

RAIL REPORT

January 2021

No. 723



Rocky Mountain Railroad Club

There Will Not Be A January Meeting In Barnes Hall

Eastern Pennsylvania Steam

Presented By Steve Barry

January 12, 2021 • 7:30 PM

You might think that a program that includes narrow gauge and a Great Western 2-10-0 might be about Colorado. In this case, however, it's about two steam railroads in eastern Pennsylvania, as we'll see through the camera of *Railfan & Railroad* editor Steve Barry. This program will visit the East Broad Top, the last three-foot narrow gauge railroad still in its original location in the eastern U.S. Silenced since 2011, the EBT is making a comeback that will see steam running again in 2021. The other railroad in the program is the Strasburg Rail Road, whose roster includes ex-Great Western Decapod No. 90. The show will also include Strasburg's other operating steam locomotives, and a quick trip into New Jersey to check out another Great Western veteran, 2-8-0 No. 60 on the Black River & Western.

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

RMRRC 2021 Calendar

February 9th Monthly meeting and program, "Train Encounters of Stephen Peck."

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.

Eastern Pennsylvania Steam



Strasburg Rail Road's ex-Great Western 2-10-0 No. 90 was put back into its GW look for a photo charter on the Pennsylvania tourist railroad sponsored by Lerro Photography on February 19, 2013. The Decapod had an extended smoke box when in service for Great Western, which Strasburg has removed; despite that, however, 90 sure looked good in its "diamond" GW scheme for a day.

– Photo © Steve Barry.



East Broad Top 2-8-2 No. 14 leads a train south toward Orbisonia, Pennsylvania, in October 2002. The consist was arranged as part of a photo charter, including several hopper cars and a combine. In the 1950s, after EBT passenger service ended, the freight crews would use combines on the back of the coal trains instead of a caboose because the combines rode better.

For *Rail Report* 723, the masthead features Rock Island S2 No. 723.

– Photo from the Tom Klinger Collection.



The Como, Colorado, roundhouse and rebuilt yard tracks were under fresh snow on November 24, 2020. The Denver, South Park & Pacific Historical Society had been busy the weekend before picking up used railroad ties at Longmont, Colorado, on November 21, 2020. The drifting snow at Como delayed delivery.
–Photo © 2020 by Chip.

Winter Thoughts Of RMRR President Denny Leonard

It is a cold winter day as I write this and we look forward to our 83rd year. Highlighted by the activity of the groups in Como and another possible steam up day, Como can be a focus of historical preservation for us this year. We will also be promoting the rebuilding of the Palisades on the old South Park.

January is our cold “stock show” month. From the 1859 show in the Elephant corral in now downtown

Denver, to the complex on I-70, the stock shows in Denver created livestock markets, auctions, knowledge, information exchange and the growth of the cattle industry (and others!) I came from a Hereford ranch. In the west, this industry made it possible that other cities in the U.S. had protein to feed the populace that built the economic miracle that is America. If you missed visiting or working at one of the cold January shows, you have missed a slice of the economic

Winter Thoughts Of RMRR President Denny Leonard

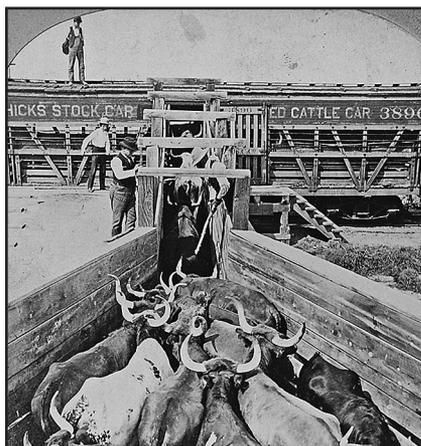


The original 1898 section of the Livestock Exchange Building, surrounded by cattle pens. – Photo from the Western History Department, Denver Public Library.

history that kept Colorado going after the gold rush. From the picture above, the rails can be seen rolling in cattle or sheep to be auctioned and then sent to feed operations to fatten up or to a long trip to slaughter in Chicago. Refrigerated cars (and now trucks) later changed that and today we process Colorado animals mostly in the Greeley area, with some of it going to Japan.

