



Rio Grande's Desert Crossing

Presented by Rich Farewell

January 9th, 2018 • 7:30 PM

The January program is a visual summary of photo trips to Rio Grande's desert between 1979 and the end of the 'Grande's presence in the desert in 2007. Also included are a few of Dick Kindig's desert images during the steam era as shot in 1941.

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. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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.**

RMRRC 2018 Calendar

- January 18: Club Evening at Caboose.
- February 13: Monthly Meeting and Program.
- February 24: Winter Park Express Trip.
- March 13: Monthly Meeting and Program by John Crisanti.
- March 17: Union Pacific Steam Shops Tour.
- April 10: 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.

Rio Grande's Desert Crossing



Rio Grande passenger service from the past. – Photo © Rich Farewell.



Rio Grande GP30 #3003 in the desert. – Photo © Rich Farewell.

For Rail Report 688, the masthead photo features D&RGW 688, a 2-8-0, outside the Denver Roundhouse on October 1, 1938.

– R. H. Kindig photo from the James L. Ehernberger Collection.



2018 Officers and Directors, back row from left: Retiring Secretary Roger Sherman, Director Debbie MacDonald, Vice-President Dave Schaaf, Secretary Denny Leonard, Director Andy Dell. Front row from left: Directors Pat Mauro and Nathan Holmes, President Steve Mason, and Treasurer Keith Jensen. Directors Michael Tinetti and Nick Valdez were not available for the photograph.
– Photo © 2017 Bruce Nall.

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 12, 2017, 7:30 PM, at Christ Church, 2950 South University Boulevard in Denver.

Director Denny Leonard was elected Secretary replacing retiring long time Secretary Roger Sherman.

Current officers Steve Mason (President), Dave Schaaf (Vice-President), and Keith Jensen (Treasurer) and Directors Debbie MacDonald and Pat Mauro were reelected.

Andy Dell, Nathan Holmes, Michael Tinetti, and Nick Valdez will continue their current term as directors. Denny Leonard's open director position was not filled and is currently available for any member interested.



Caboose Evening

Thursday, January 18th is the Club night at Caboose, 10800 W. Alameda, Lakewood, Colorado, 80226 from 5:30 PM to closing at 7:58 PM. Caboose will issue Club members a 10% off coupon for one time use that will be good on Thursday, Jan. 18, Friday, Jan. 19, or Saturday Jan. 20.

Please note that Caboose only takes cash or credit cards, NO CHECKS.

Winter Park Express Trip – Saturday, February 24th

A Club group will take the Winter Park Express Train from Denver to the Winter Park Ski Resort and return. If you are riding, please call Steve Mason at 720-371-8536 or email stevemason647@gmail.com so he can make a list of riders.

Union Pacific Steam Shops – Saturday, March 17th

We are arranging a special tour of the Union Pacific Steam Shops hosted by Manager of Steam Operations, Ed Dickens. We will get an update of progress on UP Big Boy 4014. This will be a very comprehensive tour since our members have knowledge of steam locomotives. This trip will be limited to 30 attendees. The cost will be \$20. Sign up will only be at the February and March Club meetings.

Union Pacific Maintenance Of Way Repair Shops – April

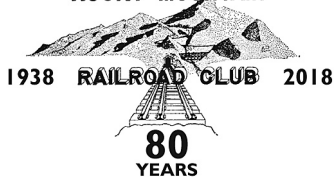
We are working on a tour of the Union Pacific Maintenance of Way repair shops on Pecos in Denver. UP did a lot of tie renewal last fall so some of that equipment will need maintenance.

Cheyenne Depot Days – May

We will go to Cheyenne Depot Days May 12 and 13. Those of you unable to see 4014 in March will be able to see it then. The Sherman Hill Modelers sponsors this event and they have a nice train show at Frontier Park with tours of the Depot as well.

Klondike Kate at Como – Saturday, May 26th (Tentative Date)

We are planning to ride behind 2-6-2, Klondike Kate #4, at Como. Since it was 1938 when a South Park train last ran in Como it will dovetail well in both 80th celebrations.



RMRRRC Picnic

The RMRRRC Picnic will be held at either The Colorado railroad Museum or Lakeside Amusement Park. No matter which one is picked, the event will be a family event so plan on setting aside time for bringing your grand kids or kids.

