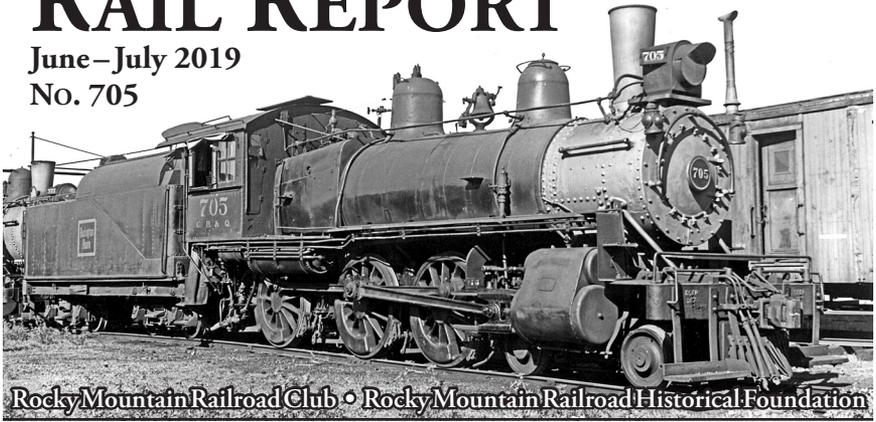


RAIL REPORT

June–July 2019
No. 705



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Contemporary Steam Locomotive Restorations

Presented by Jim Wrinn of *Trains* Magazine.

June 11, 2019 • 7:30 PM

Trains Magazine Editor Jim Wrinn will remind us that steam is alive and well across the country with a look at restorations that are nearing completion in 2019 or making substantial progress. From the East Coast to the West, from small engines to giant articulateds, it's a great year for steam locomotive enthusiasts!

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.**

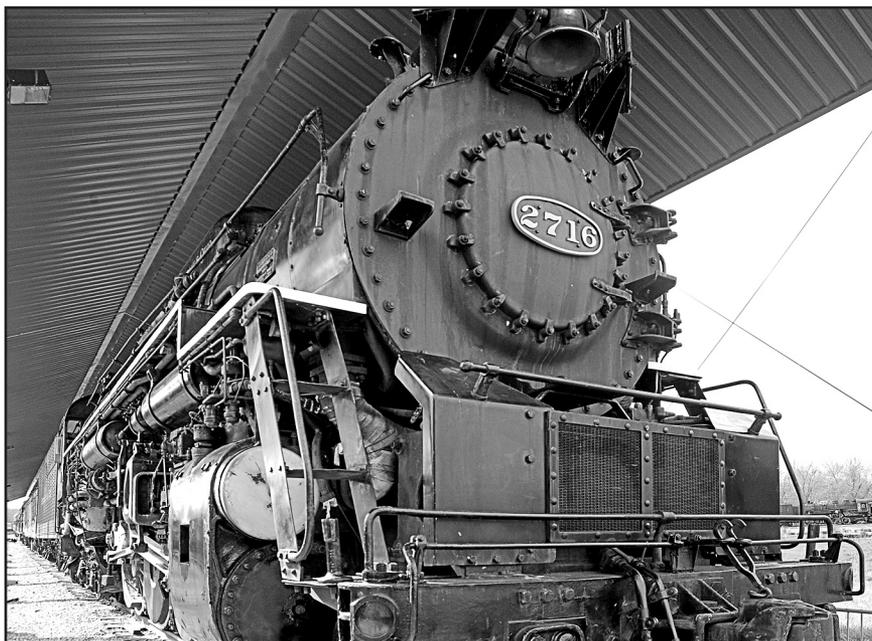
Please Note: No July Meeting Or Program In Barnes Hall

RMRRRC 2019 Calendar

- | | |
|---------------|--|
| August 10: | Denver & Intermountain Interurban Car 25 Open House at the Federal Center. |
| August 13: | Monthly Meeting and Program. |
| August 17: | Boreas Pass Railroad Days and Club Como Special. |
| September 10: | Monthly Meeting and Program. |
| September 14: | Backshop Enterprises Tour. |
| October: | Annual Banquet Luncheon featuring Jeff Johnson, GM of the D&SNGRR. |

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.

