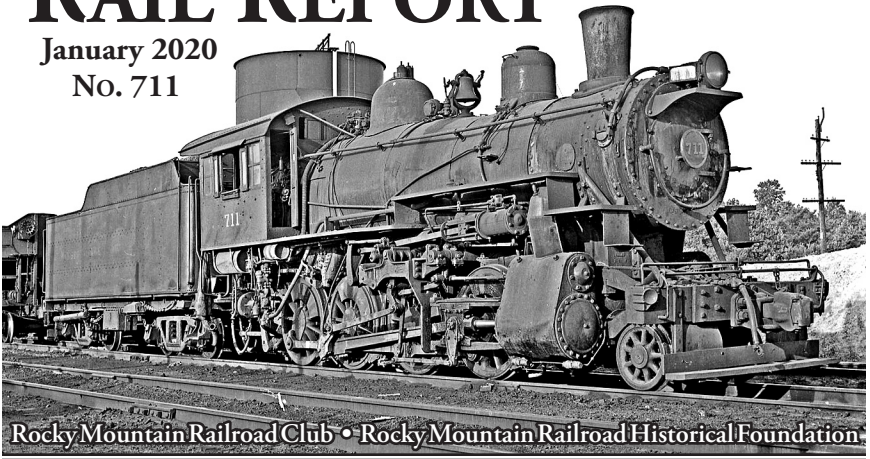


RAIL REPORT

January 2020
No. 711



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Recent Railroad Photos

Presented By Alex Funderburg
January 14, 2020 • 7:30 PM

Alex Funderburg is a recent graduate from the University of Colorado Boulder where he studied Urban Planning in the school's Environmental Design Program. In that four year college experience he capitalized on his lifelong interest in railroads and begun actively railfanning and involving himself in local rail and model railroading groups. This presentation is about the origins of his interest in railroading and how they have developed and grown over the years. The presentation will focus primarily on his growth as a photographer and share his work and growth over the past few years.

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.**

RMRRRC 2019 Calendar

February 11, 2020: Monthly meeting and program, "Morris Abbott's Rail Rambles 1936-1955" presented by Bill Jones.

March 10, 2020 Monthly meeting and program.

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.

Recent Railroad Photos



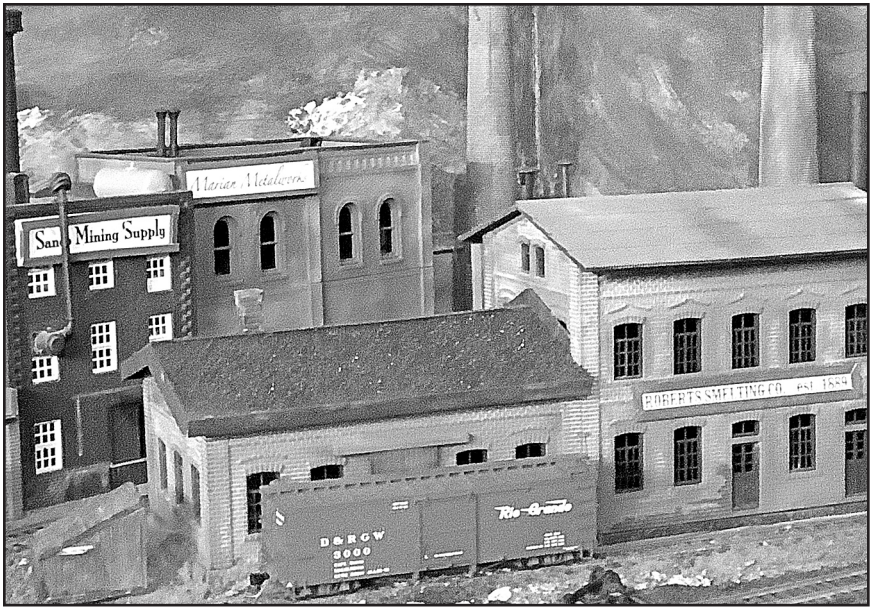
The inaugural Run of the Winter Park Express at Leyden, Colorado.
– Photo © Alex Funderburg.



Alex Funderburg (at left) and his railfanning partner Luke Sponable at Osier on the Cumbres and Toltec Scenic Railroad.

For Rail Report 711, the masthead features Norfolk & Western engine 711 at Winston Salem, North Carolina, on June 15, 1946.

– Photo from the Tom Klinger Collection.



