

RAIL REPORT

June-July 2022

No. 739



There Will Be A June Meeting In Barnes Hall

The Grand Canyon Railway

Presented Live And Via The Internet by William Diehl

June 14, 2022 • 7:30 PM

William Diehl's first foray into the railroad industry was in the mid 2000s when he took a job as a night Car Man with the Grand Canyon Railway. His program will feature photos taken while working for the Grand Canyon Railway and after leaving. William is currently an engineer for Amtrak.

See Page 14 For Information On How To 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

July	There will not be a July meeting.
August 9th	Monthly Meeting and program.
August 20th	Boreas Pass Railroad Day.
September 17th	D&IM Interurban Car No. 25 open house at the Federal Center in Lakewood.

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.

The Grand Canyon Railway



Grand Canyon steam locomotive No. 29 was built in 1906 by the American Locomotive Company in Lima, Ohio, to haul iron ore trains on the Lake Superior & Ishpeming Railroad in Michigan's Upper Peninsula. Retired from the LS&I RR in 1960, it was sold to the scenic Marquette & Huron Mountain Railroad but was never used. Grand Canyon Railway purchased No. 29 when the line was reborn in 1989 and it entered service on the Grand Canyon line in 1990, operating until 1995. No. 29 saw service again from 2004 to 2008 after a complete overhaul. – Photo © William Diehl.

The masthead features Illinois Central locomotive 739.
– Photo from the Tom Klinger Collection.

The Grand Canyon Railway



Grand Canyon No. 29 with one of the Grand Canyon Railway's unique collection of historic railway cars. – Photo © William Diehl.



The Grand Canyon Railway has retained No. 6773, an original ALCO (American Locomotive Company) FPA-4 diesel locomotive built in 1959. It was in service from 1990 to 2009. – Photo © William Diehl.

May Club Picnic At The Colorado Railroad Museum



On Sunday, May 15, 2022, D&RGW #491 was being prepared to lead the freight photo special for the Club. The Club passenger special passed No Agua led by RGS #20 with B-21 (The Rico) on the rear. – Photo © 2022 Bruce Nall.



An additional photo opportunity at the Club picnic was the operation of a speeder trailing round puffs of exhaust smoke. – Photo © 2022 Bruce Nall.

May Club Picnic At The Colorado Railroad Museum



The Colorado Railroad Museum assembled a photo freight with D&RGW K-37, #491, for the Club picnic. The seven car train passed the turntable and engine house where Rio Grande Southern 20 was cooling her drivers after pulling passenger specials. – Photo © 2022 by Chip.



Club members and guests and the Museum's steam crew enjoyed the catered BBQ buffet. Club picnic attendees were able to enjoy numerous special photo freight run-bys after the Museum grounds closed for the day. – Photo © 2022 Bruce Nall.

Current Railroad Happenings



Diesel #7, built by General Electric in 1974, arrived at the Colorado Railroad Museum on April 20, 2022. The locomotive was acquired from the Durango & Silverton. Previously, the locomotive worked at a steel mill in Canada and weighs over 90 tons. It will give the Museum the ability to have enough power to pull the Thomas The Tank Engine® and Polar Express® trains.

– Photo © 2022 Dave Schaaf.



Klondike Kate #4, a Baldwin 2-6-2 built in 1912, is being converted to an oil burner at the roundhouse in Como, Colorado. – Photo © 2022 by Chip.

2022 Rocky Mountain RR Historical Foundation Grant Awards

By Nathan Holmes

The Rocky Mountain Railroad Historical Foundation, the Club's 501(c)(3) charitable arm, focused on preservation, would like to announce our mini-grant recipients for the summer of 2022. This year brought a smaller group of applications, but all were of exceptionally high quality. As such, we decided to expand from our usual five grants to six.



Caboose 10600 showing the end sill due for replacement. – Photo courtesy of the Park County Historical Society.

