

# RAIL REPORT

May 2021

No. 727



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

## There Will Not Be A May Meeting In Barnes Hall

### A Behind-The-Scenes Look at Class 1 Trackage Rights

Presented Via The Internet By Bruce Barrett

May 11, 2021 • 7:30 PM

Bruce Barrett spent almost all of his nearly 40-year BNSF career involved in trackage rights in several forms – from running as an engineer on trackage rights to being the BNSF liaison with UP inside the UP Harriman Dispatch Center to managing operations on trackage rights.

– Continued on Page 2 –

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

### RMRRRC 2021 Calendar

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|-------------|--|
| May 16th    | Colorado Railroad Museum steam up and Club picnic.                     |
| June 8th    | Monthly meeting and program on Union Pacific 4141 by Robert Holzweiss. |
| July 13th   | Monthly meeting and program.   |
| July 17th   | Trip to the Colorado Live Steamers near Byers, Colorado.               |
| August 10th | Monthly meeting and program.   |
| August 21st | Boreas Pass Railroad Day in Como, Colorado.                            |

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](mailto:ds5280@comcast.net) or 303 988-3456.

## A Behind-The-Scenes Look at Class 1 Trackage Rights



An eastbound BNSF officer special exits the Moffat Tunnel in 2015 nearing the end of a trip across the UP from Stockton, California, to Denver on trackage rights. BNSF gained these rights as a result of the UP-MP merger.

– Photo © 2007 Bruce Barrett.

Join Bruce as he discusses this interesting facet of railroad operations which is now common-place on both today's scene as well as an important piece of railroading through history. He will discuss different trackage rights in the west, how he was involved in the different facets of those rights, and some anecdotal

stories of life “in the cross hairs” when operating over and managing trackage rights on a Class 1 railroad.

The presentation also includes many images along trackage rights routes while spanning Bruce's varied career.

The *Rail Report* masthead features AT&SF locomotive 727, a 2-8-0 “Consolidation” Type, Class 709, built in 1899 by Dickson.

– Photo from the Tom Klinger Collection.

## A Behind-The-Scenes Look at Class 1 Trackage Rights



BNSF and UP share trackage right on each other in many areas of their systems. Managing those rights is both challenging and complicated resulting in many “behind-the-scenes” stories of this interesting portion of Bruce’s career.

– Photo © 2007 Bruce Barrett.



Before the Surface Transportation Board granted BNSF trackage rights, taking a photo of a BNSF locomotive under the iconic Lodi, California, “Golden Bear” arch beside the UP mainline would have been very unlikely. Seeing this view now is a multiple times per day occurrence. – Photo © 2008 Bruce Barrett.



Rio Grande Southern Number 20 at the Colorado Railroad Museum.  
– Photo © 2021 Denny Leonard.

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## Springing Forward With RMRRC President Denny Leonard

Spring is here, summer is not far behind, and we have the opportunity to do a spring steam up and meal at the Colorado Railroad Museum with engines 20, 346, and 491. Wow – a great local trip! We can see RGS 20 without traveling to Lizard Head Pass.

Originally built for the Florence & Cripple Creek Railroad in 1899 by

Schenectady, Locomotive No. 20 spent its early years climbing the winding and steep Phantom Canyon to Colorado's last gold mining bonanza – Cripple Creek.

It then ran many years on the Rio Grande Southern. RGS 20 made the last run on the south end line of the RGS from Marcos to Durango. The engine

## Springing Forward With RMRRC President Denny Leonard

was acquired in 1952 and was one piece of railroad equipment which the Rocky Mountain Railroad Club owned. On May 31, 2006, engine 20 was turned over to CRRM Foundation ownership. Major restoration of engine 20 was performed at Strasburg, Pennsylvania, and finished by the CRRM.

The 1881 vintage 346 was purchased by Bob Richardson in 1951 and moved to his motel grounds in Alamosa and then eventually to the museum in Golden.

As summer comes, the many railroad oriented museums across Colorado will provide some great opportunities to take advantage of. There will be some wonderful steam ups in Chama and as always Durango will be running numerous trips every day. The museum in the Durango roundhouse is really worth a visit.