Summer Work Day

August is still being planned. We will go to Bailey in the summer and Pat Mauro will organize a work day for us.

**Leadville, Colorado & Southern Fall Color Train Ride
September 8th (Tentative Date)**

We are planning a Fall Color Train Ride out of Leadville.

Colorado Live Steamers – September 15th (Tentative Date)

We will go to Byers to ride the Colorado Live Steamers trains.

Annual Banquet – October

The 80th anniversary Annual Banquet should surpass last year.

80th Anniversary “Signature Trip” – November

We have it planned, but not priced or confirmed and are working on additional details on this trip.

Annual Meeting – December 11th

We will put out a nice spread of cake, punch, cookies, Debbie’s delicious train chocolates. Oh yes, we will also have elections and a special program.

Watch For 80th Anniversary Event Updates

Check back here every month since the Officers and Directors are continuing to plan the exciting events for the Club’s 80th year.

Due to circumstances beyond our control, events and dates are subject to change without notice.



A traditional addition to the December annual meeting agenda are holiday treats.
– Photo © 2017 Bruce Nall

President's Report

By Steve Mason

The Club was formed in April 1938, and that makes us 80 years old this year. Who would ever thought we would have lasted this long? In celebration of this event, the Officers and Board have decided to have events scheduled for every month of the year. We will have trips, field trips, tours, the annual banquet, a new picnic mid-summer, and a surprise trip later in the year. We have been really working hard on this to make it something you will all remember.

Don't forget we are going to Caboose for a special Rocky Mountain Railroad Club sale. Caboose will have coffee and

popcorn for us. Information is on Page 4.

As I write this there are still a few seats left for the Winter Park Express. We have options we will all decide on after we get to Winter Park Ski Area as we will have six hours there. Options are a Snow Cat tour on the mountain, a Snow Cat tour with lunch mid-mountain on our own with terrific views, tubing at the bottom which is always hilarious, a horse drawn sleigh ride, and a dog sled tour. There is plenty to do. And, before I forget, we will travel on the Winter Park Express through arguably the best scenic rail journey in North America, The Tunnel District.

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolò's Pizza, 7847 W. Jewell Ave. in Lakewood. We eat dinner at 5:30 PM and the Board meeting starts at 6:30 PM followed by the Foundation meeting. Meetings last to around 8:00 PM. Any member / visitor wishing to address the Board will be inserted first into the agenda. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. We earnestly solicit your input! Before and after the meetings we informally visit and you are welcome to participate. You are always welcome!

President's Report



As progress on restoration of RGS #20 continues, the new unpainted cab arrived at the Colorado RR Museum in December. The majority of the engine is planned to return to Colorado in 2018 for re-assembly. – Photo © 2017 Dave Schaaf.

Make a note of March 17th when 30 of us will enjoy a special comprehensive tour of the Union Pacific Steam Shops. Watch the 80th Anniversary Events box on Page 4 for information.

Dave Schaaf has been busy scheduling programs. We start our 80th year with an excellent program on the D&RGW in the Utah deserts. It starts with some black and white Richard Kindig photos of 3700s Challenger, goes to 1949 California Zephyr, symbolized Grande freights, then various mergers up to the last Rio Grande diesel. I would recommend bringing your family to this one.

John Crisanti will be doing a program in March. I have seen his work and it is outstanding. A college student living in Longmont, he has a fresh, unique way of looking at trains

One item Dave is working on is getting Erwin Chaim for a program. Erwin is doing well and sounds good after medical issues. He was Club vice-president for 8-years. We have missed Erwin's presence at meetings.

I am sure everyone knows the news from December 18, 2017. It appears Cascade train 501 South was going too fast for a sharp curve. Most of the

President's Report



Santa Claus came to town in style riding Great Western Railway #1 business car named Yellowstone. Windsor Wonderland Santa Train was handled by DCLX 3131, SD40-2, December 2, 2017 at Windsor, Colorado. – Photo © 2017 by Chip.