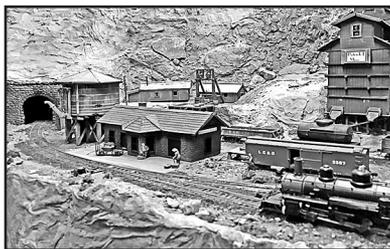
Contemporary Steam Locomotive Restorations



C&O 2716 at the Kentucky Railway Museum in Irvine, Kentucky.

Wanderings of RMRRC President Dennis Leonard

As we approach Animas Forks on the trip to Lake City on a warm June, we view more loading out of gold ore from the large Patrick J mine as well as the famous Matchless Mine. The health of the railroad and the town rely on the production of basic materials from the mining activity. This combined with



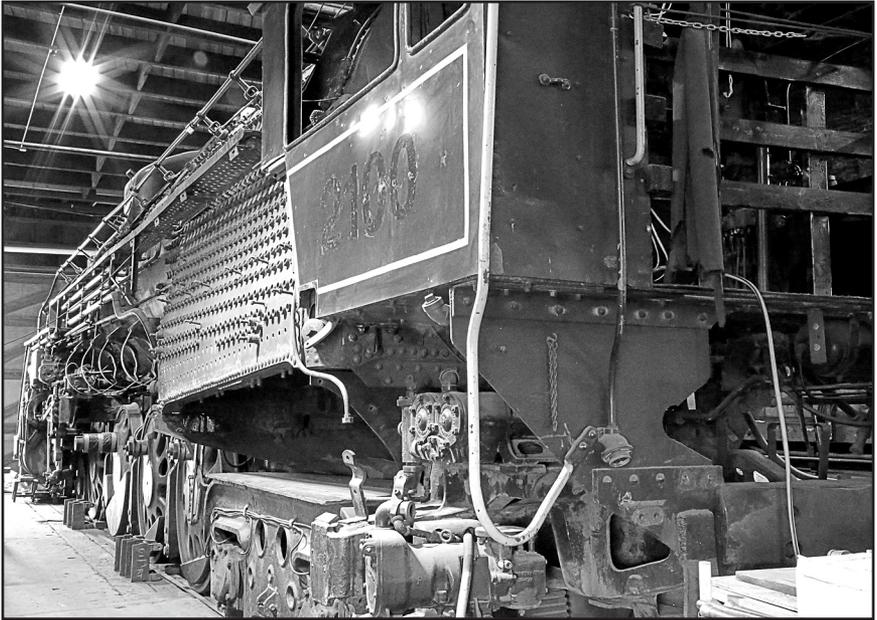
The Patrick J Mine and the famous Matchless Mine on Denny's model Lake City and Ouray Railroad.
– Photo © Denny Leonard.

farming and manufacturing create the wealth that we enjoy in our standard of living.

We recognize the “can do” attitude that permeated the Colorado mining, railroad and manufacturing economy. Whether on this

For Rail Report 705, the masthead features CB&Q 705 at Galesburg on June 7, 1950. – Photo from the Tom Klinger Collection.

Contemporary Steam Locomotive Restorations



Reading T-1 No. 2100 under restoration in Cleveland, Ohio.
– Photo courtesy of American Steam Railway.

Wanderings of RMRRC President Dennis Leonard

Class 1 mainline, construction and engineering projects did the impossible in building the United States.

Many other groups are focused on preservation and I gladly mention a few like the Friends of the Cumbres and Toltec Scenic Railroad, the Colorado Railroad Museum, the Georgetown Loop and the South Park Historical Society. There are many more which as an organization and individually we can cooperate enthusiastically with when possible.

