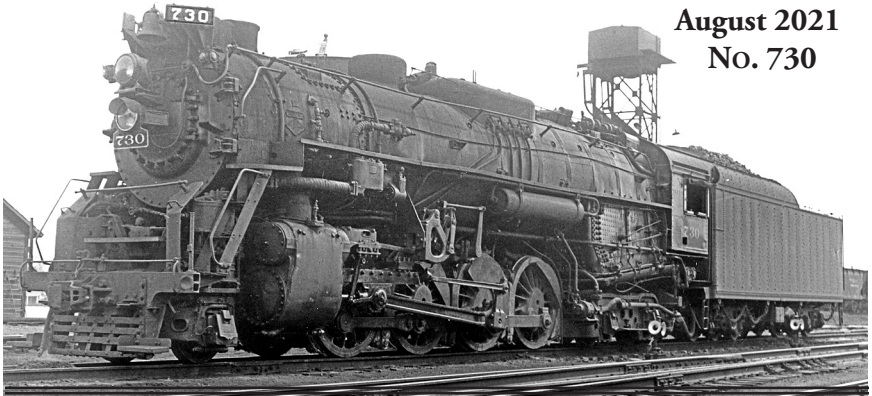


RAIL REPORT

August 2021

No. 730



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be An August Meeting In Barnes Hall

Behind the Scenes:

Agreements for Operating Jointly With Another Railroad

Presented Via The Internet by Bruce Barrett

August 10, 2021 • 7:30 PM

Bruce presents the second presentation of “Behind the Scenes” from his almost 40 years working for a class-1 railroad. This presentation will dig into the world of how two railroads attempt to work jointly together in the operations world and the framework of agreements necessary to make that happen. Bruce spent 16 years of his BNSF career juggling operations between BNSF and other carriers or interpreting, writing, negotiating, and managing the maze of agreements railroads use to operate jointly (along with working through the “disagreements” inherent with joint operations).

See Page 14 For Information On How To Sign Up And Participate.

RMRRC 2021 Calendar

- | | |
|----------------|---|
| August 21st | Boreas Pass Railroad Day in Como, Colorado. |
| August 22nd | Como, Colorado, Club Steam Day. |
| September 14th | Monthly meeting and program. |
| September 18th | D&IM Interurban No. 25 Roll Out at the Federal Center.. |
| October 12th | Monthly meeting and program. There will not be an annual banquet. |

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.

Agreements for Operating Jointly With Another Railroad



Interchange between two railroads is necessary to move most customer cars to their destination. Agreements are necessary to cover movements like these at the Centralia Interchange. – Photo © 2014 Joe Blackwell (used with permission).



Service interruptions are unexpected and challenging to railroads. Epic floods in 2011 devastated the Omaha, Nebraska, area causing wide-spread detouring. Agreements between the railroads are necessary for such movements. – Photo © 2011 Dan Munson (used with permission).

The *Rail Report* masthead features New York, Chicago & St. Louis Railroad (NKP – Nickel Plate Railroad), locomotive 730.

– Photo from the Tom Klinger Collection.

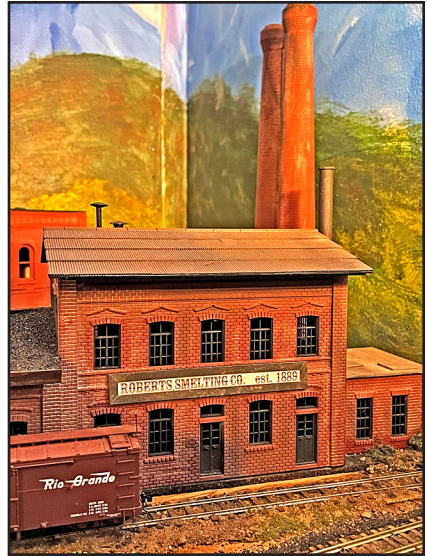
RMRRC President Denny Leonard In The Dog Days Of Summer

Summer is in its last month and your board met via web conferencing in July and we hope to do a personal face to face meeting this August for club business.

The August RMRRC meeting will be via Zoom and YouTube but September is a possible return to face to face meetings. With technology we may be able to share meeting content in a hybrid format which could be great for all. Stay tuned!

