

Journey to Promontory
Video Program by Richard W. Luckin
November 13th, 2018 • 7:30 PM

Imagine for a moment, one of the most important transportation events in America is about to take place. The date is May 10th, 1869, and excitement is in the air.

A restless crowd has assembled, dignitaries have gathered, the last rail is about to be placed, two steam locomotives face each other ready to meet. The Golden Spike is driven, a cheer goes out, the band strikes up, and celebration champagne flows. The telegraph message consists of one single word, "DONE."

Viewers can transport themselves back to that day of 150 years ago through a new PBS program, *Journey to Promontory*. However, the story is really about more than just that single day in May.

This documentary chronicles years of planning, surveying and construction as told through interviews with some of America's leading rail historians and supported with historical images.

Learn the facts, challenges, personalities and most importantly learn about the rail workers, who turned that impossible dream into reality.

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

RMRRC 2018 Calendar

December 11: Annual Meeting and Milwaukee Road program by Blair Kooistra.

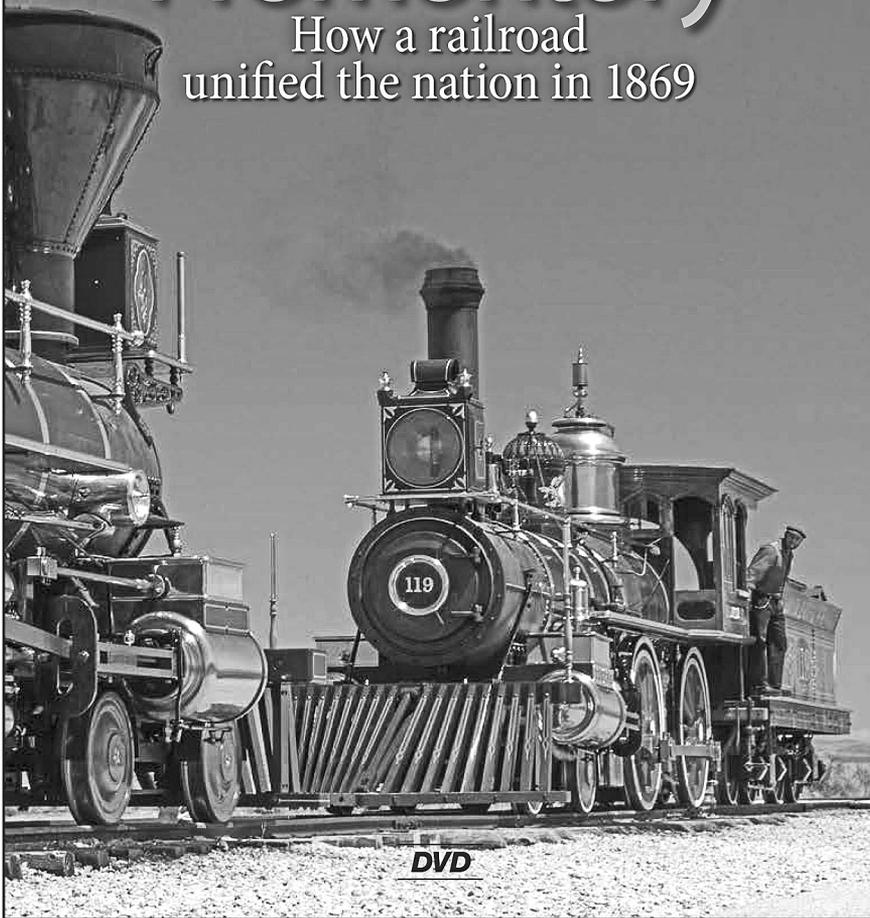
Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at ds5280@comcast.net or 303 988-3456.

Trains SPECIAL

A Rich Luckin documentary

Journey to Promontory

How a railroad
unified the nation in 1869



For Rail Report 698, celebrating the Club's 80th Anniversary, the masthead again features Western Allegheny #80 (ex-PRR) at Kaylor, Pennsylvania, on October 27, 1957. – Tom Klinger Photo.