In this issue, our 2019 grants are recognized. It is a pleasure to be part of our group in supplying financial support each year to help fund a group of

projects preserving our Colorado Railroad history.

As mentioned before, let me know places or equipment that we should consider to support or visit.

It's summer, time to visit your favorite railroad places. I'm headed south for 3-foot steam west of Alamosa and in the San Juans and maybe the new display in the Black Canyon and have to check out the old Marshall Pass route. It is wonderful to be called a ferroequinologist.

Please feel free to send comments to me by email at denny@amerm.com or call me at (303) 809-9430.



The first time that UP 4014 left Cheyenne under its own power in this century, it ran down the Greeley subdivision. They took it slowly, and stopped frequently for inspections and lubrication. This view is at a service stop at 9:30 PM on May 2, 2019, in Carr, Colorado. Lighting was from automobiles and an oncoming train in the siding. – Photo © 2019 Dave Schaaf.



At the ALCO factory in the 1940s someone chalked this symbol on the smokebox, and that was the beginning of the name BIG BOY. The UP Steam Team did a great job with a restoration that certainly compared with what these looked like when they came to the UP from the ALCO factory.
– Photo © 2019 James Ehernberger.

A Return To Steam For A Big Boy Locomotive

By Dave Schaaf

Engine 4014 had a test run from Cheyenne on the evening of May 2nd. The crew kept the speeds low on a run to Nunn, Colorado. This Big Boy had a christening ceremony at the Cheyenne depot on May 4th, and then headed west with #844 and several passenger cars. Also included in this train was a diesel unit, which can provide a dynamic braking load to simulate a heavier train and give the steam engines a workout as needed.

The steam train had an easy schedule to get to Ogden, Utah. This allowed time for service stops and many opportunities for the public to have a look at the engines. Union Pacific held a big

A Return To Steam For A Big Boy Locomotive



Fortunately for us chasing the 4014 Big Boy and the 844 across southern Wyoming, the locomotive speeds were kept to about 35 to 45 miles per hour. There were problems with the large volume of traffic especially on the two-lane US30. We were still able to arrive at some great stops for a photo run-by and at most times, good lighting. Among the train chasers were two buses and a group of German rail fans that flew in just for this event. This photograph was taken at Bitter Creek at the end of a long dirt road. – Photo © 2019 Kenneth Jessen.

event with these locomotives in Ogden on May 9, including President and CEO Lance Fritz and Utah Gov. Gary Herbert, along with descendants of the railroad's original builders. The 150th anniversary of the Golden Spike celebration took place at Promontory Point the next day with steam replicas of the Jupiter and 119 of 1869.

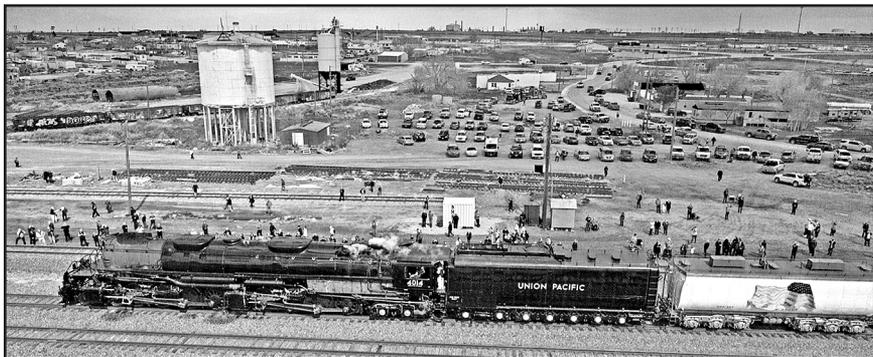
These Union Pacific engines double-headed the train back to Cheyenne over several days, arriving on May 19th.