The Lake City industrial area on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Musings of RMRRC President Denny Leonard

Lake City has an industrial area that supports the production of precious metal and mineral products by smelting and stamping among other processes. Colorado and certain other states were mining centers as the United States developed which is one of three ways that actual wealth is created and hence the standard of living. Gold and other metals are still produced here. Clusters of these buildings still remain in Black Hawk, Central City, Pueblo, some in Durango and many other cities although most are gone in Denver. Industrial architecture of the time was strong and utilitarian but with ornamental and artful accents depending on the architect and budget of the builder. Railroads then created the transportation system that allowed profitable mineral production. They

hauled the ore from high mountain loadings to the smelters and fabricators and then to consumers.

The Club meeting in December featured an interview by Rich Luckin of Cornelius Hauck, the co-founder of the Colorado Railroad Museum and holder of RMRRC membership seniority number 1. Hearing his comments was fabulous but I also noted how many times the RMRRC was mentioned as having contributed money, time, research, equipment and philosophical support to the effort. Our mission and successes in helping preserve railroad history in Colorado goes way back. By the way, every dues paying RMRRC member still gets free admission to the museum!

Musings of RMRRC President Dennis Leonard

In the upcoming year all club members should be aware that we need to look for opportunities to nominate worthy projects for the Rocky Mountain Rail Road Club Historical Foundation Grants. The grants are provided each year to help fund a group of projects preserving our Colorado Railroad history.

Please consider contributions to the Rocky Mountain Railroad Club Historical Foundation to help continue our grant program.

For the upcoming year, as mentioned before, let me know places or equipment that we should consider for support or to visit.

Many other groups are focused on preservation and some run trips of varying length and cost and we will cooperate enthusiastically with them

The December meeting was also our

annual meeting to comply with Colorado and Federal corporate non-profit requirements. We also elected officers and board members for 2020. Thank you for your support in 2019 and we will do our best in 2020 to support, promote and enjoy our wonderful club.

It takes a crew to run a railroad and this club so THANKS to Dave Schaaf for the December 2019 railroad highlights and 2019 programs, Andy Dell for concise minutes, Keith Jensen for keeping the funds moving, Mike Tinetti for membership management, Wally Weart for the website, Bruce Nall for being the editor of the *Rail Report* that we all enjoy and all the officers and board members for their time completing club business.

I appreciate your opinions and knowledge, please feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

— Enjoy Riding Trains In 2020 ! —

Election Results From The Annual Meetings

The annual election was held during the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 10, 2019, 7:30 PM, at Christ Church, 2950 South University Boulevard in Denver.

Current officers Denny Leonard

(President), Dave Schaaf (Vice President), Andy Dell (Secretary), and Keith Jensen (Treasurer) were re-elected. Board members Debbie MacDonald, Nathan Holmes, and Pat Mauro were also re-elected.

Ron Keiser, Steve Subber, and Michael Tinetti will continue as directors.

Help Fund The Rocky Mountain Railroad Historical Foundation

Donations to the Rocky Mountain Railroad Historical Foundation provide the funds for the Foundation's grant program that helps to fund educational

and restoration projects. Please send donations to: Rocky Mountain Railroad Historical Foundation, PO Box 2391, Denver, CO 80201-2391.

January: Reprieve for Late Renewing Members

The membership renewal invoices were sent out in November. January is the extension period month. If you cannot find your invoice please contact us by sending an email to rails@rockymtnrrclub.org and request a replacement. A new invoice will be sent by email to you. If you do not use digital media you can sent us a request for a new invoice to the club post box at Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391. You may also renew in person at the upcoming club meeting, or renew electronically at our club website www.rockymtnrrclub.org.

The renewal forms provide spaces to correct any errors with your contact information. Members, if you have an email account please make sure your cor-

rect or preferred address is listed. We are using an email notification service now.

The club greatly appreciates all those members that renewed by December 31st of last year. This month is our allowance period and time is running out. The re-sequencing of seniority numbers takes place the first week in February. To keep your seniority please make sure we have your renewal is received by then. It takes a several weeks to print and mail out the new year's cards.

Your membership card(s) will be mailed to you during the month of March. Additional information about this mailing will be provided in the February *Rail Report*.

Current Railroad News



Denver Rock Island RR (DRIR) new track construction at the Denver Stockyards. A four track yard is taking shape at the National Western Complex redevelopment. The stockyards pens were demolished in 2019 and new Denver Rock Island RR yard construction began at the north end near Franklin Street and Race Court in Denver. – Photo © 2019 by Chip.