OmniTrax, Great Western Railway, GWR 1, “Yellowstone,” former Northern Pacific business car 2nd NP 8 was built in 1898 in the NP’s Como Shops. It was built for the NP’s president, CS Mellen. The car was rebuilt at Pullman in 1921 with steel bolsters, end platforms, and sheathing. New 6-wheel trucks were installed to replace the original wood ones. It was replaced as the NP president’s car by a new car, 4th No. 1, also named Yellowstone, built by Pullman in 1924. In 1926 car NP 8 was down-graded and renumbered to division superintendent’s Car NP 1909. The car was removed from service in 1954. It was placed for sale but had no buyer. In 1955 the car was designated supply train Diner-Dormitory Car NP X-589. It was re-designated Supply Car NP X-143 in 1959. In 1986 the NP X-143 was sold to the Great Western Railway.

train derailed and only one car and the pusher engine stayed on the track. The Cascades have been running Seattle to Portland for over 20 years but this was the inaugural run on new track.

The Durango and Silverton are nearing completion of K-27 #476. A few years back when Durango had forest

fires threatening to burn downtown, the round house including 476 burned.

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know.



120-ton, 2-hook derrick steam crane. Photo © 2017 James Mackay.

Union Pacific 120 Ton Crane To The Moffat Road RR Museum

By Dave Naples, “The Moffat Road” Railroad Museum Director

Currently at the Burnam Yards, the 1913 era, 120-ton, 2-hook derrick steam crane originally from the Denver & Salt Lake Railroad is going to the Moffat Road Railroad Museum for display.

Union Pacific authorized Ed Dickens, Manager of Steam Operations, to move the crane by rail to Granby. Ed is a big fan of “THE MOFFAT ROAD” and did not want the crane to go to scrap. The tentative plan is to move the crane and boom car with the equipment designated for the Forney Museum from the Burnam Yards to the Forney. Ed will then have the equipment moved for the Forney and park our crane on a siding near by. At that point Ed will decide the best time to move the crane from Forney thru the Moffat Tunnel to Granby.

The position of the boom has already been lowered to accommodate some of the smaller tunnels in south Boulder canyon. An inspection of bearings and brakes found all in very good shape.

The deck of the boom car is not in good shape and will require a special allowance from UP to travel.

Estimates of moving costs may run as high as a total of \$20,000.00. At present, a bill of \$1,600.00 has been received for the crane that was used to help lower the boom. The museum will have more costs for equipment to get the crane and boom car from the Granby siding onto the Museum grounds. A significant amount of time has already been donated.

Donations are always welcome and in this case will help save this wonderful and rare piece. If you wish to donate please do so by sending a check made payable to the Moffat Road Railroad Museum to: P.O. Box 2221

Granby, CO 80446

You can also go to the web site www.moffatroadrailroadmuseum.org and use Paypal for a donation. The museum is a 501(c)(3) non profit organization.



Klondike Kate backing into the Como Roundhouse on September 2, 2017.
– Photo © 2017 John Meixel.

Steam Returns To Como With Support from the Foundation

By Tim Bain – South Park Rail Society Vice President

The year has gone by quickly and is nearly behind us. It was a year of interesting developments for rail preservation in Colorado. We saw 2-8-0 #111 return to steam on the Georgetown Loop, RGS 455 cresting Lizard Head Pass (or was it Cumbres Pass in disguise) and the return of old #40 to Silver Plume, just to name a few.

Arguably one of the more unexpected things to happen this year was the return of a steam locomotive to the old Colorado & Southern railway town of Como over in Park County near Fairplay.

Como has not seen a train since the C&S removed the old narrow gauge tracks nearly 80 years ago. However August 19, 2018 marked the “Return of Steam to Como” when ex-Klondike Mines Railway #4 was steamed up and operated to the delight of nearly 900 visitors to Como for the 22nd annual Boreas Pass Railroad Day celebrations.

The effort to return an operational steam locomotive to Como has been driven by the South Park Rail Society (SPRS) which has taken on the task of maintaining and restoring the old

2018 Klondike Kate Como Operating Schedule

May 26th & 27th – June 30th & July 1st – September 1st & 2nd
August 18th & 19th – Boreas Pass Railroad Day is August 18th

Steam Returns To Como

Denver, South Park & Pacific roundhouse and turntable in Como. This effort works in concert with the DSP&P Historical Society's preservation efforts in Como that has seen the restoration of the 1879 depot and the development of a museum in the old station.