The U.P. Museum will run a fund-raising trip on July 15th from Omaha,

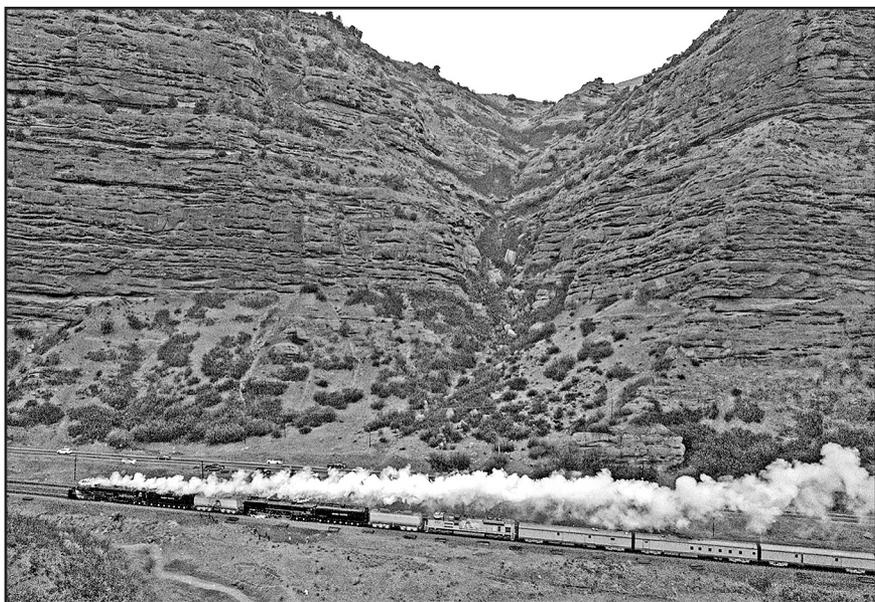
Nebraska to Boone, Iowa. It is scheduled to be powered by Big Boy 4014, traveling over the former C&NW line and the Kate Shelley high bridge. Additional information is available on the Union Pacific Museum's website at www.uprrmuseum.org and ticket information for the trip is available at www.uptraintix.com.

The Union Pacific Railroad Museum and Four Other Locations in Council Bluffs & Omaha is hosting Railroad Days, an annual celebration of all things train and track in Council Bluffs and Omaha on July 13th and 14th.