The Club will not have a booth at the Rocky Mountain train show at the Denver Merchandise Mart that was scheduled for March 6th and 7th, 2021. The Rocky Mountain Division – TCA Board of Directors canceled their 2021 Spring Train Show. We have participated with a booth at this show for several years to promote the Club and with donated book sales, collect contributions for the Foundation.

The December meeting was our an-



Loading stock cars for shipment.

nual meeting to comply with our Colorado and U.S. corporate non-profit requirements. We also elected officers and board members for 2021. Thank you for your support in 2020 and we will do our best in 2021 to support, promote and enjoy our wonderful club.

Winter Thoughts Of RMRRC President Denny Leonard

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

It takes a crew to run this club and what we accomplish is a result of many hands. Nathan Holmes has been our rock this year with the Zoom! My personal THANKS to Dave Schaaf for keeping the club in the public eye, also on Facebook, and for great 2020 programs, Andy Dell for concise minutes, and Keith Jensen for handling the funds. Mike Tinetti

does a great job in the running the effective reorganized membership management committee and producing the *Rail Report* is Bruce Nall. Wally Weart is our webmaster for the club internet page that we all enjoy. Ron Keiser will oversee the 2021 grant program and thanks to all the other the board members and committee members.

I appreciate your opinions, stories, leads and knowledge. Please contact me by email at denny@amerm.com or my cell (303) 809-9430 anytime.

January: Renewal Season is Over

All current members received their renewal invoices in November. The club will perform seniority resequencing on January 4th. The club plans to print and sent out 2021 membership cards by the first week in February. If the pandemic does not stop us, the club plans on a RGS No. 20 day at the museum this year. Do not lose your card, it is your entrance pass for the Colorado Railroad Museum.

This will be the last *Rail Report* for those who have not renewed. Late renewals are always welcome. You can late renew at www.rockymtnrclub.org by clicking on the 2021 Renew Now link.

This link comes down after January 15. Following that date use the Join tab. You can also renew by mail. Send your payment to the membership address:

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

Senior members have been members for ten years or more. Their seniority number as a late renewal will decrease by only a half-step. All other members will get the next seniority number at the bottom on the list.

In Remembrance Carl Schneider

Carl Schneider of Westminster, formerly of Boulder, passed away on March 8, 2020, at the age of 88. A 28 year member of the club, Carl held seniority number 148 at the time of his passing. He was also a member of the Boulder Model Railroad Club and a volunteer at the Colorado Railroad Museum.

Current Railroad Happenings



N.A. Junction east of Boone, Colorado, on November 27, 2020. This is the convergence of the Colorado Pacific Railroad and BNSF's Pueblo Subdivision. The lesser used track under construction at left is the former Missouri Pacific, sometimes known as the Towner Line. – Photo © 2020 Dave Schaaf.



The west end of the new Colorado Pacific Railroad siding construction east of N.A. Junction, Colorado, on December 3, 2020. A 11,000-foot long siding at left (on the north side) and a 3,000-foot long siding at right.

– Photo © 2020 by Chip.



Different rail sizes had to be joined together. The closest rails have the lighter rail to the left.

– Photo © 2020 Dave Schaaf.

Current Railroad Happenings



BNSF removed an old switch in late November 2020 and relocated a new switch a bit west to allow the Colorado Pacific Railroad to connect to BNSF's Pueblo Subdivision at N.A. Junction, Colorado. The new switch was getting tamped by BNSF maintenance of way on December 3, 2020. The white propane tank at left connects to the switch heater on the left side of track. – Photo © 2020 by Chip.



Men were placing ties on Colorado Pacific's new 11,000-foot long siding east of N.A. Junction, Colorado, on the ex-Missouri Pacific Towner Line on December 3, 2020. The Colorado Pacific plans to use the new siding to assemble 100-car or more unit grain trains for interchange with BNSF at N.A. Junction. – Photo © 2020 by Chip.

Current Railroad Happenings



Union Pacific 958500 MW, Relco model PU3200 A-6, departed UP's 36th Street Yard north towards Sand Creek to pickup discarded railroad ties in the Commerce City, Colorado, area on November 20, 2020. The 958500 builder's date is May 18, 2020. Work was done at Relco's Hawkeye Facility at Albia, Iowa. The track curving to the left is the north leg of the Pullman Wye which leads to UP's Limon Subdivision. – Photo © 2020 by Chip.



