

RAIL REPORT

September 2020

No. 719



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A September Meeting In Barnes Hall

Enjoy Another Online Virtual Meeting And Program

A Tale of Two Railroads: Ten Years of Photographing the
Great Northern Railway in Northwest Montana

Presented By Justin Franz

September 8, 2020 • 7:30 PM

Justin Franz will share some history about the development of the Great Northern Railway through Northwest Montana and how it influenced the creation of nearby Glacier National Park. He'll also share contemporary images of the region's two railroads: BNSF Railway and Watco's Mission Mountain Railroad. Franz is a freelance editor, writer and photographer based in Whitefish, Montana, and is the associate editor of *Railfan & Railroad Magazine*.

RMRRC 2020 Calendar

October 13, 2020	Monthly meeting and program.
October 2020	The Annual Banquet is Cancelled.
November 10, 2020	Monthly meeting and program.
December 8, 2020	Annual 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.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drgw.net asking for the September RMRRC virtual meeting address and password. Please send your request no later than Monday night, September 7th, 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 view our meetings will not have to email us for a meeting ID and Password any longer. The club has their own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may view the meeting 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/UCPUDXhWLazIbsHFO9DUUeoA

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 meeting available to members who find it difficult to attend once we return to in person meetings.

The Club Has a New Address

After many years the club is changing its address. The old one was in downtown Denver, a location not convenient to access with today's traffic. The club will keep the old address temporarily for legal and insurance purposes.

The new club address is:

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

The new address is for membership address changes, renewals, new members and general correspondence. You will see the new address on you November renewal invoice. Please save this new address for all your future USPS communications.

The club email address is rails@rockymtnrrclub.org

For *Rail Report* 719, the masthead features Train 160 in the CB&Q yard east of the downtown station at Cheyenne, Wyoming in 1948.

– J. H. Conant photo from the James L. Ehernberger Collection.

A Tale of Two Railroads: Ten Years of Photographing the Great Northern Railway in Northwest Montana



A BNSF Railway oil train approaches East Glacier, Montana, on the edge of Glacier National Park during the winter of 2013. – Photo © 2013 Justin Franz.



A Mission Mountain Railroad locomotive engineer switches cars in Kalispell, Montana, in spring of 2018. – Photo © 2018 Justin Franz.



A scene on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Fall Time Begins ...

By RMRRRC President Denny Leonard

The coolness of fall is here as I write this and the virus, I think, is still with us. Fall was a busy time for our narrow gauge mountain railroads and generated good income for those months as they needed all their equipment to handle the annual movement of cattle and sheep back to lower level ranches to winter. Railroads also moved cattle, sheep and pigs to the processing plants that produced the meat to feed a hungry growing U.S. population with the protein for the energy that built this country.

These cattle came off open range which the Western United States and Canada have. Open range is rangeland where cattle roam freely regardless of land ownership. Where there are “open

range” laws, those wanting to keep animals off their property must erect a fence to keep animals out; this applies to public roads as well. Eastern states require owners to fence in or herd their livestock. Free-roaming range cattle calved, were moved between grazing lands, and driven to market by cowboys. Branding was used to identify cattle and unbranded cattle were known as “mavericks” and could become the property of anyone able to capture and brand the unmarked animal. The roundup in the fall was completed by cowboys scouring the mountains and herding them to cattle pens pictured above. Free range cattle can still be seen in the summer in the Colorado mountains even though the invention of barbed wire in the 1870s allowed cattle

Fall Time Begins ...

to be confined in lower areas.

One might see a windmill like in the photo which pumps water to the stock pen and water troughs. Windmills were common in the west long before their use in energy. The small windmills did a good job pumping in isolated areas and were kind to birds. The little rabbit in the hutch is happy that he won't be going with the cattle who are about to load.

In my Revell collection is this station. The Athearn Rio Grande stock car is the one that got me started in model railroading years ago! The rebuilt cattle pens at Chama can be seen as a full size history lesson.

Your board is still meeting via web conferencing to do club business and hopefully will be face to face soon.

We hosted a zoom general meeting in August with the South Park group and they did a great presentation! And this is the fourth *Rail Report* that will also be available via email. We have had very positive feedback on the emailed *Rail Report*. We are excited to continue this enhanced digital product. We ask all members who are able, to receive the *Rail Report* by email.

We will continue to mail a Rocky Mountain Railroad Club *Rail Report* to those who lack emails. For a long time we intend to continue the availability of both formats but we will propose a difference in dues for next year. This will allow us to balance our budget. The financial report from the treasurer is on

page 14 of this *Rail Report*. The Club is in solid shape.