A Return To Steam For A Big Boy Locomotive

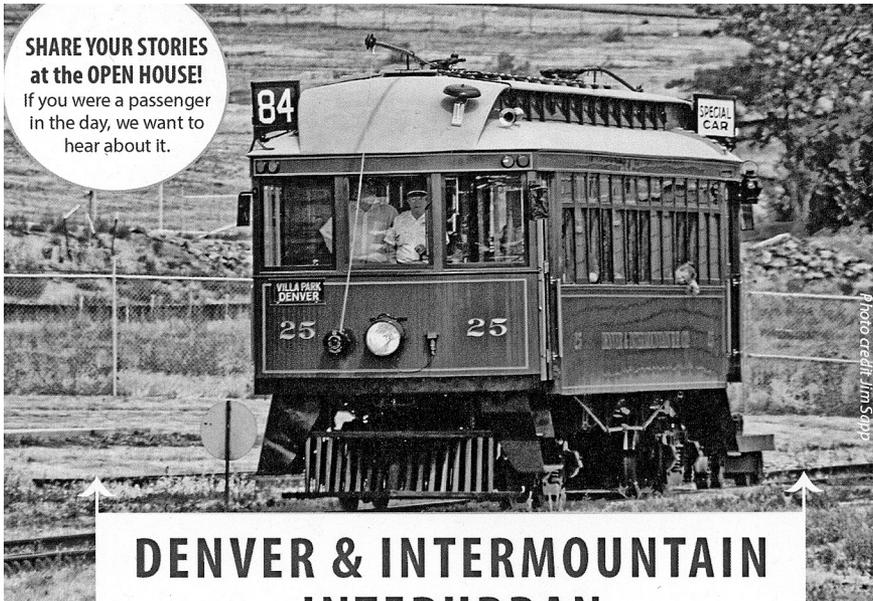


Union Pacific 4014, the 4-8-8-4 Big Boy, made a service stop at Wamsutter, Wyoming, on May 5, 2019. A former UP water tank is above the 4014. Behind 4014 is UPP 809 water tender which was converted from retired GTE tenders. The water car is used to extend the range of the road's two operating steam locomotives; 844 and 4014. – Photo © 2019 by Chip.



The Great Race to Ogden passed through Echo Canyon, Utah, under rainy conditions on May 8, 2019. Fortunately, the cold weather helped show UP 4014 steaming away. Other power is UP 844 (double headed since the solo UP 844 trip late April 2019 was cancelled) and SD70ACe, UP 8937. The train arrived Ogden, Utah, mid-day. On May 9, 2019, UP sponsored a nose to nose event with the 4014 and 844 at Ogden Union Station for the 150th Golden Spike Anniversary. – Photo 2019 by Chip.

**SHARE YOUR STORIES
at the OPEN HOUSE!**
If you were a passenger
in the day, we want to
hear about it.



DENVER & INTERMOUNTAIN INTERURBAN CAR NO. 25 OPEN HOUSE

**10 a.m.–4 p.m.
AUGUST 10, 2019**

Denver Federal Center
Building No. 78, Gate 1

Roll into the past with free trolley rides from restored 1911
Car No. 25, oral histories, historic photos and related kids activities.

FREE RIDES

(Weather Permitting)

*All adults need a government photo ID (i.e. driver's license)
to enter the Federal Center. Sorry, pets are not permitted.*

Lakewood.org/HistoricTransit • 303.987.7850



Lakewood
Heritage, Culture & the Arts



Alliance
Laborers' P.U.A.

The Rocky Mountain Railroad Historical Foundation Grant Awards

By Nathan Holmes

This year's grant applicants were an impressive line-up. We had fourteen very interesting applications and many board members agreed that this was the toughest year yet to pare down to just the final five.

Our top recipient this year, receiving unanimous approval from the board, was Brad Swartzwelter's effort to place the Moffat Cup in a secured, climate-controlled display case for all to see in Denver Union Station. The award is a 200 pound silver cup awarded by city leaders in Denver to David Moffat in 1904 expressing their appreciation for his tireless efforts to build a railroad due west from Denver. The cup has been hidden away in History Colorado's archives for years, and Brad's tireless efforts will hopefully once again place it where it will spark conversations about Moffat's place in our history.

Our second grant goes to the South Park Rail Society and their efforts to restore C&S narrow gauge gondola #4319 to operating condition. The car was built in the C&S's Denver shops in 1902, and has remained in Colorado its entire life. Originally placed in Central City with C&S 2-6-0 #71 and combine car #20, the car was used in several attempts to start a tourist line before eventually moved to a park west of town in 1989. In May 2018, the SPRS acquired the car and moved it to Como. The SPRS

intends to remove the modifications that were made for passenger service and then restore the car, maintaining as much of the historic materials as is possible. Their estimate is that the car should be ready to go by Boreas Pass Railway Day in August 2020.



The Moffat Cup

The next grant goes to the Pine-Elk Creek Improvement Association. The group acquired two narrow gauge gondolas and constructed a short section of track to display them. They asked the Rocky Club for a grant for two signs to explain the railroad heritage of the site. One sign will show a route map of the DSP&P, highlighting Pine Grove's place in the system,

and the other will provide a bit of history using a short portion of Tom Klinger's history of the area.

Another narrow gauge car gets the fourth grant for the year – RGS coach 252 at the Ridgway Railroad Museum. The Ridgway folks have done astounding things in the last few years, and we're proud to help them out on their latest project. Specifically, they've asked for a grant towards rebuilding much of the interior woodworking. Our \$1000 should cover about a third of their estimated costs for the work.