Lake City, on my model Lake City and Ouray Railroad, has an industrial area and Roberts Smelting is there. We all talk about, hike to, take pictures of, and make models of mines. But the story doesn't end there. What happens after the ore is stamped/crushed in the stamps? It has to be refined and smelted. Humans learned to smelt metals in pre-historic times, more than 8,000 years ago – copper and bronze at first and then iron, several thousand years later steel first appeared several thousand years ago. The ability to produce durable products enabled civilization and a standard of living to begin. We divide history into Stone Age, Bronze Age, and Iron Age.

Smelting uses heat and a chemical reducing agent to decompose the ore, driving off other elements as gases or slag and leaving the metal base behind. It is a form of extractive metallurgy. It is used to extract many metals from the ore and while many times the ore is broken down by the stamps, ultimately smelting produces the final product. While gold is found in its natural state, many times it also has to be smelted. The railroad moved the ores, many times using



Roberts Smelting on Denny's model Lake City and Ouray Railroad.
– Photo © 2021 Denny Leonard.

boxcars. I always liked the stories of gold made into balls too large for thieves to carry.

In this state, transport of gold or silver and the equipment to mine it and support the mining towns financed building the railroads that served the small towns that populated the Rockies. The “can do” attitude of miners and railroaders is admirable to study. I'm headed this month to some of those places. Visiting the towns and mountains always rejuvenates me from a city that is increasingly drab and uninspired.

The rebirth of Como, Antonito, and Chama is so enjoyable. The proposed steam ups there at the end of August with their small steam should be something to see.

Summer Musings From RMRR President Denny Leonard

I can't forget No. 20 and 346 double headed at the CRRM steam picnic!

The project at the Palisades is moving forward and grants have been received to enable opening Williams pass from Hancock (just past St. Elmo on the east side) to the west portal. Further grants from federal and state funds are materializing to study, engineer, and rebuild the Palisades, probably in 2023. The club has written several letters of support. The entire project looks to be in the range of \$800,000!

To share again, *Rail Report* copies and other club history is available on www.drgw.net. This site is generated and maintained by Past President Nathan Holmes (thanks much). Check it out and remember, we are always looking

for historical items to scan and add. Also new pictures by members are always being added to our webpage! We also have several biographies on the club website. We are looking for more.

No. 20 is awesome and so are the rail car and site restorations that we help fund. Help us fulfill our preservation mission and consider donations to our Foundation as every bit helps. Donations should be by personal check made out to "Rocky Mountain Railroad Historical Foundation" and sent to: Rocky Mountain Railroad Historical Foundation, PO Box 2391. Denver, CO 80201-2391

As always feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.



The first run for UP's 4014 Big Boy, Alco 4-8-8-4, since the COVID-19 pandemic was on July 8, 2021. The test run was made from the Steam Shop in Cheyenne, Wyoming, to the 36th Street Yard in Denver. The train speed was kept to about 25 MPH as PTC evaluation testing was underway. Ed Dickens, Senior Manager of Heritage Operations, was the 4014's engineer. – Photo © 2021 by Chip.

More Union Pacific Big Boy 2021 Tour Dates Announced

Big Boy No. 4014 will be traveling through Arkansas, Colorado, Kansas, Illinois, Louisiana, Missouri, Nebraska, Oklahoma, Texas and Wyoming. The schedule for Big Boy No. 4014 during this summer's 2021 tour follows:

- Thursday, Aug. 5: Cheyenne, Wyoming to Sidney, Nebraska
- Friday, Aug. 6: Sidney, Nebraska to North Platte, Nebraska
- **Saturday, Aug. 7: North Platte, Nebraska Viewing**
- Sunday, Aug. 8: North Platte, Nebraska to Fairbury, Nebraska
- Monday, Aug. 9: Fairbury, Nebraska to Kansas City, Missouri
- **Tuesday, Aug. 10: Kansas City, Missouri Viewing**
- Wednesday, Aug. 11: Kansas City, Missouri to Parsons, Kansas
- Thursday, Aug. 12: Parsons, Kansas to McAlester, Oklahoma
- Friday, Aug. 13: McAlester, Oklahoma to Fort Worth, Texas
- **Saturday, Aug. 14: Fort Worth, Texas Display Day**
- Sunday, Aug. 15: Fort Worth, Texas to Hearne, Texas
- Monday, Aug. 16: Hearne, Texas to Houston, Texas
- **Tuesday, Aug. 17: Houston, Texas Display Day**
- Wednesday, Aug. 18: Houston, Texas to Beaumont, Texas
- Thursday, Aug. 19: Beaumont, Texas to Livonia, Louisiana
- Friday, Aug. 20: Livonia, Louisiana to New Orleans, Louisiana
- **Saturday, Aug. 21: New Orleans, Louisiana Display Day**
- Sunday, Aug. 22: New Orleans, Louisiana to Livonia, Louisiana
- Monday, Aug. 23: Livonia, Louisiana to Shreveport, Louisiana
- **Tuesday, Aug. 24: Shreveport, Louisiana Viewing**
- Wednesday, Aug. 25: Shreveport, Louisiana to Prescott, Arkansas
- Thursday, Aug. 26: Prescott, Arkansas to North Little Rock, Arkansas
- Friday, Aug. 27: North Little Rock, Arkansas to Poplar Bluff, Missouri
- Saturday, Aug. 28: Poplar Bluff, Missouri to St. Louis Missouri
- **Sunday, Aug. 29: St. Louis, Missouri Display Day**
- Monday, Aug. 30: St. Louis, Missouri to Jefferson City, Missouri
- Tuesday, Aug. 31: Jefferson City, Missouri to Kansas City, Missouri
- **Wednesday, Sept. 1: Kansas City, Missouri Viewing**
- Thursday, Sept. 2: Kansas City, Missouri to Salina, Kansas
- Friday, Sept. 3: Salina, Kansas to Hays, Kansas
- Saturday, Sept. 4: Hays, Kansas to Sharon Springs, Kansas
- Sunday, Sept. 5: Sharon Springs, Kansas to Denver, Colorado
- **Monday, Sept. 6: Denver, Colorado Display Day**
- Tuesday, Sept. 7: Denver, Colorado to Cheyenne, Wyoming



All of the details for whistle and overnight stops can be found on the official Union Pacific Steam Schedule at (up.com/heritage/steam/club/index.htm). Some of the times listed are still subject to change, so be sure to review the schedule as the dates get closer.

COMO

A Possibility To Enjoy Steam In Como With Smaller Crowds A Club Special Event – Sunday, August 22, 2021 – 10:00 AM — The Day After Boreas Pass Railroad Day —

We may be riding the rails behind steam in the Como yards the morning after Boreas Pass Railroad Day if a part can be located and repairs to Klondike Kate are completed by that day.

Watch the Club website and Facebook page for status updates and a possible cancellation notice. Plan on being in Como by 10:00 AM when operations

for the Club are planned to start. We will ride on some of the available track-age. The handcar will be available. Please bring a picnic lunch.

Riders should plan to pay at the event in Como and rides will be on a space available basis. The cost is \$20, with \$10 going to the Como groups and \$10 for the Club to fund operations.

Boreas Pass Railroad Day

Celebration Of Historic Railroad Sites In Como, Boreas Pass, And Breckenridge Saturday, August 21, 2021 – 9:00 AM to 6:00 PM

Since 1995, the annual Boreas Pass Railroad Day celebration has revived the Denver, South Park & Pacific Railroad in the community. Visitors are invited to tour the many historic sites that lined the railroad line from Como and over Boreas Pass to Breckenridge.

In Como, opportunities to tour the roundhouse and depot are combined with craft demonstrations, vendors, and exhibits. As visitors drive over Boreas Pass, they can ride a narrow gauge hand-

car at Rocky Point and then stop for refreshments at the Section House on the summit.

Free pancakes are served at the Boreas Pass Section House starting at 9:00 AM.

The free Denver Brass concert featuring guest artists Celtic Colorado Pipes & Drums, and classic Americana, Celtic music and other favorites, starts promptly at 2:30 PM.

Intermountain Chapter – NRHS – Proposed Chartered Bus Trip To Como For Boreas Pass Railroad Day For Those Not Wanting To Drive

Please do not contact the RMRRC for tickets.

Email railbob@icloud.com for details and reservations.