President's Report

By Steve Mason

The 80th Annual Banquet was an outstanding success. It was a complete team effort. A special mention to these people for making it happen. Denny Leonard, Club director and DAC member, for securing the Denver Athletic Club. Keith Jensen, treasurer, for generating attendee lists and keeping the money straight. Michael Tinetti for checking in attendees and coordinating with Keith. Dave Schaaf for lining up Stathi Pappas and setting up the sound system. Nathan Holmes for making sure Stathi's thumb drive, which contained the program, would run on DAC's equipment. Dave and Nathan for taking newsletter photos. Debbie MacDonald's grandchildren, Tristan and Hailey, for drawing door prize numbers. For the 80th Anniversary Banquet, we had great door prizes.

I urge you to attend the November 13th regular meeting. Richard Luckin will show the "Colorado Premiere" of his 1869 Transcontinental Railroad program, *Journey to Promontory*. He will preview it for us like he did his 20th Century Limited program. It is an honor to be trusted as a group discerning enough to be the first to view his productions.

Dave Schaaf's main duty as vice-president is to find good programs for the Club. In my two years as president and before that as an ordinary member, Dave has lined up some very good programs. He has a knack for programming and I believe you will agree with me. One of the ways you can wholeheartedly support our Club is to attend these meetings to view these programs.

This year, our 80th Anniversary, our Board said we should run trips and we did. The Board set out a list of trips and events last November. The Rocky Mountain Railroad Club is an organization with an earned reputation of being able to run trips with panache.

From January to October we ran no less than one trip per month and three in September. I hope you were able to at least participate in one of those trips and you will remember in years to come just what we did for our 80th Anniversary.

Steve Subber and Ron Keiser were elected by the Board to fill two of our Director vacancies. Both start as Director immediately and will serve a two year term. Steve has been helping set up the meetings and going on events with his wife, Chris. Ron was on the Argentine Central trip. We are all very glad to add them to our Board. Thanks for coming on board, Steve and Ron.

Come to a meeting. Our Club is a very nice bunch of men and women I am proud to call my friends.

Board meetings are usually held the first Monday after a regular monthly meeting. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. You are always welcome! If any member has any question or concern on events or would like to go to a Board meeting to see what kind of fun we have or any other concern, call me at 720-371-8536 or stevemason647@gmail.com.

Membership Renewals Are in November, Here Already!

This year the club will again send a renewal invoice to each member. Some households will receive more than one renewal. Expect to see the renewal invoices in your mail box this month before Thanksgiving. Each renewal form has spaces provided to correct any errors with your contact information. Members if you have an email account please make sure we have the correct address.

Members who have just joined may receive what appears to be a renewal invoice. The document is sent to you for the confirmation and or collection of your correct contact information. No payment is required. This is so stated on the invoice for those few.

We use an email notification service on a select basis. Many of you are bombarded with electronic advertising and notices from various groups. The club limits the number of notices to important reminders, news and emergencies.

The membership year is January 1st through December 31st of each year. There will be no increase in dues for 2019. To maintain membership in RMRRRC, your dues for the upcoming year should be paid by December 31st.

Multimember households should return each membership form, but a single payment for the household is desired.

The club would greatly appreciate if all of our members renew by the end of year. We do allow for a month grace period in January. The re-sequencing of seniority numbers is performed the first week in February. If you wish to keep your seniority please make sure have renewed by then.

Your membership cards will be mailed to you in the month of March. More information about this mailing will be provided at a later.

A Call For Nominations For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

Dennis Leonard has been nominated as President and Andy Dell has been nominated to replace Denny as Secretary.

Any member wanting to volunteer or nominate another member for either

an officer or director position should contact the nominating committee, Debbie MacDonald or Pat Mauro at the November Club meeting or contact them through the Club website or by mail to the Club PO Box.

Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 11, 2018, 7:30 PM at Christ Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.



Dean Willoughby watering the tender of “Invicta,” a miniature of the second locomotive built by Stephenson. – Photo © 2018 Steve Mason.

Colorado Live Steamers

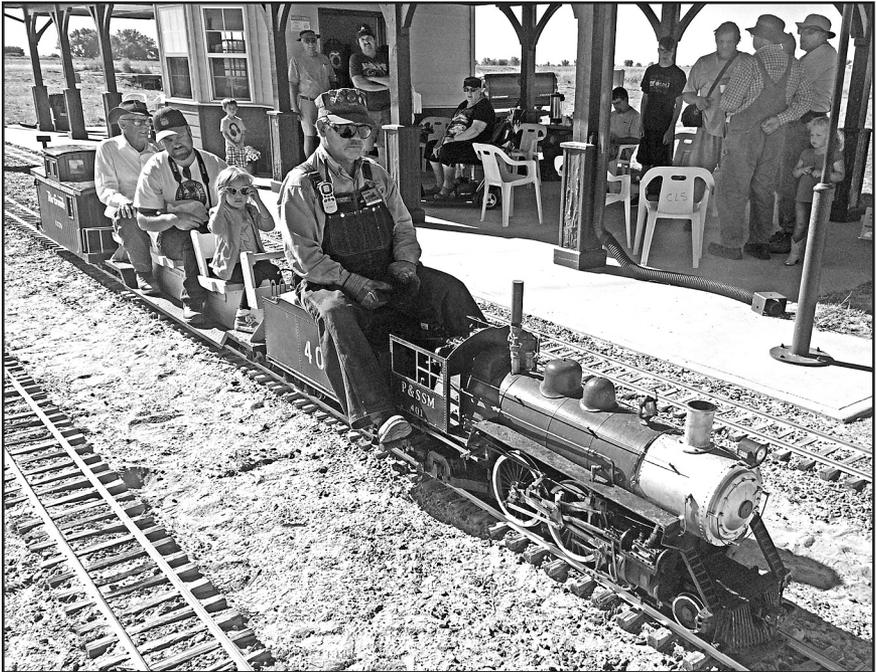
By Steve Mason

Although I was at Byers by 9:15 AM on September 15th, a few of the members were already there. Andy Dell and his daughter Sutton were there. They first rode on Pat Maher’s 4-4-2 #401. This was a new engine running this year.

The three day open houses that the Colorado Live Steamers run are invitational so there are always new engines

every year. Pat Maher also has D&RGW SD-40 #2016, which is new this year. Another new engine was D&RGW SD-45 #5317 built by Feth with Jim Grund. Most historical was Dean Willoughby’s “Invicta” an English 0-4-0 circa 1835. The original “Invicta” was built by George Stephenson. It was the 2nd engine built after the “Rocket.”

Colorado Live Steamers



From front, Pat Maher, Sutton and Andy Dell, and Dean Willoughby enjoy a ride behind Locomotive #401. – Photo © 2018 Steve Mason.

An engine from last year was Virgil Sommer's Union Pacific C44-9 #9658 which pulled a lot of passengers. Richard Ulin along with his wife Linda had his Colorado & Southern 2-8-0 #70 running with a rider flat, two stock cars, another flat for Linda and a caboose. There was also a small propane run "diesel," a putt-putt and the "Gray Ghost" which resembles an EMD "E" unit on Alco trucks built by Chuck Hawthorne.

Rich Farewell was the dispatcher near the tunnels on a step ladder where he could see the entire railroad. Procedures call for a copy to be made on a legal pad of all dispatching moves. All of this is done by radio and OSeD by radio too.

Their signals weren't working for some reason.

In the morning it was cool especially in the shade at the depot. Later came the heat which caused issues of expansion/contraction of the aluminum rail. Richard Ulin told me the rails pinched the gauge and his tender wheels lifted up and wouldn't settle down. The #401 had problems and tied up things and had to be put in a siding for awhile. It was found that the "Invicta" did not have enough power to deal with the grades and had to be pushed in on the train I rode.