Rounding out the five grants is the Pueblo Railway Foundation's request for money towards securing ATSF caboose 2278R. The caboose was built for the

The Rocky Mountain Railroad Historical Foundation Grant Awards

Santa Fe in 1944, purchased by noted railroad enthusiast and photographer Fred Springer upon its retirement, transferred to the Seiberts of Walsenburg, and eventually donated to the Pueblo Museum. The car currently has wood doors that were built by Fred, as the ATSF delivered it without any doors. However, the doors have begun to deteriorate, and the museum would like to replace them with wood-clad steel doors, built to look original, in order to deter vagrants and vandals.

Once again this year the board decided to award an additional grant, given the number of high quality applicants. However, this sixth \$1000 grant will be split between two applicants. The first half, \$500, will go to Mr. Jeff Badger, CMO of the Georgetown Loop and of the South Park Rail Society, in order to recreate the "South Park Zephyr." The Zephyr was a modified Ford Model T built in 1938 by the locals around Como to cruise the abandoned but not yet removed South Park rails. The goal is

to recreate this odd piece of South Park history, as well as to provide a vehicle that can be used for short runs at Como without firing up the steam locomotive.

The second half of this extra grant will go to High Plains Railroad Preservation, led by Mike Pannell. In 2017, he rescued Union Pacific wood caboose 2095 from demolition. The car, an 1880 wooden car of an apparently uncommon design, has a nearly complete historic interior. The goal is to first stabilize the car, and then display it for the 2020 UP Historical Society convention in Cheyenne before finding it a more permanent home.

As always, these grants are made possible by the generous donations of our members and others to the club's 501(c)(3) arm, the Rocky Mountain Railroad Historical Foundation. If you'd like to help fund projects like these, please consider a small (or large!) donation to the RMRHF to help keep the grants going.

Club Event At Boreas Pass Railroad Days

August 17, 2019

We will be riding the rails in the gondola behind steam in the Como yards. Plan on being in Como in the morning. Operations are planned to start about 10:00 AM. We have the first train of the day but can also ride all day. The handcar will also be available.

Sign up sheets will be at the regular meeting in June. Riders can also pay at the event in Como and ride on a space available basis. The cost is \$20, with

\$10 going to the Como groups and \$10 for the Foundation to fund the grant program.

The Club drumhead with the special insert will be mounted on the end of the gondola, as is traditional on Club trips. Commemorative tickets will be printed for the event.

Food trucks associated with the 24th Annual Railroad Days will be in Como.

Other Organization's Railroad Events

Royal Gorge Charter Excursion – June 22, 2019

The National Railway Historical Society (NRHS) is organizing a Royal Gorge train ride including a charter bus on June 22nd at a cost of \$59 per person. **If you wish to attend, send your check payable to Intermountain Chapter - NRHS to Robert Brewster, 11300 Shimley Rd., Golden, CO 80403-8565.**

We plan to leave from in front of Denver Union Station (17th & Wynkoop) at 8:00 AM and make a south stop at the end of the SW light rail line (Mineral Station) at 8:30 AM – in the RTD bus area in the park and ride lot, reached by pedestrian bridge from the rail platform. A possible third stop will be made at the Woodman Road Bustang park and ride adjacent to I-25 in the north Colorado Springs area, depending on demand. Look for the Arrow Stage Lines motor coach.

Please use contact information below for details. Those living near the Canon City area may join us for only the train ride for \$41.65.

A brunch/lunch stop will be made in Canon City about 10:30. Personal food items are not permitted aboard the train per regulations. There is a limited selection of food and beverages aboard the coach class cars. All food by individual settlement. General train information available at royalgogeroute.com

The train ride will be from 12:30 to about 2:30 PM with full use of the open air car included with the coach ticket. We hope to return to DUS by 5 PM, depending on traffic.