Our first grant goes to the Park County Historical Society. C&S standard gauge wooden caboose 10600 was built in Denver in 1944, and now resides in McGraw Memorial Park in Bailey on the old South Park narrow gauge grade. Both end sills have deteriorated badly over time. In 2018, the west sill was rebuilt by PCHS members and Rocky Mountain RR Club volunteers. This year, the Society intends to tackle the east sill, and the repairs are estimated to cost \$1800

for materials and craftsman time to fabricate the new sill and deck. We're contributing \$1000 to that effort.



RGS Inspection Car 1 operating at the Ridgway Railroad Museum. – Photo courtesy of the Ridgway RR Museum.

Our second grant goes to the Ridgway Railroad Museum. The RGS built their Inspection Car No. 1 out of a 1910 Ford Model T. While the original did not survive the test of time – rumored to have been wrecked in a collision in 1925 – the Ridgway Museum built a faithful recreation of the car in 2016 and began operating it regularly for visitors in 2021. In order to operate reliably and safely on the museum's loop, the car needs some upgrades – a rebuilt transmission and four wheel braking since Model Ts of this era only had rear-wheel brakes. The estimated cost of these upgrades is right at our \$1000 grant, and given the

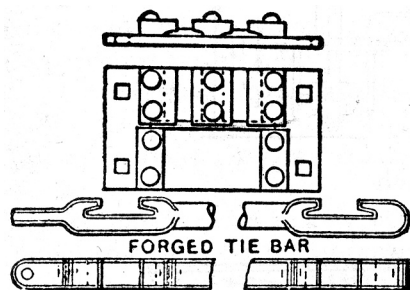
2022 Rocky Mountain RR Historical Foundation Grant Awards

museum's track record with RGS 4 and other projects, we're confident in their ability to pull this off.



Colorado Midland/Midland Terminal boxcar. – Photo courtesy of the Teller Historic and Environmental Coalition.

Our third grant goes to the Teller Historic and Environmental Coalition. Last year, we awarded them a grant to facilitate moving an old wooden Colorado Midland/Midland Terminal boxcar from a local ranch to the Coalition's depot property in Divide, Colorado. This year, the coalition plans to spend around \$1500 to stabilize the car and spray it with a preservative sealant paint to prevent any additional deterioration until funds for a full restoration can be raised. We think it's a worthwhile continued investment in saving this rare piece of equipment.



Stub-switch Fixtures

Grant number four goes to perennial

winners the Denver South Park & Pacific Historical Society. They need steel stock to fabricate three new stub switches in the Como yard this summer. The three will be the hotel switch between the Denver and Leadville mains, the switch connecting the main to the first siding in front of the depot, and then the switch connecting old yard tracks 10 and 11. Total cost is estimated at \$2000, with the Society and the RMRHF each contributing half. We look forward to being able to ride over our investment in Como at a future club event.



Western Crossroads Railway Museum

The Western Crossroads Railway Museum in Provo, Utah, rounds out our planned five grants. They have two collections of historically significant documents that they want to digitize and make available freely from their website. The WCRM was organized in 2020 and incorporated in 2021 to establish an archival home for the John West Collection of Utah Railway Engineering Maps and John E. Timberlake Collection of Denver & Rio Grande Western Operational Documents. Both collections contain several hundred large format blueprints, map vellums, and engineering drawings of freight cars, locomotives, track layouts, and facilities ranging in length between 2 and 35 feet long. Digitizing these documents requires specialized scanners that have significant cost. Our grant will cover about a third of what they plan to spend on this initial effort, but the result is rail enthusiasts, modelers, and

2022 Rocky Mountain RR Historical Foundation Grant Awards

historians all over the world will have access to these rare documents.



