



RAIL REPORT

February 2022

No. 736

There Will Be A February Meeting In Barnes Hall

The Current Denver Public Health Order Requires Masks To Be Worn By Everyone

From Railfan To Railroader, Without Getting Railroaded

Presented Live And Via The Internet by Brad Swartzwelter

February 8, 2022 • 7:30 PM

Trains or fly fishing? What's it gonna be? My Dad was getting irritated that I stopped casting my Royal Wolf into the Cliff Hole every time the thunder of a locomotive could be heard. I was 10 years old. "Both" I said, but trains come first. He frowned, then he smiled as the Rio Grande Zephyr roared by.

Since then I have been consumed by passenger trains as a hobby, lobbyist, employee, and promoter. It's been a heck of a ride, with a lot of glorious miles yet to run off. Oh the stories I have to tell! And fish still fear me.

See Page 6 For Information On How To Sign Up And Participate Online.

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. 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.**

RMRRRC 2022 Calendar

March 8th Monthly Meeting and a Colorado Midland program by Doug Junda.

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.

From Railfan To Railroader, Without Getting Railroaded



Amtrak Conductor Brad Swartzwelter.
– Photo © John Crisanti.



Brad Swartzwelter's Dad greeting
Amtrak. – Photo © Steph Gerthe.



Amtrak 184 at Tolland, Colorado. – Photo © 2016 John Crisanti.

The masthead features New York, Chicago & St. Louis RR locomotive 736.
– Photo from the Tom Klinger Collection.

From Railfan To Railroader, Without Getting Railroaded



Amtrak 74 in Colorado's Byers Canyon. – Photo © 2018 John Crisanti.



Amtrak 406 at Tolland, Colorado. – Photo © 2016 John Crisanti.

From Railfan To Railroader, Without Getting Railroaded



Amtrak 406, the Winter Park Express, at Denver's Union Station.
– Photo © 2017 John Crisanti.



Amtrak 406, the Winter Park Express, at Coal Creek Canyon, Colorado.
– Photo © 2017 John Crisanti.



Changing of the guard at the Rocky Mountain Railroad Club and Rocky Mountain Railroad Historical Foundation on December 14, 2021. From left, out going President Denny Leonard handed the gavel to 2022 President Andy Dell. Dave Schaaf stays on as Vice President. – Photo © 2021 by Chip.

President Andy Dell Wishes All A Happy New Year!

As we begin yet another year, my first thoughts are “What will this year bring? What new challenges will present themselves?” We live in a time where the only thing that is certain is change. Our world is rapidly changing and the past we once knew is just that, the past.

Fortunately with our hobby, we have a choice in what we focus on. Many of us like to revel in what used to be and can even speculate on what could have been if transportation means had gone a different direction. Others in our hobby like to focus on the now and the directions modern transport are going as public transit receives priority and freight trains are forced out of town and into the rural areas. Some of us enjoy

building model railroads, some love to travel around the world photographing railroads in other countries, a few delve deep into the history of railroads of the past and publish books and a handful work for the railroads or have in the past and now enjoy their retirement. We all share one thing in common and that is the love of railroads.

A little about me. I enjoy tourist railroads, attending railfan specials and when time permits, help with restoration or track maintenance projects. I like looking at pictures of railroading from the past as well as the present. I love a diverse backdrop such as the Colorado mountains, a high bridge, fall leaves or even an old industrial sector. I don't

President Andy Dell Wishes All A Happy New Year!

have an artistic bone in my body and so I don't model but I do appreciate the work of others and enjoy visiting layouts. Occasionally I find time to read a railroad book or view an article online. I would like to get better at photography but that takes time and right now I have a wife and young daughter to focus on.

This is my first time being president of an illustrious organization such as this one. I have been on the board for many years and was more or less "railroaded" into serving as president. I look forward to giving it my best shot for the next

couple years. As our membership ages, it is getting more difficult to find members that are willing to serve as a board member or in an officer position. If anyone is interested in serving, please reach out to me or another board member. I am open to suggestions and welcome feedback and ideas on ways to improve our club and ensure that it moves forward and continues to survive in the challenges we find ourselves faced with in this ever changing world.

Text or call me at 303-808-0796 or email me at andydell76@gmail.com.

Winter thoughts of RMRR Past President Denny Leonard

Well the winter solstice and Christmas is past so as the snows of winter come and go, spring and summer will come soon. On my Ouray and Western standard gauge Railroad, the Pandora branch is ready for a busy season to haul ore. Pandora was the name from Greek mythology for the first human woman created by the Gods and was appropriate for a high mountain town supporting mines tenuously clinging to the sides of high Colorado mountains above Telluride and other locales.

The narrow and standard gauge Colorado railroads reached the many towns that were built to support the recovery of material riches (mining is one of the three ways that actually create wealth) from the Colorado mountains. As we all know, strong men worked long hours in bitter winter conditions and beautiful summer days to take ore and refined minerals out and bring in needed goods. The tales of these men are recounted in

many books like *Little Engines and Big Men*. Many of those towns like Pandora are deserted ghost towns now but some like Silverton, Cripple Creek, Leadville, Ouray and Creede prosper today with tourism and help preserve our Colorado railroad history.