The Colorado Railroad Museum recognized the Rocky Mountain Railroad Club during the return to steam service celebration for No. 20.

We participated in the celebration of the return to steam service of No. 20 on July 31st and August 1st at the Colorado Railroad Museum. What a way to continue our mission to help preserve our history. The museum is doing a good job of recognizing the club for saving the engine and donating it to the museum.

I enjoy sharing about our club and what I know about Colorado railroad history and continued operations but I really enjoy hearing and learning about your stories and remembrances. I think it is important to share them. As you have noticed, we have published several recently. So, if the mood and literary gods move you, please feel to send articles to me for consideration for publication in the *Rail Report*.

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

Stay safe and see you soon!

Rio Grande Southern No. 20 Returns to Steam!

Rio Grande Southern Locomotive No. 20 rolled back into the Colorado Railroad Museum on June 4, 2019, after undergoing a restoration in Strasburg Pennsylvania. At that time, the locomotive was 80% complete, with the remaining work to be done at the Museum.

Originally built in 1899, narrow gauge locomotive No. 20 was christened “Portland” by the Florence & Cripple Creek Railroad, named after one of the area mines. The locomotive was a powerful 85,000 lb 4-6-0 measuring 49-feet from engine to tender.

After the F&CC line ceased operation in 1915, No. 20 was sold to the RGS Railroad in southwestern Colorado. The locomotive served the RGS pulling trains between Durango and Ridgway. By the late 1930s, Locomotive No. 20 was often requested by tourists or railway clubs for excursions. Hollywood “discovered” the locomotive and in 1949 it was used in the film, *A Ticket to Tomahawk*. The 1899 engine was redressed to an 1876 look for its role as the Emma Sweeney.

The sale of the No. 20 to the Rocky Mountain Railroad Club was announced in the July 1952, issue of Carl Helfin and Bob Richardson’s *Narrow Gauge News*.

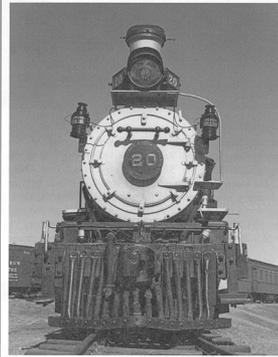
On April 17, 1999, the Club celebrated the 100th birthday of Locomotive No. 20 at the Colorado Railroad Museum.

In 2006, the Rocky Mountain Railroad Club transferred ownership of Locomotive No. 20 to the Museum. A generous donation was provided to bring Locomotive No. 20 back to operational

Centennial Celebration
Rocky Mountain Railroad Club’s

Engine NO. 20

1899 - 1999



condition with the stipulation that it be rebuilt by the Strasburg Railroad in Pennsylvania. Locomotive No. 20 was then sent to Strasburg in August 2006 to begin the restoration process.

The Colorado Railroad Museum hosted a special celebration as Rio Grande Southern steam locomotive No. 20 returned to operation after a complicated, 14-year, \$1.5 Million restoration process. On Saturday, August 1, 2020, a brief ceremony and banner-breaking was held at 10 AM, followed by steam train rides pulled by No. 20. This was the locomotive’s first day pulling trains for the public since it last ran in the early 1950s. Celebration events and steam train rides continued on August 2, 2020.

The Club prepared a special pamphlet in 1999, issued in commemoration of No. 20’s 100th birthday. Selected items from the pamphlet are reprinted on the following pages of this *Rail Report*.

Engine No. 20 on the FLORENCE & CRIPPLE CREEK RAILROAD

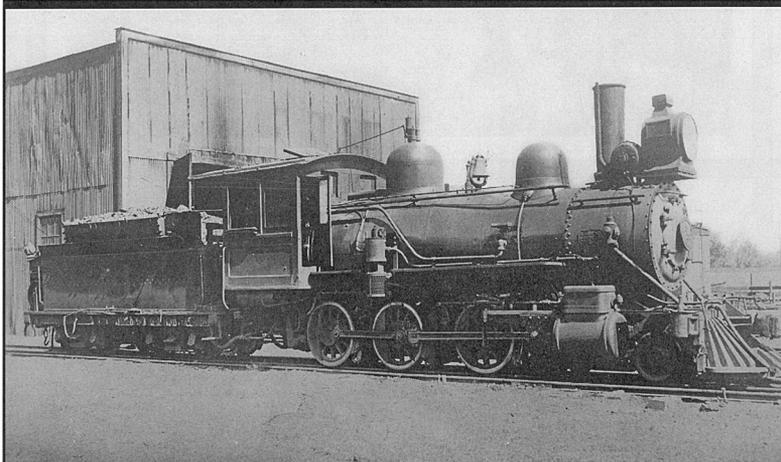


No. 20 at Victor, CO, in May, 1904.