If you have a chance to shoot an interesting picture, consider sending it to

Wally to post on the clubs website in rail happenings: <http://rockymtnrclub.org/>

As for further information, the rebuilt Pikes Peak Cog Rail will start running in May. We still are working on a club trip.

Como will be a focus of preservation for us this year and we look forward to a RMRRC excursion this summer with hopefully a steam up. Who ever thought there would again be a working yard with a water tank at Como, Colorado?

\* Also please consider giving to the historical foundation. It may be tax deductible. We will award five grants this month.

I enjoy sharing your opinions, experiences and knowledge, please feel free to contact me by email at [denny@amer.m.com](mailto:denny@amer.m.com) or my cell (303) 809-9430.

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\* Rocky Mountain Railroad Historical Foundation 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

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## Colorado Rails & Cocktails Is Back At The CRRM

Upper Gallery Lectures – Bar opens at 7 PM with the presentation at 7:30 PM

**June 4th:** Running a 19th Century Railroad in the 21st Century with John Bush, former President & General Manager of the Cumbres & Toltec Scenic Railroad.

**August 6th:** West on a Slow Train with Lauren Giebler, former Curator of the Colorado Railroad Museum.

**October 1st:** The Railroad Photography of Steve Patterson.

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Pat Maher's 4-4-2 Locomotive #401, a new engine that arrived and ran in 2018.  
– Photo © 2018 Steve Mason.

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## Club Trip To The Colorado Live Steamers

By Steve Subber

The Colorado Live Steamers (CLS) is welcoming the Club to visit their operation on their monthly run day, July 17, 2021. Perhaps ten engines will be running, about half diesel and half steam, including a couple geared locomotives.

The Colorado Live Steamers is an organization of people interested in building and operating large scale model railroad equipment, located on approximately 120 acres in Byers, Colorado, about

40 miles east of Denver. From the intersection of I-25 and I-70, it takes about an hour to reach the track site.

The CLS has about 75 members, with about three miles of mainly 7-1/2" gauge track including tunnel and bridges. The Club last visited the CRS for their Annual Run day in September 2018.

Full trip details will follow in the June *Rail Report*.

## Current Railroad Happenings



A mural placed on a commuter rail signal box at Denver Regional Transportation District (RTD) 48th and Brighton (AKA National Western Complex Station) salutes Latino agricultural workers. In the distance was BNSF 8774, SD70ACe, on a coal empty to North Antelope Mine, Wyoming. A Sterling, Colorado, bound freight was added to the coal empty – Precision Scheduled Railroading in practice.  
– Photo © 2021 by Chip.



On March 22, 2021, a snow covered Joint Line had BNSF 9274 south handling a 124-car loaded coal train Rawhide Mine, Wyoming, headed to Lower Colorado River Authority (Fayette) at Halsted, Texas. The southbound train ran 2x2 and was north of Palmer Lake, Colorado. – Photo © 2021 by Chip.

## Inactive Steam in Colorado – Sixty Years Ago

By Dave Goss

Like other parts of the United States, diesel motive power was replacing steam locomotives in the Rocky Mountain region in 1961. In Club newsletter No. 20, a list of active and inactive steam was provided. Unfortunately, as of February only C&S No. 638 (Denver) and No. 641 (Leadville) were still active. Between Christmas 1960 and February 5, 1961, eighteen locomotives were shipped to a scrapper in Houston. The first funeral train included C&S locomotives numbered 605, 608, 629, 631, 632, 634, 644, 647 and 648. Then in January the second group was sent south and included C&S numbers 804, 805, 806,

807, 808 (CB&Q No. 5509) and 809, all 2-8-2s. The last group were 2-10-2s numbered 904, 909 and 914. None of this latter class was saved.