A huge wind blade was moved on the AOKX 44221 flatcar as it moved south with BNSF 4212 up front. The train crossed I-25 where the bridge retains a Santa Fe herald just south of Bragdon, Colorado, on December 3, 2020. The unit wind blade train destination was Galveston, Texas. – Photo © 2020 by Chip.

Current Railroad Happenings



Ecker's Grain Elevator at Fort Morgan, Colorado, was busy unloading cottonseed from pulpwood cars on November 18, 2020. Note the Bobcat entering MWCX 101508 at right. The cattle feed is used by the large facility east of town that feeds the Greeley Swift plant. Ecker's Grain Elevator is served by BNSF.
– Photo © 2020 by Chip.



Work continues on the new style of track at the Manitou Springs terminal of the cog railway on December 1, 2020. – Photo © 2020 Dave Schaaf.

Our Foundation Grant Funded Caboose 1006 Update

The Colorado & Southern Railway Society (C&SRyS) is restoring Colorado & Southern Caboose 1006, one of three C&S narrow gauge cabooses still in existence. The other two are the 1008 and 1009. The 1008 is currently undergoing restoration by private individuals, and the 1009 has been fully restored by the Colorado Railroad Museum.

What sets the 1006 apart from its sisters is it has the distinction of being the only C&S caboose which retains all its original hardware and has remained relatively complete since the time of its railroad service. The purpose of the project is to restore Caboose 1006 to completely operational condition with the intent for it to be able to operate on Colorado's various narrow-gauge railroads and museums.

The 1006 was found in the Town of Silver Plume Colorado in 1941 following the abandonment of the C&S Clear Creek Branch. Extensive research has failed to yield the circumstances under which the caboose arrived in Silver Plume, however photographs have revealed the caboose was used on the scrap train, and a document from the C&S Railway states the caboose was moved to Silver Plume on May 27, 1941, for exhibition; so it is conclusive that it did come back to Silver Plume by truck.

The caboose remained in Silver Plume ever since, being moved several times around town, finally finding a home in the Town Park next to Clear Creek. Two stabilizing restorations are believed to have been conducted on the caboose, one in the 1950s and another in the



The arch on the B end of the car shows the split on the right side of the door prior to the repairs shown at upper right on the next page.



The arch on the A end of the car shows both of its end tongues deteriorated prior to the end replacement shown at lower right on the next page.

– Two photos Courtesy the Colorado & Southern Railway Society.

1970s. Over the years there have also been small efforts by local individuals to maintain the caboose. While these efforts have proved fruitful as the caboose has remained intact and preserved for 75 years, it has now come to a point in its life where it requires the complete restoration that is now underway.

Our Foundation Grant Funded Caboose 1006 Update



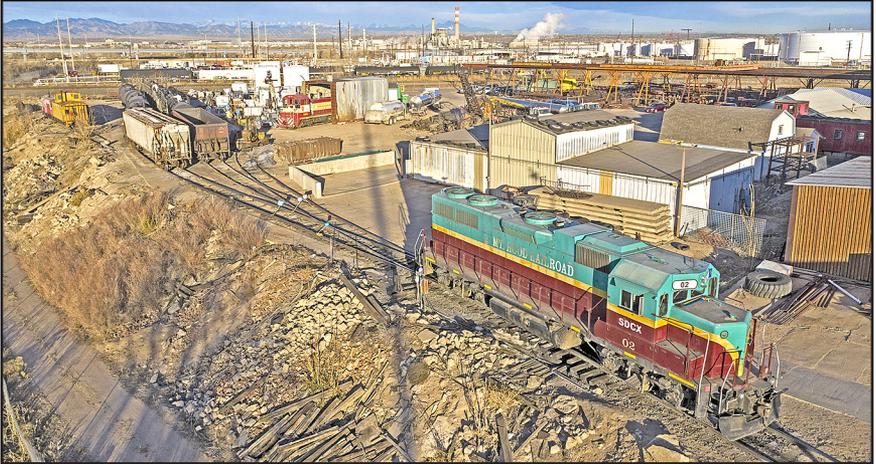
Recent work on Caboose 1006 has been focused on the wall frame arches at both ends of the car. Both arches are in need of repairs in order to be made structurally sound. The arch on the B end of the car had split on one side of the door. This crack is being repaired using 3/8" diameter oak dowels and wood glue. The B end arch was glued and clamped in place to repair the split. Two oak dowels were installed to give additional structural strength.