Great Western freight and passenger depots. – Photo courtesy of the Loveland Historical Society

Our bonus sixth grant this year goes to a project that doesn't exactly fit with our "small, achievable summer projects," but we think it's worthwhile for a number of reasons. The Loveland Historical Society is trying to preserve the 1901 Great Western passenger and 1942 freight depots on Monroe Avenue, just west of the old sugar mill property. Both are still in good shape, but both sit on OmniTRAX property and are in danger of imminent demolition. The group has secured city property only 100-feet from their current location, but needs approximately \$86,000 in funds to remediate some lead

paint and asbestos issues, build foundations and execute the move. The group has already raised \$35,000, and has access to an additional \$15,000 matching grant from the Boettcher Foundation if they manage to raise \$15,000 on their own by November 30, 2022. Our grant will essentially be doubled in value, and will contribute to saving one of the few remaining structures of a uniquely Colorado shortline. Thus, we thought it was worthwhile to include it as an extra grant. It just means we're going to have to do a little extra fundraising this year to cover it.

Want to help us preserve railroad history? These grants are funded by RMRHF fundraisers (such as book sales) and by direct donations from our members. We ask you to consider making a donation to the RMRHF to support the Foundation's preservation efforts.

Donations by personal check made out to "Rocky Mountain Railroad Historical Foundation" should be sent to:

Rocky Mountain Railroad Historical
Foundation
PO Box 2391, Denver, CO 80201-2391

Three Intermountain Chapter Bus Excursions

Saturday, June 25: Fort Collins Trolley charter with both Birney cars, lunch in the former Loveland train depot, and the operating model railroad in Greeley, the Colorado Model Railroad Museum.

Saturday, July 23: Visit the Pikes Peak Trolley Museum in Colorado Springs, lunch at a local restaurant and a cog train trip to the summit of Pikes Peak.

Saturday, August 20: A trip to Como for Como Depot Day and Boreas Pass Day. See what's new since our last visit. The concert by the Denver Brass will cap off a wonderful day. A side trip to Fairplay for lunch will be available, too.

These are not Club trips. Contact Bob Brewster, Intermountain Chapter, NRHS President, by email at railbob@icloud.com for reservations.

Monarch Pass Excursion – September, 1949 – Part 1

Compiled by Dave Goss

The Club recently received for its archives a letter written by Edward Mahoney who wrote a lengthy summary of the Club's narrow gauge excursion from Salida to Monarch Pass to Villa Grove on September 25, 1949. Only a small paragraph describes this trip in our history, *Journeys to Yesteryears*. Ed goes into much more detail and his recounting of the trip includes descriptions of some of the members themselves, as well as his viewpoints on the operation of the trip. We think sharing Ed's narrative will be of interest as it will provide some memories of life seventy-three years ago for a trip none of us took. This multi-part article will be provided verbatim over several issues of the *Rail Report*:

ROCKY MOUNTAIN RR CLUB EXCURSION
D&RGW, MONARCH PASS--PONCHA PASS
SUNDAY, SEPTEMBER 25, 1949

On this trip I decided to go as a passenger, rather than drive and take passengers. I lined up a ride with Al Forbes, one of the newer members. He arrived at our house about 5:05. We had a breakfast of a sort in the kitchen and departed about 5:30. We picked up the following passengers in turn: Eliot Moses, Ray Beam (who works in the same office with me) and Al's girlfriend, Betty Miller. It was about 6:05 AM when we started out of town. Betty Miller and Eliot Moses are both members of the Colorado Mountain Club and I was interested in their conversation about mountain climbing. I should judge that Moses is around 55, rather slight in appearance and

off-hand you would not imagine that he is the outdoor type, but I learned that he has climbed every mountain in Colorado 14,000 feet and more in elevation. There are 52 such peaks. He formerly lived in California and has climbed Mount Whitney, Mount Shasta and Mount Ranier (in Washington) also various and sundry peaks in Canada and Alaska. He goes skiing in the winter, although admitted that at his age he doesn't go for speed or jumps. He also belongs to a group that goes in for square dancing. In 1921 he drove alone in a 4-cylinder Dodge from Boston, via Yellowstone Park to San Francisco. I don't believe there was a peak of any consequence between here and Salida that he didn't know the name of.

It was a fine clear morning and the Aspen over Kenosha Pass were at their height of their Fall coloring. We made good time though South Park and over Trout Creek Pass and arrived in Salida about 8:55 AM. Here we got a little something to eat, then went down to the depot to see our train being made up and to greet others who were arriving for the trip.