A new wood stringer fitted on the Model T replica. – Photo © 2019 Jeff Badger.

South Park Model T Replica Construction

By Jeff Badger

The Foundation provided a shared half grant to help build a South Park Model T replica for the South Park Rail Society. The grant money was used to purchase and ship the propulsion system that will be used to power the model T. It will be electric powered for ease of use. The motor, controller and other parts were from a good running golf cart.

The rear springs have been modified and the rear axle is mocked up.

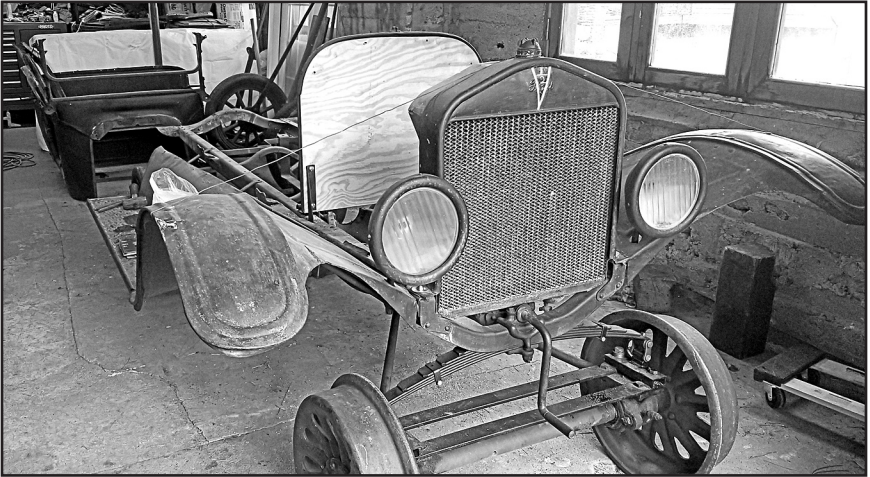
Upon further examination, It was determined that the body would have to be removed from the frame to replace the

rotted away wood stringers. About 50% of that process is complete. Once that is completed, work will continue on the running gear.

Other small parts have been purchased from vendors who support the Model T collector market with replica fasteners and other parts which has greatly helped in the rebuild process.

The plan is to have a rolling chassis, if not an operable one, in time for the August 2020 Boreas Pass Railroad Days and look forward to taking folks for a ride at Como.

South Park Model T Replica Construction



The front of the South Park Model T replica. – Photo © 2019 Jeff Badger.

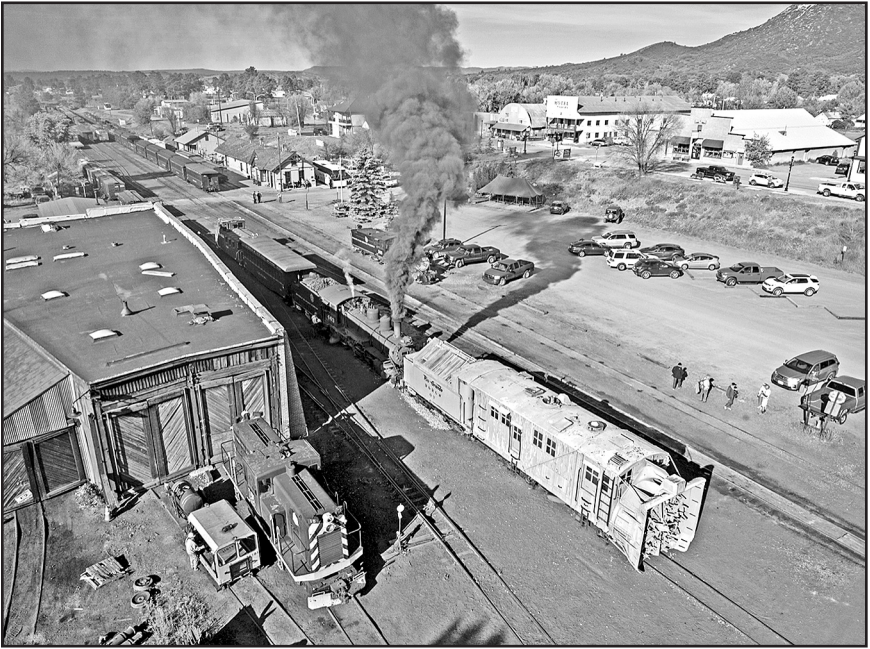
Other Restoration News



Denver trolley .04 arrived in Wyoming to begin restoration on August 15, 2019.
– Photo © 2019 Dave Schaaf.