Fare is \$29. Tentative pick-up locations and times:

RTD Thornton Park & Ride / 88th & I-25 – 6:30 AM, Denver Union Station

Wynkoop Street – 6:50 AM, RTD Mineral Ave. Park & Ride / Santa Fe & Mineral – 7:20 AM, Arrive Como – 9:00 AM, Leave Como – 15 minutes after band concert concludes. Optional side trip to Fairplay for lunch (11:00 AM – 1:15 PM)

Enjoy Steam In Como On Sunday, August 22nd



Denver, South Park & Pacific Historical Society members turned out for a work day on Saturday, July 10, 2021. Note all the workers near the Como Hotel, upper center - left. Running the narrow gauge rails was Scott's Fairmont motor car. Brian (orange vest) and Scott, were troubleshooting a minor short issue. A film crew was inside the Como Depot. – Photo © 2021 by Chip.

How Charter Member Numbering Started

After the *Rail Report* notice of the death of Forest Crossen included his being Charter Member No.1, Dick Kindig (another Charter Member) sent a correction as to the initial numbering assignment to refine our history. Dick's letter to Joe Priselac clarified how the numbering system got its start:

Forest Crossen held Rocky Mountain Railroad Club card No. 1 for a long time, but not from the first days of the Club. I was present at the early meetings of the Railroad Club, and we did not assign numbers to members for several months.

I was appointed as Treasurer, and it was several months later that it appeared that members should be assigned numbers.

Carl Hewett, who was instrumental in forming the Club, was offered the number 1, but he refused it, for reasons I don't remember. So the charter members were arranged in alphabetical order, and subsequent members received the next number as they joined.

However, Forest Crossen was not number 1 at that time; there were at least two others ahead of him in alphabetical order (I remember Mr. Ainsworth and Mr. Calahan, and there may have been others). Over the years, due to deaths, resignations, and non-payment of dues, the earlier members were dropped out, and Forest Crossen moved into number 1, which he held until he died.

– *Dick Kindig*



Two beautiful engines, Pat Maher's D&RGW SD-35 #2016, and UP GE C44-9W #9658 operated by Virgil Simeons, joined Bear Mountain Timber Mineral Navigation Company Climax #7 waiting at the Bijou Creek station.

– Photo © 2021 Denny Leonard.

The Club Trip To The Colorado Live Steamers

By Steve Subber

A very hot but breezy and overall beautiful day greeted 25 members and family of the Rocky Mountain Railroad Club as they visited the Bijou Creek and Western (BC&W) operation run by the Colorado Live Steamers (CLS) on 160 acres of high prairie just north of Byers, Colorado, on July 17, 2021. Members donated \$226 to the operation.

The BC&W currently runs on about three miles of 7-1/2" track (with under a mile of 4-3/4" level track), including

two tunnels and one 102-foot wooden bridge and one steel truss bridge, with roundhouse, steaming bays, working yards, depot, mine branch, assorted scale buildings, and clubhouse.

Seven locomotives (plus one over-worked and reliable but low-profile speeder) were fired up for the CLS monthly run day, with the air scented by coal smoke from Bo Hoffman's coal-fired USRA 2-8-2, shown in the photo ready to go in the Ulin Yards. Following safety

The Club Trip To The Colorado Live Steamers



From left, Rio Grande #2016, Rio Grande #3123, Climax #7, Mikado #9911, George Erhart's CV R.R. Timber And Nav. Co. Industrial Switcher #3, and Union Pacific #9658. – Photo © 2021 Mat Anderson.



Bo Hoffman's coal-fired, heavy USRA 2-8-2 #9911 in the Ulin Yard.
– Photo © 2021 Mat Anderson.

instructions, numerous passenger runs were made from the depot throughout the day. Folks seemed to all have a very good time; no fist fights were observed and the yard bulls were not required. Morena's, a Byers based food truck was present to provide good Mexican food and drinks to support the group's needs.

The CLS currently has about 60 members. Although it's highly valued and necessary to function, not everyone has equipment and many other hands are needed to build cars and supply the skills and sometimes grueling labor to expand the operation and keep things running. Just an hour of running on the rails

The Club Trip To The Colorado Live Steamers



Chris Thistlethwaite running geared Climax #7. – Photo © 2021 Denny Leonard.

might require 20-hours of maintenance; a similar metric applies to the CLS.

New members are welcomed, requiring only interest and willingness to work or contribute equipment or skills. See the CLS website for more information: www.coloradolivesteamers.com.