Our narrow gauge train consisted of engine 499 (a "Mike") - an open platform baggage car, three open platform coaches, one vestibule coach and the glass roof, open side "Silver Vista"

Monarch Pass Excursion – Part 1

observation car which is used during the summer months on the run between Durango and Silverton. We "whistled in the flag" at 10:00 AM, as a warning to any stragglers who were still up town eating, waited about five minutes and then pulled out. A few people made it just by the skin of their teeth. One couple from Denver got a late start, departed with no breakfast and just barely made the train in Salida. They did not even have tickets and were a little worried as to how they were going to make out, particularly for eating as our notices specified that everyone was to bring a lunch. We would be gone all day. However, one of our members, Vance Smith, on his own idea bought a large box of commercial sandwiches in Denver and brought them along for sale on the train. As most people had their lunch he was a little concerned as to whether he was going to break even but before the day was over he had sold out. He also arranged for a coffee urn to be placed in the baggage car.

We had 151 paid fares which insured that the trip would be a financial success for the Club as we figured we could break even with the D&RGW if we had 80. Most of our regular members or guests were present, ranging from young people in their teens to some old timers in their late 70's. In the latter classification was Mr. Horace Curtiss

of Paonia. He had left Paonia (alone) in his car few days earlier and made a leisurely trip to Salida via Leadville and Breckenridge and some of the other old mining towns.

One of the most colorful characters on the train was the old "hermit" who lives in a little cabin on Monarch Pass. He is a rather large heavy-set man, with a Santa Clause beard (albeit rather tobacco stained). I have heard that he is about 80 years old, but it is hard to say. He has a fresh, pink complexion (that is the part not covered by the beard) and his voice is not that of an old man, but is pleasant and cultured. His clothing and general appearance is that of a prospector, which I suppose he has been at times. He is somewhat of a philosopher and has pronounced views concerning what is wrong with the country, including politics, women, etc. Most of the women seemed to be quite fascinated by him. Perhaps it was his beard, as he didn't wear a patchwork tie, like Snuffy Smith in the funnies. Some of the passengers thought the beard was a definite fire hazard, as he was constantly lighting and re-lighting his pipe. The hermit had several gold coins, mineral deposits and other curios which he was exhibiting. In fact, he was having a big time for himself. He acted as unofficial announcer, pointing out points of interest, historical places, etc.

Monarch Pass Excursion – Part 1

We turned off the “main line” at Poncha Junction and went up the Monarch Branch first. For most of the way the railroad is a hundred feet or so up the side of the slope above the bottom of the canyon and the highway. The hermit pointed out Hangman’s Tree, where the vigilantes are supposed to have lynched any number of men in the early days. He also showed us his cabin down in the trees at the bottom of the canyon, also showed us a few foundations of buildings which he said was once the town of Junction City, population some 3,000.

We made a picture stop at the horseshoe curve where the railroad swings over from one side of the canyon to the other. Practically everyone got off, then the train backed up around the curve and came up the steep grade toward us, making lots of black smoke. Innumerable shots were made of that scene. Later on we came to the switch backs which are the only ones remaining in this state and probably in the country as well. Up to this point the railroad had been able to attain elevation by means of loops but there was no room here for a couple of curves or loops, so it is necessary, after passing a switch, to back the train up on an ascending grade to a higher level, then throw another switch and go forward again on a continuing ascending grade. I noticed two metal signs which the railroad had

erected at the switch backs reading “Footpath.” I suppose while the train is making the switches one member of the crew climbs down, or up, as the case may be, to throw the switch on the other level.

Later (after the switch backs) we stopped in an Aspen grove at a water tank to take on water. More people got out and took pictures here. A few of our members, including Otto Perry, Dick Kindig, Joe Schick and Ralph Halleck did not ride the train but followed in cars and took pictures at every opportunity. In fact, I imagine they had quite a workout before the day was over – driving ahead a few miles, getting out, lugging cameras, climbing through fences, over boulders, down gullies, up slopes, across fields, to points of vantage where they could photograph the oncoming train. This particular trip was ideal for their purpose as there were very few stretches where the highway was not in sight of the railroad. In fact, when the Club approached the D&RGW some time ago concerning running such a trip, the D&RGW did not think it was feasible because, as they said, “you have a highway paralleling the railroad for almost the entire distance.”