The arch on the A end (cupola end) of the car needed both of its end tongues replaced. These are being spliced in with two pieces of White Oak, using "scarf joints" and 3/8" diameter oak dowels. The A end arch was removed, clamped in place (upside down) with new ends added. The dowels will be cut off and sanded once the glue had dried.

– Two photos Courtesy the Colorado & Southern Railway Society.

Current Railroad Happenings



Denver Rock Island RR (DRIR) has used recently acquired (summer 2020) ex-Mt. Hood Railroad 02, GP38-2, this autumn. She was parked near DRIR's 3400 East 56th Avenue, Commerce City, Colorado, location on November 17, 2020. – Photo © 2020 by Chip.



BNSF moved a slug to the Denver area in November 2020. Slug BN 65 was Illinois Terminal Company (ITC) 2304, a SD39. The unit is a rare six-axle slug. BN 65 was placed between BNSF 2371, a GP38-2, and BNSF 1908 a SD40-2, which has been paired with BN 65 for years out west at Barstow, California. The trio was at the BNSF's Denver Locomotive Shop in Denver on November 14, 2020. The 1908 and BN 65 were working the Salt Mine job at the 31st Street Yard in December 2020. – Photo © 2020 by Chip.

Events of Railroad History: The Dotsero Cutoff and 1933

From the *Mineral Age*, December 1932

Research by Dan Edwards

Some of the items required in the construction of the Dotsero Cutoff now getting under way are as follows, as announced by contractors in charge:

1. Steel. For bridges, 3,000,000 pounds., structural steel: for rails, two lines of rails; almost 40 miles, some 422,400 rail feet, which with 100 lbs. would make 42,440,000 lbs.

2. Culverts. 16,000 lineal feet.

3. Concrete. 33,400 lineal feet of concrete lined tunnel; and about 6,000 yards of abutments and other masonry.

4. Timber. 40,000 yards of rip-rap; some 200,000 ties.

5. Powder. Estimated, 1,000,000 pounds.

6. Power Shovels and fuel for operation.

7. Groceries and supplies.

8. Lumber and roofing for camp.

9. Labor. 1,150 men to be on job by March, and hundreds more providing raw materials for steel and concrete and timber and supplies. Technical force, surveying, drafting, engineering and direction.

This cutoff when completed will shorten the Rio Grande route from Denver to Salt Lake City by 175 miles and will be shorter than the U.P. by 44 miles. Distance via cutoff to be 570 miles. It will not only mean Denver on a transcontinental line with all that should bring. It may also mean a smelter for Grand Junction, or a gigantic reduction works for Denver, putting the mammoth zinc-lead fields of Eagle, Garfield, and north Gunnison counties within easy reach of either Denver or Grand Junction. Already we hear of a potential natural gas supply for smelting from the Piceance Creek, Grand Valley, and other known gas fields of the Western Slope.

Election Results From The Annual Meeting

The annual election was held during the annual meeting of the Rocky Mountain Railroad Club on Tuesday, December 8, 2020, 7:30 PM, virtually through Zoom.

Current officers Denny Leonard (President), Dave Schaaf (Vice

President), Andy Dell (Secretary), and Keith Jensen (Treasurer) were re-elected. Board members Ron Keiser, Steve Subber, and Michael Tinetti were also re-elected.

Debbie MacDonald, Nathan Holmes, and Pat Mauro continue as directors.

RMD-TCA 2021 Spring Train Show Cancelled

John Gardberg, Rocky Mountain Train Show Co-Chair & Registrar, announced that the 2021 Spring Rocky Mountain Train Show in Denver has been cancelled. If all goes well, they still plan for the Holiday Show on November 27th and 28th, 2021.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drgw.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

New To The Museum

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance
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 current meeting information email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

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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

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

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

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

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.

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 February *Rail Report* should be sent by January 8th.



PO Box 620953
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