGLE THAT WE MIGHT KEEP IN MIND, HOWEVER, IS THAT OUR LITTLE HOBBY CLUB IS A TINY FRACTION OF THE WAY OF LIFE THAT THESE BOYS HAVE SET OUT TO DEFEND. LET'S GET BEHIND THE BOYS AND LET THEM KNOW THAT THEY ARE NOT FORGOTTEN. THEY'RE A LONG WAY FROM HOME MOST OF THE TIME AND IT'S A SAFE BET THAT THEY'D BE TICKLED PINK TO HEAR FROM ANY OF YOU ALMOST ANY TIME. AND, INCIDENTALLY, BUYING WAR BONDS AND STAMPS IS A GOOD WAY TO HELP THEM GET THE JOB DONE AND GET BACK HOME JUST THAT MUCH QUICKER.

AS WE GO TO PRESS, THE FOLLOWING MEMBERS ARE IN UNCLE SAM'S ARMED FORCES:
FORREST CROSSEN, HOME ADDRESS, 2002 SPRUCE ST., BOULDER, COLO.
PVT. S. L. (LES) LOGUE, Co. "B", 87TH INF. TRG. BN., 1ST PLATOON, CAMP ROBERTS, CALIF.
2D LIEUT. J. W. MAXWELL, 637TH T. D. BN., A. P. O. 337, c/o POSTMASTER, SAN FRANCISCO, CALIF.
PVT. RALPH H. NIETCALF, BATT. "A", 53RD F. A. TRG. BN., CAMP ROBERTS, CALIF.
CORP. MORRISON A. SMITH, Co. "A", 800TH SIGNAL REGT., CAMP CROWDER, MO.
PVT. JACK C. THODE, 405TH T. S. SQDN., BARRACKS 205, SHEPPARD FIELD, TEXAS
W. L. VAN PATTEN, HOME ADDRESS, 1746 FRANKLIN ST., DENVER, COLO.

ONE OF OUR HONORARY LIFETIME MEMBERS, WHO HELPED US OUT VERY MUCH ONCE AT A TIME WHEN WE NEEDED SOME HELP, IS ALSO IN UNIFORM. 1ST. LIEUT. HARRY A. ENGLESON, TRANSPORTATION OFFICER, BUCKLEY FIELD, DENVER, COLO.

AT THIS TIME WE'D ALSO LIKE TO EXTEND A CORDIAL INVITATION TO ANY RAIL FANS FROM OTHER PARTS OF THE COUNTRY, WHO ARE NOW SERVING IN THE ARMED FORCES IN THE VICINITY OF DENVER, TO COME TO MEETINGS AND TAKE PART IN ALL CLUB ACTIVITIES. NO DUES COLLECTED FROM ANYONE IN UNIFORM. FOR COMPLETE INFORMATION CONCERNING MEETINGS, ETC., YOU ARE CORDIALLY INVITED TO GET IN TOUCH WITH PRESTON GEORGE, PRES., 2235 NEWTON ST., PHONE GLENDALE 0823, OR OTTO PERRY, SEC., 74 So. ELATI ST., PHONE PEARL 0368.

THE DENVER TRAMWAY CORP.

THE TRAMWAY PEOPLE WENT CONSIDERABLY OUT THEIR WAY ONCE TO SHOW US A GOOD TIME. THAT WAS DECEMBER 31, 1939, TO BE EXACT, WHEN THEY VERY KINDLY GAVE US ALL A FREE RIDE IN A SPECIAL CAR OVER SEVERAL ROUTES THAT WERE BEING ABANDONED THAT DAY.

WE'VE PROBABLY ALL BECOME MUCH BETTER ACQUAINTED WITH THE TRAMWAY LATELY, SINCE TIRES ON THE FAMILY AUTOMOBILE HAVE BECOME SUCH PRICELESS TREASURES. IN FACT, WE'RE ALSO FINDING OUT THAT THERE IS A LOT OF INTERESTING HISTORY CONNECTED WITH THESE STREET CARS THAT WE'RE ALL MAKING SO MUCH USE OF LATELY.