About 20 of our members were there. They came in and out at various times

Colorado Live Steamers



From left, Matt Anderson, Bob Fryml, Ron Keiser, from right, Robert and Jim Scoville in front of the Colorado Live Steamers water tank.
– Photo © 2018 Steve Mason.

of the day. This was advertised as an unstructured event and that is the way it worked out. Members I saw were: Robert and Jim Scoville, Andy and Sutton Dell, myself, Matt Anderson, Robert Fryml (who drove 175 miles to visit, the most of anyone) Ron Keiser, Steve Subber, Terry Gilstrap, Richard and Linda Ulin, Mark and Linda Adcock. There may have been others since I don't know everyone.

Mark Adcock told us that next year will be their 50th Anniversary. They

secured this site and started track work in a loop by the depot in 1998. Mark Adcock, Jerry Bernard and Richard Ulin laid out the railroad. The track master planning committee meets every three months to plan for orderly expansion.

I was on the platform collecting \$10 donations until I took my ride. I never get tired of riding on that railroad. At about 4 PM as the shadows lengthened I presented Mark and Linda \$150 collected for them on behalf of the members of the Rocky Mountain Railroad Club.



Engineer Pat overlooking the start of the Arkansas River before arriving at the French Gulch Tank. – Photo © 2018 Steve Mason.

The Club's Leadville, Colorado & Southern Excursion

By Steve Mason

Seven of us met for lunch at the Golden Burro at 11:30 AM on Saturday, September 22nd. Like us, the Golden Burro is celebrating their 80th year. About 35 years ago the Club had a field trip to the east side of Hagerman Tunnel and ate at the Golden Burro. We visited with each other until it was time to leave around 1:15 PM. It was a nice warm, sunny day. Everyone checked in and we had the raffle for the four cab rides; two up and two down. We left Leadville at 2:00 PM.

The GP-9 pushed the train uphill. The consist had two open cars, a snack box car, two open cars, two reserved cars with roofs, a convenience caboose and the last car was our caboose. Ernie Peters

was one that was thrilled to ride up in the cab! It took a bit over an hour to get to the end of the good track before the track is unstable on a talus slope. We changed engine riders at the stop. Since our group was in the far ends, these two riders had to walk the length of the train which was full and sold out.

Now the train was right running downhill. We went a short distance to French Tank and stopped for about 30-minutes. Anyone who wanted to go through the engine cab could. Our guys had to get off for that break. After the break we continued downhill. Engineer Pat said it would take exactly one hour to get to Leadville and it did! The aspen all along the way were spectacular. Many had

The Club's Leadville, Colorado & Southern Excursion



A few of our excursion group, from left, Mike Clute and his wife, Denny Leonard, Steve Mason, Keith Jensen, Sutton and Andy Dell, Rich Niles, Karen Stephens and John Stephens. – Photo © 2018 John W. Stephens.

dropped their leaves and it appeared that this was the last week end for aspens.

The converted flat cars had comfortable padded seats with plastic molded backs. I am guessing each car held 80 people. Two Arrow Stage Line buses pulled up and loaded about 90 into the train from a tour group from Texas. They rode the Royal Gorge Route, Cumbres and Toltec Scenic, Durango & Silverton,

and now LC&S. They are in our tribe, train enthusiasts, so they are all OK. I talked to one in their tour who worked for the Katy before it merged into the UP.

These trips are always fun. There are a lot of interesting people to meet. We told them who we were and I gave out some of our business cards that Debbie McDonald suggested us make.