The dead line in the Rice Yards of Denver held many of these locomotives before they were scrapped. I remember as a young boy riding my bike from Sloan's Lake to the Rice Yards to see the few steam engines left. It was a sad sight to see the cold engines rusting, some with builder plates, number plates and bells still attached. In fact, in the May 1961 newsletter, the following article was printed:

About four months ago this newsletter suggested that anyone desiring souvenirs from a railroad go through channels and make their wants and desires known to proper officials. It was demonstrated recently that this suggestion went unheeded, when the C&S Railway apprehended a number of people removing lights from a locomotive in the C&S Denver yards, on May 23 and May 24. The matter is on file also with the Denver Police Department. As a result of the misdeeds, the Board of Directors of the Rocky Mountain Railroad Club have underlined the Club's policy on this matter as follows:

Any member of the Club who becomes involved in such a misdeed, or who becomes involved in a similar misdeed, will automatically be asked to resign from the Club. If such an individual refuses to resign from the Club, proceedings will be initiated to remove him involuntarily.

Fortunately, in 1961, not all CB&Q, C&S and FW&D locomotives were scrapped. At least eight ended up in parks and on display in towns throughout the railroad's service territory. Closest to home were C&S No. 60 (Idaho Springs) and No. 71 (Central City). Others found homes in Nebraska, Iowa, South Dakota and Texas.

In 1961, the Union Pacific reported nine steam locomotives stored serviceable. They were numbers 844, 3708, 3710, 3712, 3713, 3713, 4003 and 4019. A total of 55 steam locomotives were still on the UP roster, with only these nine in serviceable condition. In January 1960, there were 86 on the roster with 20 in a serviceable condition.



## Inactive Steam in Colorado – Sixty Years Ago

In 1960 both No. 844 and No. 3710 were in snow-melting service. Given this trend who could have imagined that No. 844 and No. 4014 would be in operating condition in 2021. A remarkable event in both cases, especially in the rebuild and operation of No. 4014 which not one of the stored engines.

In closing, the May newsletter says

“... that most railroads have, in the past, been quite cooperative with railfans in regards to divulging data, running trips, allowing photographs of yards, equipment, etc. It is a privilege to do business with these railroads and if we use a little common sense and show our appreciation it is hoped that this cooperation will continue long into the future.” Prophetic words!

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### Events of Railroad History: Road For “Tin Cup” District

From the *Denver Post*, June 15, 1905

Contributed by Dan Edwards

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The Taylor Park railroad is to be built at last. After having lain dormant for many years, the scheme has been revived. From Boston comes word that the road surely will be completed, although not along the surveys originally made. The building of the road will open up a number of properties in the Tin Cup district.

The intelligence was brought from New England by L. Cavnah, manager of the West Gold Hill Mining company and of the Forest Hill mines. He returned a few days ago.

But the road will not run from Aspen to Buena Vista as originally

planned. A shorter route, starting from St. Elmo on the Colorado & Southern and terminating at the head of Taylor park, where extensive deposits of valuable iron ore are owned by the Colorado Fuel & Iron company, a distance of forty-five miles, has been chosen.

The line is to be built on the positive assurance that the district tributary to it will furnish 300 tons of ore daily. The Forest Hill property, situated less than two miles from the proposed road, will be able to produce 100 tons a day, and the Enterprise is in condition to furnish 300 tons on its own account.

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### Upcoming Events At The Colorado Railroad Museum

**The Dinosaur Express Train** will be Saturday, May 29th. The Museum’s spring special event aimed at younger children features special activities and entertainment. Train Rides will be offered from 10:00 AM to 3:00 PM.

**All Things Engine** will be on Saturday, June 19th. Tractors, hit-and-miss gas engines, and more will be on hand for guests to enjoy. Diesel-powered trains will be operating from 10:00 AM to 3:00 PM.

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## Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to [rmrrc-show@drgw.net](mailto:rmrrc-show@drgw.net) asking for the RMRRC 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.

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### 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](https://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

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### 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>

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### 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.

**Due to the scheduling of the Club event at the CRRM and the separate notice, this *Rail Report* is reduced in size to 12 pages.**

## Publishers Statement — Rocky Mountain Rail Report

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### Club Information

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### 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.

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### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at [www.rockymtnrrclub.org](http://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.

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### 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](mailto:selectimag@aol.com)

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

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**Items for the June *Rail Report* should be sent by May 7th.**



PO Box 620953  
Littleton, Colorado 80162-0953

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