We’ll leave our trip at this point and in the next article in a future *Rail Report*, we’ll meet Trainmaster Lundborg before we descend back to Poncha Junction.

UP Steam Program Updates

The West Coast Steam Tour with Big Boy No. 4014 originally scheduled to depart Cheyenne, Wyoming, on June 26th has been postponed. Updated plans for a steam tour will be sent to Steam Club members.

The Union Pacific donated a small portion of their heritage fleet to the non-profit Railroading Heritage of Midwest America (RRHMA). The donation allows Union Pacific to focus on their remaining fleet, which includes the world’s largest steam locomotive, the Big Boy UP 4014, and the fastest, the Living Legend UP 844.

Union Pacific will move the equipment to RRHMA’s shop in Silvis, Illinois, later this year. RRHMA plans a multi-year, multi-million-dollar restoration of the equipment, including restoring the steam locomotives to operating condition.

“The RRHMA is a wonderful home for this historic equipment,” said Ed Dickens, steam locomotive engineer and Steam Program manager. “Railfans will look forward to seeing UP 3985 and UP 5511 return to the rails, as well as enjoy the opportunity to experience the various cars being donated.”

The donation includes the following equipment from Union Pacific’s Steam Shop in Cheyenne, Wyoming:

- 4-6-6-4 Challenger UP 3985
- Class TTT 2-10-2 UP 5511
- The Centennial diesel UP 6936
- E9B passenger locomotive shell
- Four 1950s coach cars
- Diner-Lounge car
- Baggage car
- Caboose
- Two business cars: the Selma, previously Western Pacific’s Feather River, and the Stanford, originally the 1928 Southern Pacific Sunset.

Current Railroad Happenings



BNSF expedited replacement of the wildfire damaged trestle 5-miles west of La Junta, Colorado, on it’s Raton Subdivision at milepost 560.4. Amtrak’s Southwest Chiefs, train 3 & 4, use this route. BNSF installed culverts to replace the wildfire damaged 65-foot trestle. Culverts were in place by April 25, 2022 and Amtrak’s Southwest Chief service was reinstated. – Two Photos © 2022 by Chip.

Meetings Will Be Live Streamed on YouTube

Meetings are available to watch any time you like. Just search for “Rocky Mountain Railroad Club” on YouTube, click on “Videos” at the top, and you can watch the current meeting as it happens or replay most meetings since we started going virtual back in 2020.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend meetings in person.

Virtual Meeting And Program Access Instructions

Starting back in March, you won't need to send an email to reserve a virtual interactive spot at a Club meeting. All members who have provided an email address will be sent the Zoom invitation and login information.

Make sure your membership email information is up to date so you can receive Club emailed communications.

Colorado Railroad Museum

Colorado Rails & Cocktails – An Evening of Colorado History

7:00 PM on select Fridays, presentation lengths vary, bar opens at 6:30 PM.
Admission: \$20 Adults. Ages 21+ only.

Relax, enjoy a beverage and travel back to a time when railroads shaped the American West.
Admission includes 2 beverages of your choice (beer, wine or soda) and snacks.

August 5, 2022 – *Pullman: American's Hotel on Wheels*

Rich Luckin's documentary looks at the story of the Pullman railroad passenger car.

October 7, 2022 – Colorado, Railroads, and the World's Fairs

Historian Kris Autabee joins us for this fun look at how Colorado and its railroads participated in various World's Fairs.

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

Chapter meetings are at Malones Clubhouse Grill, there will not be a June meeting.
For current meeting information email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

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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

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Vice President	Dave Schaaf
Secretary	Steve Subber
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Club Directors

Nathan Holmes, 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 August *Rail Report* should be sent by July 8th.