

# RAIL REPORT

July 2021

No. 729



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

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

### Rio Grande Southern No. 20 Panel Discussion

Presented Via The Internet With Paul Hammond, Linn Moedinger,  
Jeff Taylor, and Others

July 13, 2021 • 7:30 PM

Rio Grande Southern locomotive No. 20 was one piece of railroad equipment that the Rocky Mountain Railroad Club owned, acquired by Bob Richardson in 1952. On May 31, 2006, engine 20 was turned over to CRRM Foundation ownership. Major restoration of engine 20 was performed at Strasburg, Pennsylvania, and finished by the CRRM. Club members enjoyed RGS No. 20 leading a train during the Club's Steam Picnic last month.

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

### RMRRRC 2021 Calendar

- |                |   |
|----------------|---|
| July 17th      | Trip to the Colorado Live Steamers near Byers, Colorado.  |
| August 10th    | Monthly meeting and program, "Agreements for Operating Jointly With Another Railroad" by Bruce Barrett. |
| August 21st    | Boreas Pass Railroad Day in Como, Colorado.   |
| September 14th | Monthly meeting and program.  |
| October 12th   | Monthly meeting and program. There will not be an annual banquet.                                       |

Due to circumstances beyond our control, programs and dates are subject to change without notice. Please contact Dave Schaaf with program ideas at [ds5280@comcast.net](mailto:ds5280@comcast.net) or 303 988-3456.

## Rio Grande Southern No. 20 Panel Discussion



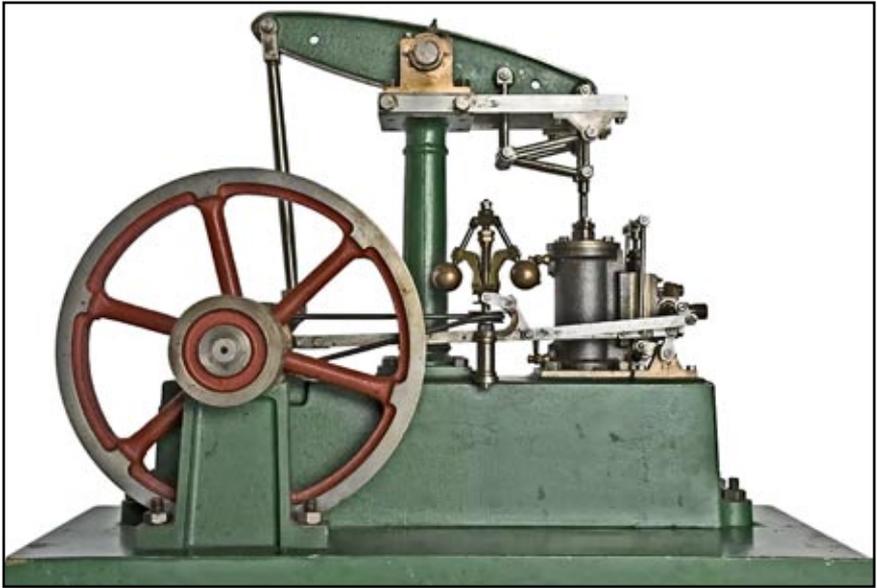
The Rio Grande Southern No. 20 boiler and running gear returns to the Colorado Railroad Museum on June 3, 2019. – Photo © 2019 George Lawrence.



The Club's steam picnic on May 16, 2021, at the Colorado Railroad Museum was a very special event with RGS No. 20 leading a doubleheader just for club members. In addition to No. 20 and No. 346, K-37 No. 391 was also under steam at the roundhouse. – Photo © 2021 Kenneth Jessen.

The *Rail Report* masthead features AT&SF locomotive 729, a 2-8-0  
“Consolidation” Type, Class 729, built in 1900 by Baldwin.

– Photo from the Tom Klinger Collection.



A typical stationary steam engine.

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## Summer Musings From RMRRRC President Denny Leonard

It is July already and the middle of summer and our meet on the plains to ride trains at the Colorado Live Steamers at Byers, Colorado, is another chance to get out and share experiences with other club members. A great local trip! Thanks to the dedicated members of Colorado Live Steamers for hosting us and Director Steve Subber for coordinating.

My model LC&O has a number of machine shops manufacturing parts for the railroad in the various facilities and buildings. The shops also make pumps, ore carts, mining stamps and other items necessary to support the local industries. Part production requires machine tools like lathes, drills, milling machines and boring machine and they require power.