The third Saturday of the month is the

CLS run day. The CLS 3-day Annual Run (last promoted by the Club in 2018, leading to my own membership), will be September 17th to 19th, 2021. This event generally attracts a good number of often distant participants, featuring a wide variety of often impressive equipment. Your attendance is welcomed, so mark the dates down!

Current Railroad Happenings



BNSF's new CEO Katie Farmer (left seat on rear car BNSF 32) was aboard an inspection train from Kansas City, Missouri, to Albuquerque, New Mexico. The westbound train spliced the semaphores at Chapelle, New Mexico, on July 14, 2021. – Photo © 2021 by Chip.

Amtrak Expansion

By Steve Subber

A June 21, 2021, article from the *Wall Street Journal* reports on a new \$75 billion effort by the Biden administration and Amtrak to expand and improve passenger rail service. To counter existing resistance from freight carriers, Amtrak is asking for legal changes to permit better trackage access to passenger trains, apparently with congressional support.

Using the intercity Northeast (Bos-

ton–New York) Corridor as a model, Amtrak is looking to connect other pairs and groups of cities experiencing the greatest population growth and traffic congestion, including Mobile, Alabama–New Orleans on the Gulf Coast, Phoenix–Tucson–Southern California, Dallas–Houston–San Antonio, and Oklahoma City–Ft. Worth. This expansion would not reduce service on existing long-distance passenger routes.

D&IM Interurban No. 25 Roll Out at the Federal Center

Saturday September 18th — 1:00 PM to 4:00 PM

Online reservations will be required. Additional details will be in the next *Rail Report*.



The Rocky Mountaineer arrived in Colorado on June 24, 2021. Generator car RMRX 9272 was on the rear of the 14-car deadhead move from Canada shown crossing the Colorado River on Union Pacific's Glenwood Springs Subdivision at Chacra, Colorado, on June 24, 2021. The train ran from Helper, Utah, to Bond, Colorado, during the day. – Photo © 2021 by Chip.

The Rocky Mountaineer

The Rocky Mountaineer Rockies to the Red Rocks route will be available as a preview season with 40 departures starting August 15th to October 2021 with a full season schedule for 2022 and beyond. Discounts may be available for inaugural August 2021 trips.

The two-day trip starts in either Denver or Moab, Utah, with an overnight stop in hotel accommodations in Glenwood Springs. There are no sleeper cars on the train.

Like their three Canadian rail routes, the Rockies To The Red Rocks train only travels during the day and features oversized windows for viewing the

ever-changing landscapes.

With the SilverLeaf basic service, everything is choreographed to make the journey feel special, effortless, and unforgettable.

The cars feature expansive glass dome coaches, regionally inspired cuisine, impeccable service, and storytelling from engaging onboard hosts.

SilverLeaf Plus service is available at extra cost and adds exclusive and unlimited access to a lounge car, an elevated dining experience with an additional course during select meals, and premium alcoholic beverages.

The Rocky Mountaineer



Rocky Mountaineer RMRX 2015 SilverLeaf Plus coach was on the 11-car training trip from Denver to Glenwood Springs, Colorado, on July 2, 2021. The train stopped briefly at Tabernash, Colorado. – Photo © 2021 by Chip.

Guests have the option to add SilverLeaf Plus service to their journey in the United States.



Westbound UP 5107 & 5105, SD70M, led the third Rocky Mountaineer training trip with 11-cars, passing Gross Dam near Crescent, Colorado, on Sunday, July 11, 2021. Wildfire smoke was drifting into the area. – Photo © 2021 by Chip.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drwg.net asking for the RMRRRC virtual meeting address and password. Please send your request no later than the Monday night before the meeting and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

Colorado Railroad Museum

A mask is required for Museum entry. They are currently operating at a reduced capacity. An advance admission purchase reserves entry at your desired time.

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

The chapter is starting to resume meetings and events.

For current meeting information email railbob@icloud.com or call 303-883-2435

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Please use this address for legal, commercial, Foundation donations, and general business: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953
Web: <http://www.rockymtnrrclub.org>
Email: rails@rockymtnrrclub.org
Facebook: www.facebook.com/rockymtnrrclub

Club Officers

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

Club 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 online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953

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

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$40.00 if a printed, mailed *Rail Report* is desired.

Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.

International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$75.00.
Patron membership is \$100.00.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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 – Email: selectimag@aol.com

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

Items for the September *Rail Report* should be sent by August 13th.



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