THE FIRST STREET CAR FRANCHISE IN COLORADO WAS GRANTED TO THE DENVER HORSE RAILWAY CO., WHICH WAS INCORPORATED IN 1867, THE ORIGINAL PROMOTERS BEING JUDGE MOSES HALLETT, JUDGE AMOS STECK, FREEMAN B. CROCKER, LUTHER KOUNTZE AND LEWIS N. TAPPAN. APPARENTLY, THIS COMPANY WAS UNABLE TO DO MUCH TOWARD GETTING THINGS STARTED, SO IN 1871 THE FRANCHISE WAS SOLD TO COL. L. C. ELLSWORTH WHO REPRESENTED A GROUP OF CHICAGO CAPITALISTS. THE NEW OWNERS SOON GOT THINGS UNDER WAY, FOR THE NEXT WE HEAR FROM THEM WAS WHEN THEY COMMENCED SERVICE DECEMBER 17, 1871, OVER A ROUTE FROM THE DENVER, SOUTH PARK & PACIFIC STATION AT 7TH & LARIMER ST., ALONG LARIMER ST. TO 16TH, ALONG 16TH TO CHAMPA, AND ALONG CHAMPA TO 27TH ST. CAR BARNs WERE VERY LITERALLY CAR "BARNs" IN THOSE DAYS, WITH THE HAYBURNER MOTIVE POWER BEING HOUSED IN AN L SHAPED STABLE SURROUNDING SCHOLZ'S DRUG STORE AND HAVING ENTRANCES ON BOTH 16TH ST. AND CURTIS ST. A LATER HISTORICAL NOTE MENTIONS THE EFFECT OF A SEVERE GRASSHOPPER PLAGUE IN 1880-1884. IT SEEMS THAT THE HOPPERS ATE UP PRACTICALLY EVERYTHING IN SIGHT AROUND DENVER AND DR. SAMUEL W. FISHER, ONE OF THE MOST PROMINENT STOCKHOLDERS OF THE HORSE RAILWAY CO., WAS OBLIGED TO TRADE FOUR LOTS AT THE CORNER OF 17TH AND TREMONT FOR ENOUGH HAY TO TIDE THE "MOTIVE POWER" OVER DURING A CRITICAL PERIOD.

ONE OF THE MOST FAMOUS, AND APPARENTLY THE BEST REMEMBERED, OF ALL THE EARLY DENVER STREET CAR LINES WAS THE CHERRILYN LINE WHICH BELONGED TO A SEPARATE COMPANY AND EXTENDED FOR ONE MILE UP THE HILL ALONG SOUTH BROADWAY FROM HAMPDEN AVE. TO STANFORD AVE. AFTER PULLING THE CAR TO THE TOP OF THE HILL, THE HORSE WOULD CLIMB ONTO THE REAR PLATFORM AND RIDE DOWN HILL.

A SOMEWHAT SIMILAR ARRANGEMENT WAS UTILIZED ON THE COOK LINE (NOW E. 34TH AVE.), EXCEPT THAT A SEPARATE LITTLE BOX CAR WAS PROVIDED FOR THE HORSE TO RIDE IN WHEN GOING DOWNHILL. OLD RECORDS TELL US THAT THE DOWNHILL TRIP OF ABOUT A MILE AND A HALF WAS SOMETIMES MADE IN LESS THAN THREE MINUTES, WHICH PROVIDES AN INTERESTING COMMENTARY ON THE SPEED THAT COULD BE ATTAINED IN THOSE DAYS.

APPARENTLY, VARIETY WAS THE KEYNOTE OF EARLY DAY STREET CAR SERVICE IN DENVER. RECORDS DO NOT SHOW WHY THE 42 INCH GAUGE WAS EVENTUALLY ADOPTED THROUGHOUT THE CITY, BUT THEY DO SHOW WHAT A COLORFUL COLLECTION OF VARIOUS METHODS OF LOCOMOTION AND TYPES OF EQUIPMENT WERE IN USE AT TIMES, ESPECIALLY DURING CHANGE OVER PERIODS, SUCH AS CONVERSION FROM HORSE CARS TO CABLE CARS AND FROM CABLE TO ELECTRICITY. FOR INSTANCE, THE ARRANGEMENT THAT EXISTED DURING ONE SUCH PERIOD WHEN BROADWAY PROUDLY DISPLAYED A HORSE CAR LINE DOWN THE CENTER AND A CABLE CAR LINE ON EACH SIDE. AVERAGE SEATING CAPACITY OF HORSE CARS WAS 16 PASSENGERS AND CABLE CARS AVERAGED 20 TO 22.

CABLE CARS WERE INTRODUCED IN DENVER BY THE DENVER CABLE TRAMWAY CO., WHICH WAS ORGANIZED BY MR. RODNEY CURTIS (CURTIS ST.), WITH THE ABLE ASSISTANCE OF GOV. JOHN EVANS, DAVID H. MOFFAT, F. A. KEENER, W. G. EVANS, J. S. BROWN, J. F. BROWN, J. J. REITHENAUER, DR. MCCLELLAND AND H. C. BROWN. AT THE TIME OF ITS GREATEST EXTENT, THE DENVER CABLE TRAMWAY CO. OPERATED TWO LARGE POWERHOUSES TO DRIVE THE

MILES OF CABLES THAT PULLED THE CARS ALONG THE TRACK. ONE OF THE POWERHOUSES, AT 15TH AND LAWRENCE ST., IS STILL STANDING AND NOW USED AS A GARAGE. THE OTHER, AT BROADWAY AND COLFAX STOOD ON GROUND THAT IS NOW PARTLY OCCUPIED BY A WAITING SHED OWNED BY THE PRESENT DENVER TRAMWAY CO.