Gold was the first metal widely known to our species and gold in the mountains was the main drive of the miners (obviously silver also became important). Early civilizations equated gold with gods and rulers, and gold was sought in their name. Humans almost intuitively place a high value on gold, equating it with power, beauty, and stability. Gold, beauty, and power have always gone together. Gold in ancient times was used in shrines and jewelry before it's monetary use. The first use of gold as money was about 550 B.C. and gold as a monetary standard made the world economy possible. Trade could move from barter with a trusted standard. The concept of

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money, (i.e., gold and silver in standard weight and fineness in coins) allowed the world's economies to expand and prosper. Many currencies were valued in terms of gold. The value of the dollar was pegged to gold and silver. As many know, the price of silver was fixed by the Sherman Silver Purchasing Act of 1890 and resulted in great prosperity in Colorado and then the repeal of the Sherman silver act in 1893 caused the crash of mining in Colorado which never recovered.

While the dollar was convertible to gold or silver since the beginning of the Republic, the United States finally created fiat paper money not valued in precious metals dollar in 1971. Interestingly, gold for most of the time that mining was very active was \$20.67 an ounce as compared to today's price of \$1,700 to \$1,900 an ounce.

All this inspires me to read and model more and plan to see some of those towns again this summer.



Pandora on Denny's model Ouray and Western standard gauge Railroad. – Photo © 2022 Denny Leonard.

By the way the little train store at 3975 West 73rd Avenue in Westminster that supports Youth in Model Railroad-ing will now be open on Fridays and Saturdays. They have some interesting items if you are up their way.

Please feel free to contact me by email at denny@amerm.com or phone me at 303-809-9430.

Rocky Mountain Railroad Historical Foundation Donations

PayPal is not an option for Foundation donations. 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

Midland Depot In Divide



The Midland Depot in Divide is being preserved and will eventually be restored and used as a historic interpretive center on regional ranching, mining and railroad history.

The Teller Historic & Environmental Coalition was incorporated as a 501(c)3 non-profit in January 2000. In addition to the Midland Depot's preservation and eventual restoration, major projects through the years include:

- Assisting in achieving 100-year conservation easements along the Highway 24 corridor.
- Working to obtain historical surveys and landmark status for the Midland Depot in Divide.
- Publishing a mobile app called "Tour Teller," a one-of-a-kind virtual historic driving tour of Teller County.
- Serving as a mentor and financial depository for developing future non-profits.

2022 Mini Grant Applications

Do you have a railroad history-related project that could use a small grant for this summer? The Rocky Mountain Railroad Historical Foundation is looking for up to five individuals or organizations who have a summer project that could use up to \$1000. Full details and the application form can be found on our website:

www.rockymtnrrclub.org/index.htm

Applications must be received by USPS or email no later than April 30, 2022. The board will review applications at the May board meeting, and the 2022 recipients will be announced in the June 2022 *Rail Report*.

Saving A Colorado Midland / Midland Terminal Boxcar



The Teller Historic and Environmental Coalition acquired and moved the Colorado Midland / Midland Terminal railroad boxcar from a local rancher in Divide, Colorado, to the Midland Depot property at Divide where it can be initially preserved and eventually restored as an addition to the future historic interpretive center. A 2021 grant from the Rocky Mountain Railroad Historical Foundation helped finance the move.

For years the Colorado Midland / Midland Terminal maintenance boxcar had been sitting on the ranch site and used for storage at the local Shoemaker ranch in Divide. Prior to the sale of the ranch a few years ago, the Shoemaker family gifted the boxcar to the Teller Historic and Environmental Coalition and Midland Days at Divide, Inc. (both 501(c)3 non-profits). The new owner of the ranch, Mr. Steve Ellsworth, also agreed to gift the car. – Photo © 2021 Debbie MacDonald.

In Remembrance Wes Cox

Wes Cox passed away late last year. While not a current member, he was well known during his time as a member.

In Remembrance Edward Arbuckle

Edward Arbuckle passed away on October 28, 2021. He was a 33 year member of the club, joining in 1988, and held seniority number 116 at the time of his passing.

Moving C&S Caboose 1006



The caboose passing the Windsor Hotel on Woodward Street in Silver Plume, Colorado. – Photo © 2021 Jesse Sehlmeier.



The caboose was very slowly pushed on the wooden rails up to the rails of the Georgetown Loop RR Museum Building. – Photo © 2021 Shane Schabow.



Caboose 1006 back on rails inside the Georgetown Loop RR Museum Building. – Photo © 2021 Shane Schabow.

Moving C&S Caboose 1006

By Shane Schabow

On Sunday, December 19, 2021, members of the C&S Railway Society and other volunteers participated in the move of C&S caboose 1006 from its home of the past six years to a new temporary home at the Georgetown Loop Railroad. This move was deemed necessary due to deteriorating structural condition at the Silver Plume Town Shop, where the group has worked on the caboose since 2015.