Questions? Call Bob at 303-642-0555 (leave message for return call) or email railbob2@gmail.com

Buena Vista Railfest Weekend

July 20th and 21st, 2019

Buena Vista, Colorado

Saturday Speakers include:

Mel McFarland, Dan Abbott, Bob Schoppe, Suzy Kelly, Ray Perschbacher, and George Barnett

Saturday Tours:

See the factory shops of BK Switches, Trout Creek Engineering, Classic Miniatures, and Tru-Scale Models.

Tour the Buena Vista DSP&P Depot and Caboose Transportation Museum, the Buena Vista Model RR Society historic layout, and home layouts of Harley Hamilton and Vic Kuklin MMR

Sunday Carpool Tour:

Departing from the Buena Vista Heritage Museum, historian Suzy Kelly led tour of the DSP&P Railroad from Buena Vista to Hancock. A hike to the east portal of the Alpine Tunnel is optional.

Cost:

\$50 per person, \$55 after July 1, 2019. A "Hobo" Lunch is included on Saturday. An optional boxed lunch on the Sunday tour is an additional \$10.

Registration and more information at BuenaVistaHeritage.org

The Club's Manitou & Pike's Peak Excursion Of July 17, 1949



The Club ran an excursion on the Manitou & Pike's Peak 70 years ago on July 17, 1949. The train was posed at Windy Point where there was a siding, and where it was necessary to take water through a pipe that was gravity fed. At each water station, it was necessary to re-fill the side tanks on the locomotive.

The M&PP Railway was 8.90 miles long, and Windy Point was located at mile post 6.65, above timberline. The railroad had already acquired diesel electric power, but with heavy tourism steam power also operated. The Club's trip was with locomotive number 6. – Photo from the James Ehernberger Collection.



The M&PP rack engine number 6 as built by Baldwin in June 1906. It was originally an oil burner but was converted to coal in 1907. This engine had 22.4-inch drivers, and weighed 60,000 pounds. When built it had 210 pounds of boiler pressure, but when rebuilt in 1912 it then had 193 pounds. The water tank capacity was 600 gallons. That would not go far, so they had many watering stations. The locomotive was scrapped in 1955. – Photo from the James Ehernberger Collection.

Disappointment and Negotiations in 1967 – Part 3

By Dave Goss

In our last installment of the story about the 1967 D&RGW excursion efforts, Mr. Gus Aydelott had remarked to Ed Haley about the efforts of Thomas Hinman and the Rio Grande & San Juan Railway. Hinman had made a number of press releases about his January 17th filing with Interstate Commerce Commission to operate the line from Alamosa to Chama, New Mexico. Later, in a March 9 letter to the New Mexico Department of Development, Hinman explains:

We have asked the ICC to Certify us an interstate carrier within the meaning of Part I of the Interstate Commerce Act. As a part of this operation we will require an operating agreement with the D&RGW providing, among other things, the furnishing of steam motive power and train crews during the period that they hold the certificate for that line of the railroad. At the time they are granted abandonment authority we will purchase such portions of the line as required to maintain the summer service.

Despite his grand plans, including working with a company in Mexico to provide rolling stock, Hinman had not had any serious conversations with the D&RGW! To further complicate issues, the Illini Railroad Club had contacted the RG&SJ asking to charter a train that fall to which the “paper” railroad readily agreed. The Illini club then made public announcements and started advertising this yet-to-be finalized trip.

Ed Haley, not one to give up easily on the Rio Grande, sent a letter to the railroad’s Chairman of the Board, John Evans asking him to intervene. Evans’ reply on February 15 left no doubt of the Board’s position:

I, too, am sorry to see the books closed, as they must be, on those pioneer enterprises that meant so much to the early growth of Colorado, yet which have now outlived their usefulness and need. My fellow directors of the Rio Grande share these feelings with me; yet they feel as I do that we must rely upon and sustain the judgment of those whom we hold responsible for the safe and efficient operation of the railroad.