LIMITATIONS OF SPACE PREVENT MORE THAN PASSING MENTION OF THE NUMEROUS REORGANIZATIONS, MERGERS AND CONVERSIONS THAT GRADUALLY ABSORBED ALL OF THE VARIOUS DENVER STREET CAR COMPANIES INTO ONE UNIFIED SYSTEM. ALTHOUGH SOME LINES WERE CONVERTED TO ELECTRIC OPERATION AS EARLY AS THE LATTER PART OF 1885, MANY IMPORTANT LINES WERE NOT CHANGED OVER UNTIL MUCH LATER. FOR EXAMPLE, THE BERKELEY AND ROCKY MOUNTAIN LAKE ROUTES WERE CONVERTED FROM STEAM TO ELECTRICITY IN 1891, PARK HILL FROM STEAM TO ELECTRICITY AND BROADWAY, COLFAX AND 15TH ST. ROUTES FROM CABLE TO ELECTRICITY IN 1893, 17TH AVENUE, 16TH STREET, LARIMER AND WELTON STREETS FROM CABLE TO ELECTRICITY IN 1900.

IN 1914 THE DENVER STREET CAR SYSTEM REACHED ITS GREATEST EXTENT IN MILEAGE, WITH 231.53 MILES OF TRACK IN USE WITHIN THE CITY LIMITS. THE PRESENT MILEAGE OPERATED IS 194.40. THE PRINCIPAL ABANDONMENTS HAVE BEEN AS FOLLOWS: FAIRMOUNT, JUNE 8, 1930; EAST 25TH AVE. AND EAST 19TH AVE., APRIL 1, 1930; AURORA, JULY 6, 1933; WEST 23RD AVE., ARGO, STOCKYARDS AND 4TH AVE., JANUARY 1, 1940. BUS SERVICE HAS BEEN SUBSTITUTED ON ALL THESE LINES EXCEPT EAST 25TH AND EAST 19TH AVENUES. TRACKLESS TROLLEY COACHES HAVE BEEN SUBSTITUTED FOR STREET CARS ON WEST 29TH AVE., WEST 38TH AVE., EAST 11TH AVE., AND EAST 13TH AVE., ALSO IN THE DOWNTOWN AREA ON 16TH ST. BETWEEN LARIMER ST. AND BROADWAY. LESSER ABANDONMENT OF TRACKAGE HAS INVOLVED QUITE A FEW BLOCKS ON 15TH ST., CURTIS ST., 18TH ST., WAZEE AND WYNKOOP STREETS.

THE PRESENT DENVER TRAMWAY CORP. WAS INCORPORATED JULY 1, 1925. IN APRIL, 1940, ITS PASSENGER EQUIPMENT INCLUDED 196 STREET CARS AND 65 GASOLINE BUSES. SPECIAL UNITS, SUCH AS WORK CARS, SNOW SWEEPERS, ETC., INCLUDED 77 RAIL AND 44 AUTOMOTIVE UNITS. LATER ADDITIONS INCLUDE 52 TROLLEY COACHES.

NO DESCRIPTION OF THE DENVER TRAMWAY CORP. WOULD BE COMPLETE WITHOUT MENTIONING ITS AFFILIATED INTERURBAN SYSTEM, THE DENVER & INTERMOUNTAIN, WHICH OPERATES TWO ROUTES TO GOLDEN, ONE OF THEM A STANDARD GAUGE LINE VIA WEST COLFAX AND BARNUM, AND THE OTHER A NARROW GAUGE LINE WHICH FOLLOWS THE CLEAR CREEK VALLEY VIA ARVADA, WITH A BRANCH LINE TO LEYDEN. THE D&IM MILEAGE, EXCLUSIVE OF THE STANDARD GAUGE REMACO BRANCH, IS 21.64. D&IM NARROW GAUGE ROLLING STOCK INCLUDES 6 ELECTRIC FREIGHT LOCOMOTIVES, 5 PASSENGER MOTOR CARS AND 173 FREIGHT AND UTILITY CARS. TWO STANDARD GAUGE PASSENGER MOTOR CARS ARE OPERATED ON THE BARNUM LINE TO GOLDEN.