When we think of steam engines, we

normally think of steam locomotives! But the first steam engines were just that — steam engines — providing power for manufacturing machinery. A new factor emerged that a business didn't have to be located by water, they could be anywhere. The power could be brought to where it was needed and it could be replicated. Make as much power as one wants, not dependent on a fixed stream of water! The Industrial Revolution was on.

The Romans invented the steam engine concept but they couldn't build one. It was John Wilkinson, (1728 - 1808) a British industrialist known as "the great Staffordshire ironmaster," who devised a boring machine which allowed the precision manufacture of steam engines for James Watt, who is given credit for the

## Summer Musings From RMRRC President Denny Leonard

start of the industrial revolution. The first steam engines were used to pump water from the English coal mines. Soon machine tools, weaving machines, hammers, forges, mining drills and compressors, and better agriculture equipment were powered by steam and created a standard of living unknown in the world. Many museums exist but the Henry Ford museum in Detroit has some great examples. In Colorado, machinery is preserved and occasionally operated at the Western Museum of Mining and Industry just off I-25 in the north part of Colorado Springs.

Summer is here and we all should have

the chance to travel. When you shoot an interesting picture, consider sending it to Wally to post on the clubs website in rail happenings: <http://rockymtnrrclub.org> This is a great organization and we will for many years continue to promote our railroad history.

Hopefully we will meet in person soon and as stated we are also investigating continuing Zoom and YouTube content in meetings. Available band width will be one determining factor.

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

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## Rocky Mountain Railroad Historical 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

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## Union Pacific Big Boy 2021 Tour Dates Announced

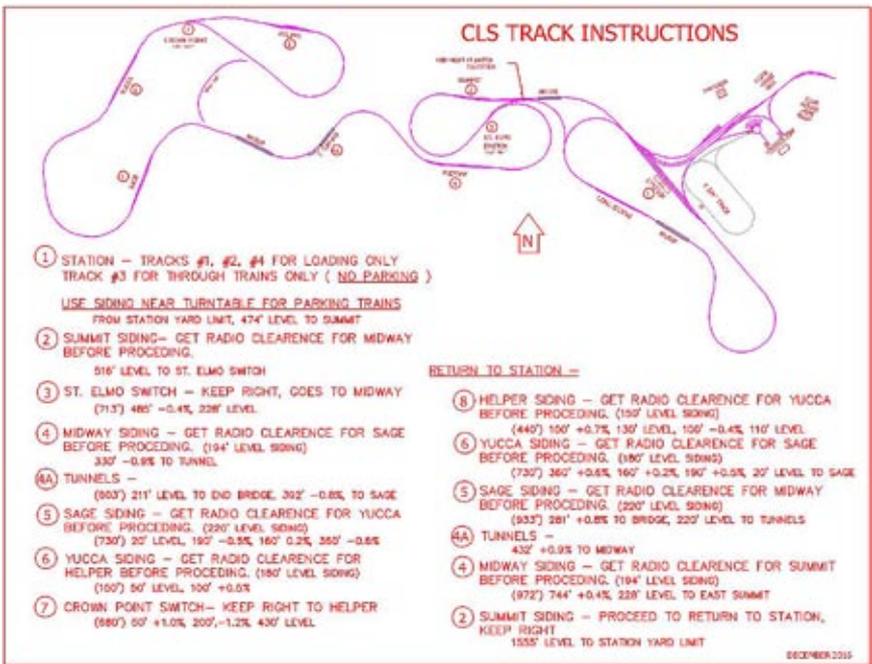
Big Boy No. 4014 will depart Cheyenne, Wyoming, Thursday, August 5th, traveling through Arkansas, Colorado, Kansas, Illinois, Louisiana, Missouri, Nebraska, Oklahoma, Texas and Wyoming. They are still working out the details of overnight and whistle-stops along the way, but the Big Boy will be on display at the following locations:

- Saturday, August 14: Fort Worth, Texas
- Tuesday, August 17: Houston, Texas
- Saturday, August 21: New Orleans, Louisiana
- Sunday, August 29: St. Louis, Missouri
- Monday, September 6: Denver, Colorado



After the Denver stop on Labor Day weekend, the Big Boy and its crew will return to Cheyenne. Sign up for the Steam Club ([up.com/heritage/steam/club/index.htm](http://up.com/heritage/steam/club/index.htm)) for more details, but they wanted to get the word out so you can save the dates!