Denver Tramway Car .04 began service in 1911 as Denver & Intermountain #11. It ran on lines from Denver out to Golden, Arvada, and up to the mining district in Leyden, Colorado. Car .04 has the distinction of being the last operating streetcar in revenue service on the Denver Tramway, prior to converting to busses in 1950.

Rotary Snow Plow OY Ready For Snow



The Cumbres & Toltec Scenic RR moved former Rio Grande rotary OY from Chama, New Mexico, to Antonito, Colorado, on June 13, 2019. A special train moved Rotary OY which last saw limited snow removal operation in 1997. Rio Grande lettered 463, a Baldwin K-27, moved the rotary starting at 8:30 AM that morning. The repairs were in preparation for planned use of rotary OY in February & March 2020 to kick off the railroad's 50th anniversary. – Photo © 2019 by Chip.

In Remembrance
Phillip G. Hanna

We received notice that 54-year member Phillip G. Hanna passed away on September 1, 2019. He joined the club in 1965 and held seniority number 28 at the time of his passing.

In Remembrance
John T. Cook

We received notice that 18-year member John T. Cook passed away on October 21, 2019. He joined the club in 2001 and held seniority number 208 at the time of his passing.

Rotary Snow Plow OY Ready For Snow



Ex-D&RGW K-27 switches ex-D&RGW Rotary Snow Plow OY in the Antonito yard on November 14, 2019, prior to taking the rotary back to Chama after repairs during the summer. – Photo © 2019 Jerry B. Day.



Ex-D&RGW K-27 number 463 pushed the rotary the first part of the run taking the rotary back to Chama after repairs during the summer. At the Big Horn wye, the rotary plow was placed on the rear of the train and pulled the rest of the way to Chama. – Photo © 2019 Jerry B. Day.

The Union Pacific Big Boy Returns Home From The Great Race Across The Southwest



UP 4014 Big Boy in heavy snow in Hays, Kansas, on November 22, 2019. This was the first time it had operated in the snow. – Photo © 2019 Nathan Zachman.



UP 4014 Big Boy ran through fresh snow at Collyer, Kansas, on November 22, 2019. In the foreground is UP 5214, SD70M, on local LDD77. The local train crew was out for the roll by. UP 4014 West was on the Hays, Kansas, to Sharon Springs, Kansas, leg of its 2019 trip. UP 4014 stopped in eastern Colorado at Limon, Colorado, on November 23, 2019. Good size crowds were on hand at all stops. – Photo © 2019 by Chip.

The Union Pacific Big Boy Returns Home From The Great Race Across The Southwest



UP 4014 Big Boy on November 25, 2019, running between Strasburg and Bennett Colorado, on the return leg of the Great Race Across The Southwest.
– Photo © 2019 Dave Schaaf.



UP 4014 Big Boy on November 26, 2019, just south of Speer, Wyoming. The locomotive was nearly home in Cheyenne after being gone two months. Snow covered the final segment of the route from Denver to Cheyenne.
– Photo © 2019 Dave Schaaf.



Restoration of the engine house with salvaged corrugated metal sheathing on the walls and new window sashes. – Photo © 2019 Jerry Hoffer.

The Silverton Northern Engine House Restoration

A San Juan County Historical Society Project

Wall restoration involved sealing the outer walls with ice and water shield to keep moisture coming through the nail holes in the salvaged corrugated iron panels from penetrating the new sub-sheathing. The best salvaged corrugated panels from the walls were reinstalled along with the best salvaged old roofing panels. Attention to the original installation pattern on the back south wall was followed because this pattern conveys the sequence of original construction of the back room.

Once the outside building shell was completed, the earth was sloped away from the building and covered with landscape cloth, then gravel to create a “dry zone” around the building.

New window sashes were manufactured to match the dimensions of the one partially intact original sash and in-

stalled. The project also included adding structural components to strengthen the roof rafters above the main wall posts.

The Silverton Northern Engine House and several sections of roadbed leading to the ghost town of Animas Forks are all that remain of the railroad’s history. The San Juan County Historical Society and the Durango Railroad Historical Society formed a partnership to establish a railroad historical park, centered on the Engine House. The two-stall engine house will provide a home for locomotive D&RGW 315, for the railbus Casey Jones, and various railcars.

For more information see websites:
www.sanjuancountyhistoricalsociety.org
www.drhs315.org

Information from Jerry Hoffer, The San Juan County Historical Society, and the Durango Railroad Historical Society.