WE'D LIKE TO ACKNOWLEDGE OUR INDEBTEDNESS TO OFFICIALS OF THE DENVER TRAMWAY CORP. WHO HAVE SUPPLIED YOUR EDITOR WITH MANY OF THE HISTORICAL ITEMS CONTAINED IN THIS ARTICLE.

OUR NEW EATING PLACE

THERE WAS A TIME WHEN THE BIGGEST PROBLEM CONFRONTING THE WOULD-BE ORGANIZERS OF OUR CLUB WAS TO FIND A MEETING PLACE. NOW, TO EXPLAIN IT IN ITS SIMPLEST FORM, OUR PROBLEM IS JUST ABOUT THE REVERSE. IT'S UP TO US NOW TO BUILD UP OUR MEMBERSHIP AND ATTENDANCE SUFFICIENTLY TO FILL UP THAT FINE BIG AUDITORIUM ON THE 6TH FLOOR OF THEIR NEW BUILDING, THAT THE D&RG HAS VERY KINDLY MADE AVAILABLE FOR US. YES, SIR, FROM HERE ON OUT WE'RE REALLY GONNA BE EATIN' HIGH ON THE HOG, SO LET'S ALL GET BUSY AND SEE IF WE CANT DO SOMETHING ABOUT IT. THERE IS'NT A RAIL FAN CLUB ANYWHERE IN THE ENTIRE COUNTRY THAT HAS A BETTER OPPORTUNITY THAN WE HAVE RIGHT NOW. WE WILL HAVE AT OUR DISPOSAL AN AUDITORIUM WITH A SEATING CAPACITY OF ABOUT 300 PEOPLE, A SEPARATE ROOM SPECIALLY EQUIPPED AS A PROJECTION ROOM AND SPACE FOR A CLUB MUSEUM. WE ALSO HAVE THE OPPORTUNITY NOW TO ARRANGE A NEW SERIES OF PROGRAMS, FEATURING SPEAKERS AND RAILROAD HOBBYISTS OF NATIONAL PROMINENCE. IN FACT, OPPORTUNITY IS'NT JUST KNOCKING RIGHT NOW; SHE'S PRACTICALLY TRYING TO KICK THE DOOR DOWN.

WHAT ABOUT THE MIDLAND TERMINAL RLY.?

AS WE GO TO "PRESS", WE HEAR THE NEWS OF A MOMENTOUS AND IMPORTANT STEP IN CONNECTION WITH THE NATIONAL WAR EFFORT THAT MAY HAVE TREMENDOUS AND FAR REACHING REPERCUSSIONS REGARDING MOUNTAIN RAILROADS IN COLORADO.

THAT IS THE ORDER SUSPENDING GOLD MINING FOR THE DURATION. NOT THAT WE HAVE ANY INTENTION OF QUESTIONING ANY ORDER FROM HEADQUARTERS. AFTER ALL, GOLD IS A RATHER USELESS METAL RIGHT NOW, ALTHOUGH IT WOULD BE A GREAT PLEASURE TO PARTICIPATE IN THE CEREMONY OF DRIVING A GOLDEN BULLET INTO HITLER.

EVERYONE WHO IS FAMILIAR WITH THE HISTORY OF COLORADO MOUNTAIN RAILROADS CAN RECALL HOW 24 YEARS AGO A WAR STARTED BY THE GERMAN "MASTER RACE" REACHED OUT HERE TO THE MOUNTAINS AND CHOKED THE COLORADO MIDLAND OUT OF EXISTENCE, SO THE COURSE OF AN EVEN MORE VICIOUS AND DESPARATE WAR CONTAINS OMINOUS POSSIBILITIES FOR THE RAILROADS THAT ARE DEPENDANT ON GOLD MINING COMMUNITIES.

OF ALL THESE MOUNTAIN ROADS, WE CANT THINK OF ANY THAT IS MORE COMPLETELY DEPENDANT ON GOLD MINING THAN THE MIDLAND TERMINAL.

THIS MAY BE A TRIFLE EARLY TO START HOLDING THE MT'S WAKE, BUT IT'S NOT ANY TOO EARLY TO START PREPARING YOURSELF FOR A SHOCK, JUST IN CASE --

INCIDENTALLY, HOW IS YOUR MT ENGINE SHOT COLLECTION AND OTHER MT MATERIAL COMING ALONG NOW? THAT'S A PRETTY INTERESTING AND HISTORICAL OLD PIKE, AND ITS DAYS MAY BE NUMBERED, AND PRETTY SMALL NUMBERS, TOO. IT LOOKS AS IF SCHICKLGRUBER'S WAR IS GOING TO DO TO THE MIDLAND TERMINAL JUST WHAT KAISER WILHELM'S WAR DID TO THE COLORADO MIDLAND.