Last spring there was a strong push to have Ex-KMRy #4 in Como and under steam for 2017. Currently the relayed track only runs between the depot and the roundhouse so the locomotive doesn't have much track to run on at the moment. The SPRS thought that an operating locomotive would help to draw attention to the ongoing restoration work in Como and the development of a railway museum complex focused on the rail history of Park County and the DSP&P/C&S. Thanks in part to the financial help of the Rocky Mountain Railroad Historical Foundation, the 2-6-2 that rolled out of the Baldwin plant in 1912 has now become a permanent fixture in Como.

It would be wrong to say the restoration of KMRy #4 is complete. While #4 did operate last August and September, there are still a lot of smaller repairs that need to be completed. Over this winter the shop crew will be busy addressing some of the steam leaks that were evident in August as well as servicing the blow down valve, the cylinder cocks and the leaking valve chests. Work is also currently under way on the mechanical lubricator, the air pump and the feed valves. Also on the winter work list is the installation a brake pipe to the front of the locomotive and the fabrication of the front coupler, cut lever and coupler



In addition to Klondike Kate activities, the Como Depot restoration and museum development continues.
– Photo © 2017 Bruce Nall.

pocket. Then to top it all off, the crew will also be working to finish up the locomotive cab.

As you can see, there is still a lot of work to complete on KMRy #4. The SPRS is very grateful for the support shown by the Rocky Mountain Railroad Club's directors and members whose help has gotten us to this point.

The "Como Project" still has a number of things we would like to accomplish. So stay tuned for many more developments out of Park County, Colorado, in the future. For more information on the "Como Project" and the South Park Rail Society, please check their website located at www.southparkrail.com

Events of Railroad History: Equipment for Moffat Road

Denver Republican, April 21, 1903

Contributed by Dan Edwards

Vice President and General Manager A.C. Ridgway of the Colorado-Utah Construction company, which is building the Moffat road, returned yesterday from a several weeks' trip to Eastern points for the purpose of ordering equipment for the new road. Arrangements have been made to have engines and rolling stock on the ground and ready for service as soon as the first section of the line is open for use.

According to Ridgway's present plan, the road will be in active operation next January. [See note below.] His contracts with the American Locomotive company provide that the freight and passenger engines ordered must be delivered not later than that month, and it is the intention to operate as much of the line as will be completed at that time.

During his visit to the works of the American Locomotive company at Schenectady, N.Y., Mr. Ridgway approved plans and specifications for the first lot of engines to be delivered, as well as switching engines which will be used in construction work. The Moffat road engines will include many improvements which Mr. Ridgway and his experts have suggested, intended to apply to mountain service. The freight locomotives will be of the consolidation type and will weigh exclusive of tender 106 tons. The passenger engines will be of the 10-wheel type and will weigh 90 tons exclusive of tender.

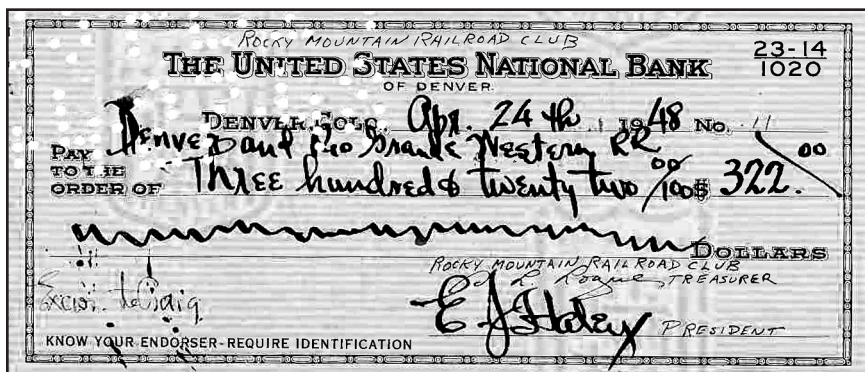
Mr. Ridgway arranged for the deliv-

ery of several built-to-order switching engines from the same works, which will reach Denver in July. These will weigh 130,000 pounds exclusive of tender and will be equipped with pilot, heavy tank, etc., for road use in track laying.