The car only moved from one side of town to the other, but still presented challenges. No trailer was available for use, so the caboose was towed on its own

wheels using a Skytrak Telehandler borrowed from the Georgetown Loop RR.

Prior to the move, the car had been made ready to move with the final tightening of the body onto the frame, as well as installation of both couplers and oiling of the wheel bearings. The car was towed through the main part of town on the snow-covered dirt roads.

Once the caboose reached the paved parking lot of the GLRR, lumber was used to act as rails for the final stretch to the Museum Building. This was done to protect the GLRR pavement.

Current Railroad Happenings



Increased Thanksgiving Holiday ridership on the Durango and Silverton required a few extra passenger cars on the Cascade Canyon trips. Possibly the first D&S diesel headend helper from Hermosa to Rockwood operated on November 24, 2021. No snow in the region as well as no other oil fired steam locomotives in service to double head with, ALCO DL535 number 101, former White Pass and Yukon locomotive led Durango and Silverton K36 number 480 with 14 cars shown here at Shalona Lake Crossing. – Photo © 2021 Nathan Zachman.



Aberdeen & Carolina Western RR (ACWR) 100, E9A, ex-San Luis & Rio Grande – Iowa Pacific was moved on Union Pacific's Pueblo, Colorado, to North Yard Denver, train M PUNY-24 on Thanksgiving Day, November 25, 2021. The unit sold at the Iowa Pacific bankruptcy sale for \$55,000 in May 2021. The Iowa Pacific lettering had been removed. – Photo © 2021 by Chip.

Events of Railroad History: Adding Another Triumph to Successful Electrification

Source: *Asia Magazine*, August 1921

Contributed by Dan Edwards

In electric traction the locomotive has generally, thus far, been a mere substitute for the steam locomotive. Now, however, due to the greater power of the electric locomotive, there has been an advance in the method of handling traffic, notably, The Chicago, Milwaukee & St. Paul.

The deluxe transcontinental passenger trains of this railroad are now being hauled swiftly and silently over the peaks of the Rockies by Baldwin-Westinghouse Electric Locomotives that surpass in tractive effort any railroad engines, either steam or electric, that have ever been built for passenger service.

Ten of these giants of the rails are in service, each capable of pulling a 950-ton passenger train at the rate of 60 miles an hour on level stretches, 35 miles per hour on one per cent grades and at corresponding rates on steeper grades.

With no flues to clean—no grates to repair—no boilers to inspect, these

locomotives are in almost constant operation, receiving light inspections of equipment only at each end of the 440-mile electrification, whereas steam locomotives make only about 100 miles between inspections. Often as many as 3,000 miles are covered by these electric locomotives before they receive a shop inspection.

Such continuous service performance enables one Baldwin-Westinghouse to do the work of three or four steam locomotives. Besides developing a tremendous capacity of 4,200 horsepower, the motors of these mighty engines, turned into generators on descending grades, brake the momentum of the train and generate power which is returned to the line to help other trains make the ascent. Air brakes are unnecessary except in emergencies and in making complete stops.

Westinghouse Electric International Company, New York, USA; Japan: Takata & Co., Tokio; China: Gaston, Williams & Wigmore, Shanghai

Rocky Mountain Train Show Spring 2022 Update

April 2nd and 3rd, 2022

At The National Western Complex, 4655 Humboldt Street, Denver 80216

The old Rocky Mountain Train Show venue, the Denver Mart, is being demolished. The new location is the National Western Complex (NWC), which is closer to I-70. With the change in venue there is also a change in dates and pricing.

The National Western Complex has

parking fees and they tax ticket sales. For the public, parking will be included as part of the ticket cost. The new ticket price with fees and applicable taxes will total \$13.00 for adults. Kids under 13 are free. Free admission for Military and First Responders (active and retired) and their families is through VetTix.

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

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

For information call 303-279-4591 or visit <http://www.coloradorailroadmuseum.org>

Colorado Railroad Museum Admission

Rocky Mountain Railroad Club Members in good standing, and upon presentation of a current membership card, are entitled to free admission. Members are invited to join the Colorado Railroad Museum (a Museum membership provides certain merchandise discounts), and members may participate in restoration or other maintenance programs as volunteers.

Intermountain Chapter, NRHS Events

The next chapter meeting will be Saturday, March 5th, at Malones Clubhouse Grill. 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	Andy Dell
Vice President	Dave Schaaf
Secretary	Steve Subber
Treasurer	Keith Jensen

Club Directors

Ron Keiser, Pat Mauro, Debbie MacDonald, Michael Tinetti, Nathan Zachman
Past President – Dennis Leonard

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club PO Box 620953 Littleton CO 80162-0953	An associate membership for spouses and children is \$25.00 additional.
Regular membership dues are \$30.00 with email delivery of the <i>Rail Report</i> and \$45.00 if a printed, mailed <i>Rail Report</i> is desired.	Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.
International membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$75.00. Patron membership is \$100.00.	Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:
Bruce Nall, Editor – Email: selectimag@aol.com
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Items for the March *Rail Report* should be sent by February 4th.