In closing Evans says, “Your forthright presentation of the Rocky Mountain Railroad Club position confirms the admiration I have always held for the organization and its convictions.” So far as the D&RGW was concerned, the idea of an excursion on the line from Alamosa to Durango was closed. However, separately, the Rio Grande had also contacted the Illini Railroad Club and told their President Cleibolt that under no uncertain terms to cease and desist sending out their circulars advertising at trip on the RG&SJ. Mr. Cleibolt had also ruffled the feathers in Omaha by pinning the Union Pacific down to a couple of dates for a trip behind Number 8444 and then switching dates at the last minute without telling the railroad.

Disappointment and Negotiations in 1967 – Part 3

One more time (August 22), Ed Haley approached the D&RGW requesting permission to run a standard gauge circle trip through the Moffat Tunnel, across the Dotsero Cutoff and thence via Tennessee Pass and the Royal Gorge back to Denver. In a reply from Mr. E. J. Long, D&RGW Passenger Train Manager, Ed was told:

...I regret very much to advise you that I do not see how we can possibly be of assistance to you in finding a substitute trip ... the fact that due to the steady erosion in rail passenger travel and the discontinuance of regularly scheduled passenger trains on our line we are faced with a situation which requires that we offer for sale all excess passenger equipment over and above the very minimum required for protection of the two regularly scheduled trains we are now operating, that is, the California Zephyr and the Yampa Valley. In addition, the costs for operating special trains have risen to the point where it is prohibitive ...

Undeterred, Ed again wrote to Mr. Aydelott (September 11) arguing that:

“... Burnham Coach Yard is full of fine equipment from the now abandoned Prospector and Royal Gorge trains...” Due to Mr. Aydelott’s absence, Ed received a letter dated September 18 from Public Relations Director Alexis McKinney’s Executive Assistant. It was very clear. “The Rio Grande no longer will run special or excursion passenger trains on its standard gauge lines and will not consider any proposal for the operation of such trains.” Furthermore he said, “The Rio Grande will welcome members of the Rocky Mountain Railroad Club on any of the company’s existing scheduled passenger trains... Consideration will be given to proposals for use of Silverton Train equipment for special or charter use on the Durango-Silverton narrow gauge branch.”

So is that the end of the story? Not quite. In the next and last installment, we can read of another letter that Ed Haley sent to President Aydelott and the gentleman’s reply.



The USPS issued a forever stamp set of three distinct stamps commemorating the building of the transcontinental railroad during the 1860s, a massive

engineering feat and one of the great achievements of the 19th century. This and several future *Rail Report* newsletters will be mailed using these stamps.

Current Railroad Happenings



Denver RTD 4065 eastbound VIP train stopped at the Clear Creek Federal Station on opening day for the Gold (G) Line NW of Denver on April 26, 2019. The Gold Line was originally scheduled to open in October 2016 but was delayed.

– Photo © 2019 by Chip.

Colorado Railroad Museum 2019 Special Events

Each Friday, join us for an hour of exploring a different aspect of Colorado's railroad history. Each tour covers a specific theme and focus. Friday Tour Tickets are \$3 each plus General Admission (\$10 adults, \$5 kids 2-15, \$8 seniors). Tickets are available for purchase at the door, no reservations required.

Friday Tour Dates And Topics:

June 28, August 30, September 27, October 25, and November 29 – Caboose.

July 12, September 13, and November 8 – Kitchens.

June 14, July 26, August 23, October 11, and November 22 – Locomotives.

August 9, and December 13 – Railroad Post Office Cars.

For information call 303-279-4591 or visit <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>.

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

First class postage paid at Denver, Colorado.

Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>
Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

Club and Foundation Directors

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:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the August 2019 Rail Report should be sent by July 19th.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS
MAIL