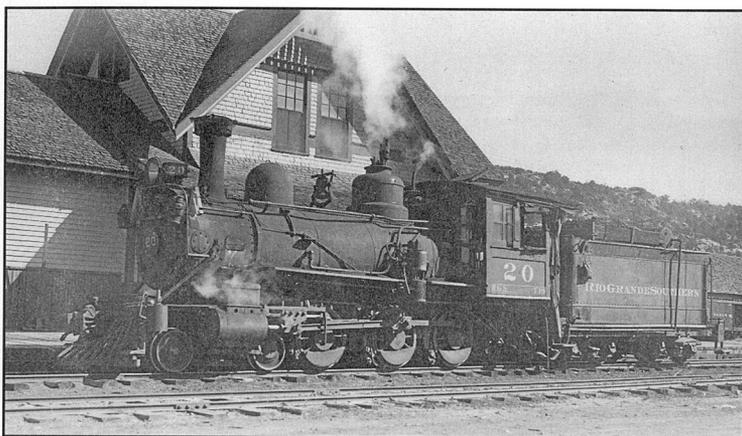
1899 - 1916

Schenectady built three ten-wheel (4-6-0) locomotives for the Florence & Cripple Creek Railroad in 1899. The first of the lot became Golden Circle No. 52 and the next two became No's. 20 and 21. For many years the whistle of No. 20 echoed in Phantom Cañon hauling passenger and freight cars between Cañon City, Florence and Cripple Creek. A devastating flood on the night of July 21, 1912 put the F&CC out of business. In January, 1916, engine No. 20 was sold to the Rio Grande Southern Railroad.

No. 24 (sister to 20) at Cañon City, CO, in 1910.



Engine No. 20 on the RIO GRANDE SOUTHERN RAILROAD

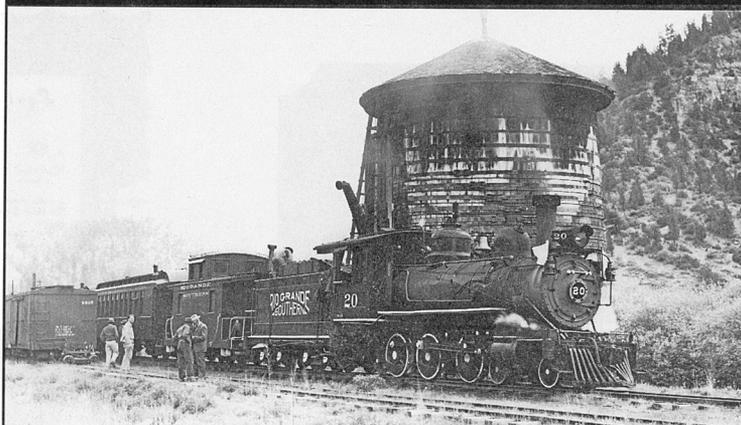


Dolores, CO. September 7, 1941.

1916 - 1952

In January, 1916, the Rio Grande Southern purchased three ten-wheel (4-6-0) locomotives from the defunct Florence & Cripple Creek Railroad. Engine No. 20 was the only one to survive until the end of the RGS. Until the advent of the “Galloping Goose” motor cars in 1931, these locomotives handled passenger trains between Ridgway, Telluride and Durango. No. 20 made its final run in November of 1951 on a freight train between Rico, Dolores and Durango. In 1952 it was purchased by the Rocky Mountain Railroad Club.

Club excursion at Brown, CO. May 30, 1947.



Engine No. 20 owned by the ROCKY MOUNTAIN RAILROAD CLUB

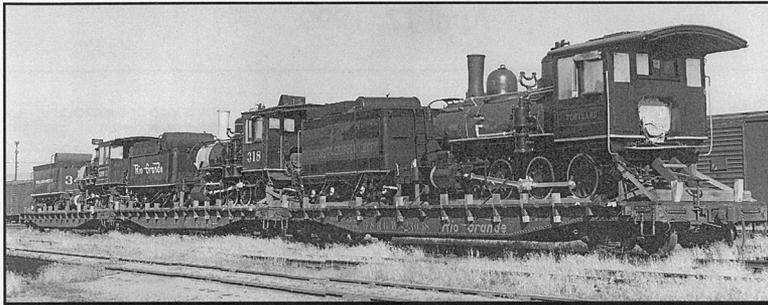


Movement to Narrow Gauge Museum, Alamosa, CO. June 13, 1953.