80th Anniversary Annual Banquet

By Steve Mason

We had a nice turn out on Saturday, October 13th. People started arriving about 10:30 AM and Michael Tinetti checked them in and gave them their salmon or steak cards. We had a nice selection of books including all the Club's hard bound books and most of the soft bound books as door prizes. We also had books on the Moffat Road, Alpine Tunnel, Marshall Pass, *Rio Grande...To the Pacific!* and others. Denny Haefele and Doug Barton donated some railroad lanterns. Linda Fike donated some railroad LP's. We had three 60th Anniversary box cars donated by Doug Harley. We also had a 50th Anniversary Caboose.

We had 20 tickets for the Old Hundred Gold Mine Tour donated by Bill Jones, member #59, who owns the mine at Silverton, Colorado. The Colorado Railroad Museum donated 12 Family passes. We thank Danielle Ghear and Donald Tallman for that nice donation.

We gave away a two ride ticket on the Royal Gorge Route that Linda Fike won. Tom Fisher won the Cumbres & Toltec two ride ticket that John Bush, president and general manager, donated. Ann Carpender won a one night stay for 2019 at the Como Hotel donated by the owner, David Tomkins. The Grand Prize went to Pat Mauro for two first class rides on the Durango and Silverton and two Old Hundred Gold Mine tour tickets. It is fitting Pat won these, in my view, for giving us 20 years volunteer time on the equipment committee, board of directors and vice-president plus as president and vice-president on the South Park Historical Society and our connection

into the South Park Railroad Historical Society which resulted in our riding Klondike Kate #4 on June 30 this year.

We had a choice of salmon or steak for the luncheon. We had a choice of water, iced tea or coffee. From 11:00 AM to noon we had a cash bar. Salads were served at 11:45 AM and we were eating until 1:00 PM. Everyone was visiting and I hated to stop that as everyone seemed to have a good time.

Stathi Pappas was our presenter. He is Assistant General Manager and Special Projects Manager for the Cumbres & Toltec Scenic Railroad working on restoring D&RGW narrow gauge T-12 #168 that used to be in a downtown Colorado Springs park. Stathi's program was very enthusiastic and upbeat. He talked and illustrated what must be done to restore an older piece of railroad equipment. He said there must be a "can do" spirit with all the volunteers to overcome any issues and get the job done. John Bush, president and general manager also attended. He supplemented the remarks of Stathi and added his thoughts too. Between the two of them, it was an excellent program.

Just before the drawing, I introduced the 80th Anniversary Board members to the banquet. I told a bit about each one, including their position and how they helped the Club.

After the program Debbie MacDonald's grandchildren, Tristan and Hailey, picking the numbers for door prizes.

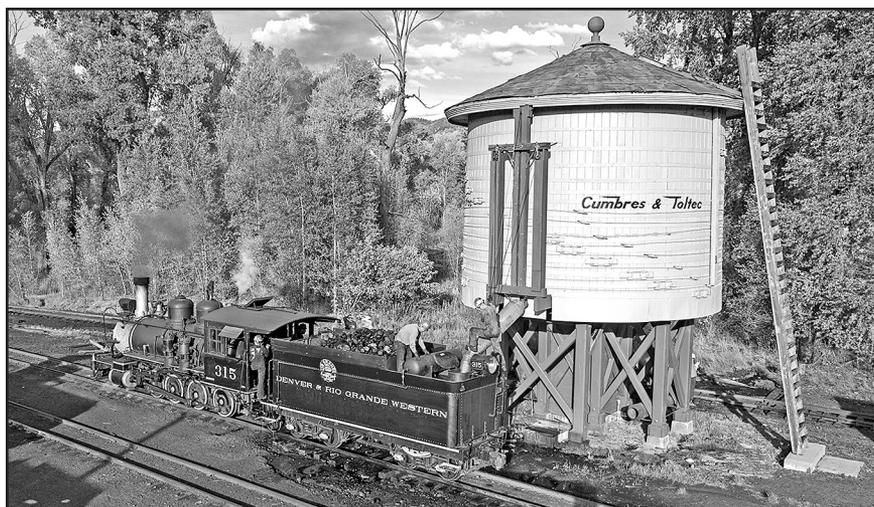
80th Anniversary Annual Banquet



Stathi Pappas presented the Banquet program. – Photo © 2018 Dave Schaaf.