"We will have the finest equipment of any railroad in the mountain country," said Mr. Ridgway, "and with the lowest grades and best line, we ought to be able to make some records in mountain operation. I find construction work has progressed as favorably as could be desired during my absence. The grading work is booming more than ever. More men are at work every week, and we have no reason to set back the date we have fixed for the completion of the first division of the road."

During his trip, Mr. Ridgway stopped at Washington to look over the Chesapeake Beach railway and hotel property, which is now in Mr. Moffat's possession. "I found it in good shape," said he. "We shall operate the road and beach property this season as usual and meanwhile plans for equipping the road with electricity will be considered, but nothing has been determined upon at present."

[Note: Edward Bollinger in *The Moffat Road* notes that Chesapeake Beach Engines #3 and #4 were re-numbered #390 and #391 on the Moffat and that the Moffat's first scheduled passenger train left Denver on June 23, 1904.]



The Rocky Mountain Railroad Club – The Early Years – 1948

Compiled by Dave Goss

As Club membership grew following World War II, the location for Club meetings changed. In 1942, meetings were moved from the Union Pacific Freight House (now the Denver Chop-house Restaurant) to the Rio Grande Building that was located at 1531 Stout Street. Today the building houses the Rio Grande Lofts. The room in 1942 was the railroad's Executive Board Room on the 6th floor. Eight years later, the Board Room had become too small and President Ed Haley contacted the Denver Union Terminal Railway to see if they could provide space for at least 65 people. After one meeting in August of that year, Ed notified the General Manager, C. R. Hines, that the space provided (a former U.S.O. lounge) was too bright and people could not see the movies being shown. As a result, the Club moved again, this time to Municipal Court Room #100 in the Denver City and County Building. Rooms in the City and County Building were used until 1958 when Club again subsequently moved several times in the following years.

In 1948, membership listed on the first printed roster numbered 91. This year several notable trips took place, in-

cluding the Denver & Intermountain (twice) and the Denver & Rio Grande Western twice, once to Craig (which cost the Club \$322) and then later through the Black Canyon of the Gunnison and over Marshall Pass. The Club issued eight rules for this particular trip, including these three:

3. There will be no excessive use of intoxicating liquors or boisterous conduct offensive to the group as a whole.
5. Do not remain in the Silver Vista car longer than one hour at a time. Let others enjoy the privilege of riding in it, too.
8. All passengers must enjoy themselves!!!

President Haley's bold signature on the check shown in the photo reflected a time well before electronic banking and credit cards.

The tenth anniversary banquet was held at the La Ray Hotel in Golden for which the Club paid \$177.75 for 79 dinners. D & I M's Car 25 provided members and friends transportation from the Central Loop in Denver to Golden and back. What a way to hold a banquet!

January: Reprieve for Late Renewing Members

The membership renewal invoices were sent to you 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 send us a request for a new invoice to the club post box at Rocky Mountain Rail Report, 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 correct or preferred address is listed. We are using an email notification service now.

Every five years the club publishes a

directory. The directory will be mailed to your residence. Some of you do not want your contact information published. Contact us through the club email rails@rockymtnrrclub.org informing us that your contact information should not be listed in the directory.

The club greatly appreciates if all members that renewed by December 31 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 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*.

Colorado Railroad Museum 2018 Special Events

March 31st – Bunny Express Train
May 12th – Steampunk At The Station
July 18th – Dinosaur Express Train
October 27th – Trick Or Treat Train

Day Out With Thomas:
September 8, 9, 15, 16, 22 & 23
The Polar Express Train Ride:
November and December

For information call 303-279-4591 or <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. Please contact the volunteer coordinator at the CRRM.

Intermountain Chapter, NRHS Events

For information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Dinner Meeting at Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado
Wednesday, January 17, 2018

Dinner at 5:30 PM – Meeting begins at 7:00 PM

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Club Information

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Web: <http://www.rockymtnrrclub.org>
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www.facebook.com/rockymtnrrclub

Club and Foundation Officers

| | |
|----------------|----------------|
| President | Steve Mason |
| Vice President | Dave Schaaf |
| Secretary | Dennis Leonard |
| Treasurer | Keith Jensen |

Club and Foundation Directors

Andy Dell, Nathan Holmes, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

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 2018 Rail Report should be sent by January 19th.



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