1952 - 1958

In April, 1953, No. 20 was moved in a freight train from Durango to Alamosa and on June 13th it was hauled on a low boy truck to the Narrow Gauge Museum, near Alamosa, until 1958. Club volunteers repainted No. 20 with the original name “Portland” on the cab. No. 20 was a premiere attraction at the museum.

Engine No. 20 displayed at the COLORADO RAILROAD MUSEUM – GOLDEN, CO.

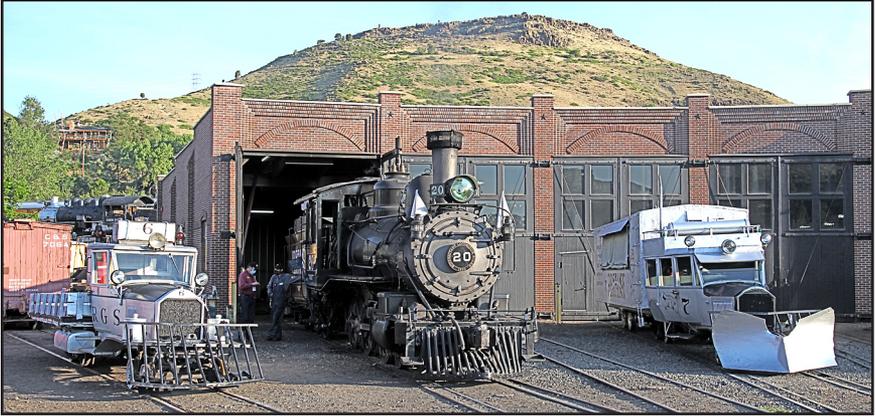


Movement to Golden. Denver, CO. July 12, 1958.

1958 - 1999

The Colorado Railroad Museum was founded in 1958. Engine No. 20, along with other narrow gauge equipment, became a part of this museum’s displays. No. 20 was a “boomer” in railroad terms. It has now been at the Museum 41 years! No. 20’s history is just as colorful as the railroads that it once served. Rocky Mountain Railroad Club volunteers proudly spend countless hours manicing No. 20, and it shows by its splendor and glory preserved as a static display.

Rio Grande Southern No. 20 At The Colorado Railroad Museum

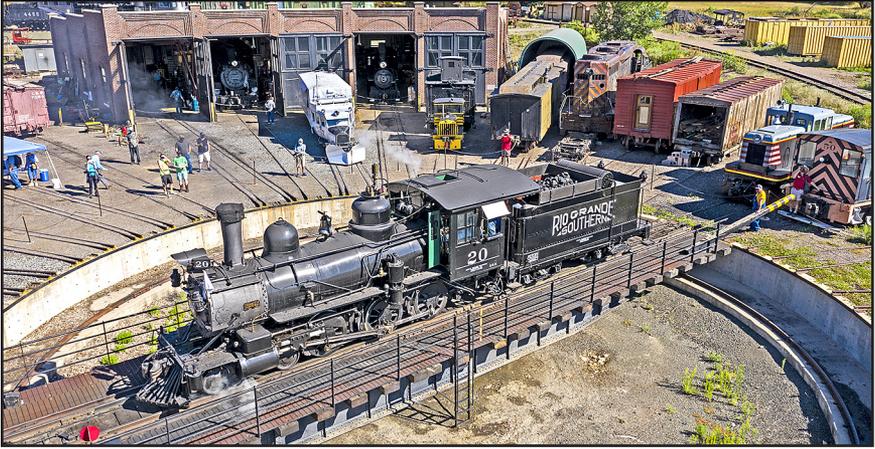


Trains magazine partnered with the Museum to stage photography opportunities on August 2, 2020. A Rio Grande Southern scene included Work Goose 6, No. 20, and Goose 7 staged outside the roundhouse. – Photo © 2020 Dave Schaaf.



No. 20 on August 2, 2020, with the Club drumhead to acknowledge the Club connection to the engine. Crew (from left), Jeff Taylor, Dusty Thomson, and Brett Weibold. – Photo © 2020 Dave Schaaf.