We handled the door prizes different this year. We let winners pick their own prizes. After about 20 had selected we also had the train rides at the tourist railroads added to the door prizes.

Afterwards with whatever door prizes were left, as we had plenty, we let anyone who wanted more to pick up what was left. So everyone had a door prize and some had more than one.



Denver & Rio Grande Western Railroad #315 took on water at Chama, New Mexico, on September 30, 2018. The 315 is stabled at Chama for occasional operation on the Cumbres & Toltec Scenic Railroad. Friends of the C&TS operated chartered photo freight(s) September 29 through October 1, 2018. C&TS uses ex-DRGW Mikados, class K-36, on their passenger runs. – Photo © 2018 by Chip.

Denver & Rio Grande Western Railroad 315

Denver & Rio Grande Western Railroad C-18, a 2-8-0 narrow gauge locomotive lettered 315, is operated and owned by Durango Railroad Historical Society. After a very successful 2017 season running on the Cumbres and Toltec Scenic Railroad, the DRHS announced that the locomotive will remain at the C&TS for five years until the end of the 2022 season when it will be due for its 15-year Federal Railroad Administration major inspection.

The locomotive was built in July 1895 by Baldwin Locomotive Works of Philadelphia, Pennsylvania, for the Florence & Cripple Creek Railroad (F&CC) at the cost of \$8001.30. The F&CC named it the Elkton (#3) and it served the F&CC for about 17 years. After the flood of 1912, the F&CC was finan-

cially unable to repair its roadway. The #3 was isolated at Canon City and then put into storage at Colorado Springs, after the F&CC closed down in 1915. The Elkton and her sister engines sat derelict until 1917 when five of them were purchased by the D&RG.

F&CC #3 became D&RG #425. After the reorganization of D&RG and its merger with the Rio Grande Western in Utah in 1921, the railroad became the Denver & Rio Grande Western. The locomotive was called D&RGW #425 for a short time; following the reorganization, many locomotives were renumbered to bring order to the locomotive classes, and D&RGW #425 became D&RGW #315 in January 1924.

– *Information courtesy the Durango RR Historical Society.*

Current Railroad Happenings



D&RGW #453 (#463 lettered as #453) took on water at the Sublette, New Mexico, stand pipe on September 30, 2018. – Photo © 2018 by Chip.



Friends of the C&TS used DRGW #315 with C&TS #484 on an eastbound photo freight stopped here at Cresco Water Tank on October 1, 2018. – Photo © 2018 by Chip.

Current Railroad Happenings



The Elk Creek Mine, which Oxbow opened up in 2001, produced more than six million tons of low-sulfur coal and employed 350 people at its peak in 2008, when it ranked as one of the country's largest underground coal operations. UP 5729, AC4400CW, pulled up to Elk Creek Mine load out with coal empty from Grand Junction, Colorado on September 27, 2018. The loadout is located east of Somerset, Colorado, on UP's North Fork Subdivision. – Photo © 2018 by Chip.

Colorado Railroad Museum 2018 Special Events

The Polar Express Train Ride in November and December is sold out.

For information call 303-279-4591 or <http://www.coloradorailroadmuseum.org>

Colorado Railroad Museum Admission

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Dinner Meeting at Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado
Wednesday, November 21, 2018 – Dinner at 5:30 PM – Meeting begins at 7:00 PM

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Club Information

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Club and Foundation Officers

| | |
|----------------|----------------|
| President | Steve Mason |
| Vice President | Dave Schaaf |
| Secretary | Dennis Leonard |
| Treasurer | Keith Jensen |

Club and Foundation Directors

Andy Dell, Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year. New members who join in-person at a meeting will be given a free copy of the Club history book

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Items for the December 2018 Rail Report should be sent by November 14th.



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