Events in Contemporary Railroading: Bullet Train in Doubt

With [Prime Minister] Modi's Election Loss in Maharashtra

Himalayan Times, November 28, 2019

Contributed by Dan Edwards

Mumbai [Bombay], November 27. India's richest state is set to be ruled by parties opposed to Prime Minister Narendra Modi's nationalist Bharatiya Janata Party [BJP], jeopardizing a Japanese-backed bullet train project opposed by farmers.

The BJP's inability to pull together voters in Maharashtra, of which Mumbai is the capital, has meant that three parties will form the government.

This could hinder the bullet train project, a \$17 billion investment largely financed by a long-term, low-cost loan from Japan. The BJP was in power in both Maharashtra and Gujarat states when work began on the project in 2017.

"We have always opposed the bullet train," said Manish Kayande, a spokesperson for the Shiv Sena, a former BJP ally whose leader is now set to head Maharashtra. "Our state is giving a major chunk of money for the project when most of the track is in another state. This will definitely be re-framed."

The train will run from Mumbai to Ahmedabad, the main city in Gujarat state, a distance of 508 kilometres. But it has run into obstacles acquiring land amid opposition from

fruit farmers.

Any delay of the project is likely to undermine investor confidence at a time when [economic] growth has slowed to its weakest pace in years.

Critics say India does not need the high-speed train, and investment should go instead to improve the existing [railway] network.

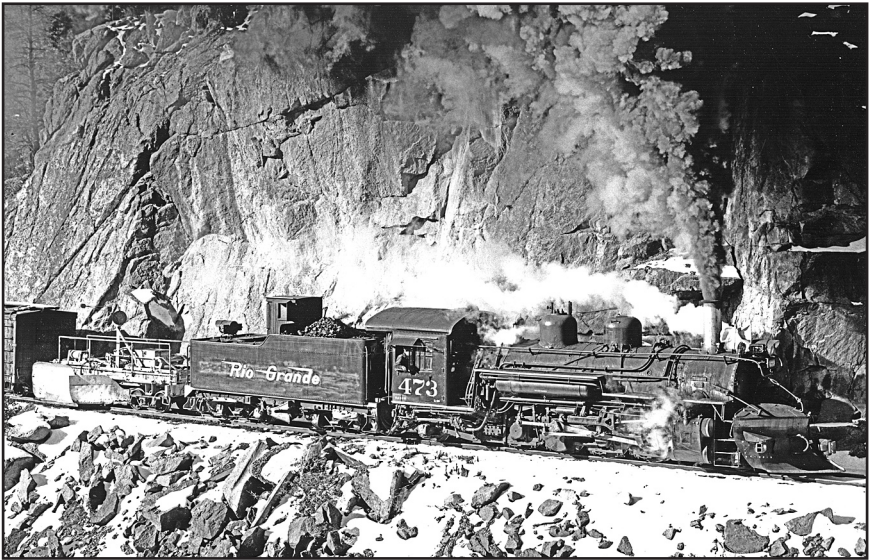
"We are not against development or infrastructure projects, but at the same time farmers' interests can't be ignored. We will rethink projects that farmers are opposing," said a senior leader of the Congress Party, which is a part of the coalition government.

National High Speed Rail Corporation, the government agency overseeing the project, had no immediate comment.

The authorities have acquired 548 hectares of land out of a total requirement of 1,380 hectares, and the project was targeted to be operational by 2023, the government told parliament in July.

Protests against land acquisitions are common in India where tens of millions of farmers till small holdings.

Durango and Silverton Narrow Gauge Railroad Winter Trains



The D&S is the only steam line in Colorado operating scheduled winter trips. While this image is a photo charter running near Rockwood, Colorado, on January 30, 2006, with the tender re-lettered for the Rio Grande, the normal operations between Durango and Cascade Canyon certainly provide a fine opportunity for fans to enjoy the scenery, steam and smoke of this railroad.

– Photo © 2006 James L. Ehernberger.

Colorado Railroad Museum

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>.

- Note Date, Time and Location Change •

Saturday Lunch Meeting, January 18 at 1:00 PM

At Malones Clubhouse Grill, 14455 West 64th Avenue, Unit G, in the Arvada West Town Center in the northeast quadrant of West 64th Avenue and Indiana Street.

The Program is *Railroad Museums Elsewhere: A Coast to Coast Tour*.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
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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 February 2020 *Rail Report* should be sent by January 10th.



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