Rio Grande Southern No. 20 At The Colorado Railroad Museum



Rio Grande Southern No. 20 on Colorado Railroad Museum turntable during its first public viewing on August 1, 2020. No. 20, a 4-6-0 narrow gauge engine, is operating after a 14-year, \$1.5 million restoration. Restoration work was done at the Strasburg RR in Pennsylvania and the CRRM roundhouse crew.

– Photo © 2020 by Chip.

Colorado Railroad Museum

Day Out With Thomas

Day Out With Thomas will be returning to the Colorado Railroad Museum in September. Tickets are on sale now. The Museum is carefully planning for reduced capacities to allow for a family-friendly experience that keeps social distancing and guest safety in mind.

The Colorado Rails & Cocktails Lecture Series For 2020 Has Been Cancelled

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

Events of Railroad History:

Rio Grande Southern Railfans: A Photo Story Being an Account of an Excursion by the Rocky Mountain Railroad Club – Part 2

By S.L. [Les] Logue and J.C. [Jack] Thode, July 13-14, 1946

Contributed by Dan Edwards

[Note: A continuation of the rare document by Logue and Thode. Now, 74 years later, we too can accompany them on a “virtual” excursion on the RGS! An asterisk (*) in the text indicates a photo taken either by Les or Jack.]

After RGS Goose #5 burned out a connecting rod pulling in to Telluride, the group was concerned with how to continue their trip.

“We’ll try to catch the 4, running as train 372 at Vance,” he advises. “We’ll turn it and use it in place of the 5.” Hastily we scramble aboard No. 5, eagerly assist our crew in turning on the wye*, and head hopefully for Vance Junction. “It’s strange these fellows aren’t more worried,” we think.

Near the lower wye once again, our engineer slows down enough for several of us to jump off. We photograph the old plow* and quickly walk down the quarter mile of track to help transfer lading between our car and the 4, which slid into Vance just as our train arrived. Since the 3, following us down the hill, had also passed as we were photographing the plow it is an unusual sight that greets us as we round the last curve. 3, 4, and 5 all meet at once!*

In a matter of minutes loads are exchanged, 4 and 3 are turned, and we head for Ophir Loop and lunch. A mile or so is covered; suddenly #3 stops dead! Now what? Part of the gang is grouped around 3’s motor as No. 4 slows to a halt.*

“Hey, the old gal just stripped her

fan-belt shaft!” A short consultation with motor, hammer, and screwdriver makes it evident that now the 3 is out for the rest of this trip.

“Guess we’d better drop back to Vance, put everyone on the 4, and use it. Dick, you take the 3 back to Ridgeway, get it or the 5 fixed, and meet us tomorrow at Dolores if you can.” Thus are orders issued on the Rio Grande Southern.

Apparently good old number 4 believes we have seen enough excitement for awhile, for she runs steadily and faithfully, carrying the whole group until near the very end of the trip.

Once again the spot where 3 broke down is passed, and in some three-quarters of an hour we sight the long line of trestles comprising the upper portion of far-famed Ophir Loop. The sun breaks through the clouds just long enough to give us a change to photograph this “track on stilts” hung in the sky between rock abutments.* Soon we shall be really high in the air!

We slip into Ophir, gliding quietly over the great trestle just below the station. Our picture of the 5, snapped here just four weeks ago, gives us an idea of how we much appear to anyone watching from the nearby hills.*

But it takes longer at Ophir than we anticipate, for we meet Extra 464-461 coming east with 11 cars there. 464 has some cars to pick up at Ophir, hence it is necessary for our train to pull ahead* into the siding across the creek from the depot and saw by [?] the freight. We stay

Events of Railroad History – Rio Grande Southern Railfans

long enough to obtain some fine pictures of engine 464 on the great trestle as she works her way back and forth.** Supt. Boucher tells us the tender numbered 933 on the flat behind 464 has been purchased from the Rio Grande, who cut it down from standard gauge for use with the wrecked 455, about which we talked back on Dallas Divide.

Engine 455 will be fitted also with the cab from No. 60, an old standard-gauge 0-6-0 switcher scrapped a short time ago by the Rio Grande. She will be a real hybrid when eventually rebuilt—her own boiler and running gear, the 60's cab, and 933's tender, all together in one narrow-gauge engine!

Repeated signals finally call our apprentice brakeman together again, and our trek is resumed. We gain our last view of Ophir station* from our perch on the high trestles of the Loo, and head up the valley of the Lake Fork of the San Miguel. Round a sharp curve to the left lies Trout Lake, almost completely surrounded by peaks of the San Miguel range towering above timberline.* We speed around the lake shore and hurry along to Lizard Head Pass with its double-tracked snow shed.* Shades of the Espee!!

On the west side the weather is dark, with occasional patches of rain; we do not pause again for pictures until we drift into Rico, the division point, where in former times, the Southern maintained a large brick engine house. The sun is once again shining with its customary Colorado brilliance here, and we capture the water tank, depot, our train, and one of the Southern's mail trucks at one click of the shutter.*

Engineer Henry Wolfert registers in and we are off down the long easy grade beside the Dolores River. As we scoot along we hang our feet out the side

door of the box car and enjoy the weeds flicking at our ankles. Before we realize it we are in Dolores,* where we stop long enough to take on both fuel and water. At Dolores, too, fortune again smiles on us—the 20, purchased from the old Florence and Cripple creek, and now the only ten-wheeler on the Southern—is switching. We have time to get some fine photos—the hogger spots her just right.*

Old Rio Grande 271, one of the last of some 60 Baldwin Consolidations built in 1881-1882, and now the property of the Montezuma Lumber Company, works out of Dolores also. It has been a long time since we last saw her, but she's still old 271 to us, fancy lettering notwithstanding.*

Leaving Dolores, we start into appropriately named "Lost Canon." We wander along beside the dry creek bottom—rounding many sharp curves—crossing and re-crossing from one side to the other.* But we are not lost after all, we find, for we meet No. 462 running light eastbound, waiting on the siding for us at Glencoe* near the top of the divide between Lost Canon and the Mancos Valley.

The light is fading now, for it is late afternoon, and only one more scene is photographed on the drag into Durango. We see a fine example of narrow-gauge roadway repair work just east of Mancos, where the river has undercut a fill. Instead of refilling the washout, the Southern has dumped riprap into the hole and shifted the track onto more solid ground.* We follow the line of least resistance—zig, then zag. Hope the gang in back is holding on!

The account of this Rio Grande Southern excursion will be continued next month.

Treasurer's Report

Rocky Mountain Railroad Club PROFIT & LOSS 2019

Income	
Dues (See note 1)	\$ 16,425
Other Income	<u>\$ 4,006</u>
Total Income	\$ 20,431
Expense	
Newsletter	\$ 12,966
Rent	\$ 3,446
Insurance	\$ 2,494
Misc	<u>\$ 6,843</u>
Total Expense	\$ 25,749
Net Income	\$ (5,355)

Club Balance Sheet as of December 31, 2019

Assets	
Checking / Savings	\$ 105,450
Accounts Receivable	\$ 181
Other Current Assets	\$ 1,676
Fixed Assets	<u>\$ 0</u>
Total Assets	\$ 107,307
Liabilities	
Unearned Dues	\$ 6,490
Accounts Payable	<u>\$ 184</u>
Total Liabilities	\$ 6,674
Total Equity	\$ 100,663
Total Liabilities & Equity	\$ 107,307

Note 1: Since annual dues correspond with the fiscal year, this amount is variable. While the majority of membership renewals arrive within two weeks, renewals are still coming in four months later.

Rocky Mountain Railroad Historical Foundation PROFIT & LOSS 2019

Income	
Contributions	\$ 150
Interest	<u>\$ 6</u>
Total Income	\$ 156
Expense	
Grants	\$ 6,000
Other	<u>\$ 94</u>
Total Expense	\$ 6,094
Net Income	\$ (5,938)

Foundation Balance Sheet as of December 31, 2019

Assets	
Checking / Savings	\$ 54,993
Total Assets	<u>\$ 54,993</u>
Liabilities	
Total Liabilities	0.00
Total Equity	\$ 54,993
Total Liabilities & Equity	\$ 54,993

The Club is a 501(c)(7) nonprofit for which donations and dues are NOT tax deductible. In 1989 the IRS declined the Club's application to become a 501(c)(3) citing that education and membership services are not allowed for a 501(c)(3). The Club's response was to form the Foundation and the IRS granted 501(c)(3) status to the Foundation for donations that support allowed activities such as preservation. Donations to the Foundation are tax deductible.

Please refer questions to the Treasurer, Keith Jensen, preferably by email
kjensen@earthnet.net or 303-781-8616.

Publishers Statement — Rocky Mountain Rail Report

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Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

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Web: <http://www.rockymtnrrclub.org>
Email: rails@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 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 \$35.00.
International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$70.00.
Patron membership is \$100.00.

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
Email: selectimag@aol.com

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

Items for the October *Rail Report* should be sent by September 11th.



PO Box 620953
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