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## Club Trip To The Colorado Live Steamers

Saturday, July 17th – Arrive At 10:00 AM Or Later

By Steve Subber

The Colorado Live Steamers (CLS) is welcoming the Club to visit their operation on their monthly run day, July 17, 2021. Perhaps ten engines will be running, about half diesel and half steam, including a couple geared locomotives. The Club last visited the CLS for their Annual Run day in September 2018.

The Colorado Live Steamers is an organization of about 75 members interested in building and operating large scale model railroad equipment. They are located on approximately 120 acres in Byers, Colorado. They have about three miles of mainly 7-1/2" gauge track with tunnels and bridges.

Since the CLS operates completely off the generosity of guests and donations. The cost of the event is a \$10 donation to

the Colorado Live Steamers at the event. Lunch is on your own. A food truck will be available or bring a picnic.

### Directions:

Starting at the intersection of I-70 & I-25, go east on I-70 about 40 miles to Byers, Colorado. Exit off I-70 at Byers, turn left (north) on US 36 for about 2-1/2 miles, US 36 will bend back to the east. At the end of the 2-1/2 miles, turn north on Calhoun-Byers Road. Go north on Calhoun-Byers Road about 6-1/2 miles to 72nd Avenue. At 72nd Avenue, continue north on Calhoun-Byers Road about 1/4 mile. On the left look for the COLORADO LIVE STEAMERS sign, turn left and go in thru the DOUBLE GREEN GATES and you are there!

# **BOREAS PASS RAILROAD DAY**

**Saturday, August 21, 2021**

**9:00 a.m. - 6:00 p.m.**



Como Roundhouse and Klondike Kate. Photo by John Meixel

*All Day Celebration of Historic Railroad and Landmarks in Como, Boreas Pass and Breck*

- ☛ **FREE DENVER BRASS CONCERT IN COMO**
- ☛ **Open House at Como's Landmarked Roundhouse, Depot & Schools**
- ☛ **Visit Beautiful Klondike Kate Steam Engine at Como Roundhouse**
- ☛ **FREE PANCAKES at BOREAS PASS SECTION HOUSE - starts 9 a.m.**
- ☛ **Walk around Como Railroad Campus and Historic Town**

**For More Information:**



**Boreas Pass Railroad Day**

**BoreasPassRailroadDay@comcast.net**

**Sponsored by: South Park National Heritage Area, Denver South Park & Pacific Historical Society, South Park Rail Society, USFS, Como Civic Assoc, Breck Heritage**

## **Intermountain Chapter – NRHS – Proposed Chartered Bus Trip To Como For Boreas Pass Railroad Day For Those Not Wanting To Drive**

Please do not contact the RMRRC for tickets. Email railbob@icloud for details and reservations. Tentative fare is \$29. Tentative pick-up locations and times:

RTD Thornton Park & Ride / 88th & I-25 – 6:30 AM, Denver Union Station

Wynkoop Street – 6:50 AM, RTD Mineral Ave. Park & Ride / Santa Fe &

Mineral – 7:20 AM, Arrive Como – 9:00 AM, Leave Como – 15 minutes after band concert concludes. Optional side trip to Fairplay for lunch ( 11:00 AM – 1:15 PM)



On June 10, 2021, the Como Depot is ready to host Boreas Pass Railroad Day on August 21, 2021, at Como, Colorado. The Colorado & Southern box car 8311 was moved last year from Boreas Pass to Como. The depot was built in 1879 and restored by David Tomkins and Moya Cleaver. – Photo © 2021 by Chip.

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## **Colorado Rails & Cocktails Is Back At The CRRM**

Check-in at the Depot Store begins at 6:30 PM,  
The Picnic Pavilion bar opens at 7 PM with the presentation at 7:30 PM

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

Former Museum Curator Lauren Giebler shares the story of her ancestor, Arthur Seymour, and his move to the western slope of Colorado in August 1908. Seymour purchased a ranch in the Uncompaghre Valley and, after packing a railcar with his family's belongings and farm animals, traveled west from Illinois to his new home. Giebler shares the challenges and adventures Seymour during his eight-day trip.

**October 1st: The Railroad Photography of Steve Patterson  
with the photographer himself!**

Some say railroads and photography are particularly well suited for each other. Photography does seem particularly well suited to capturing the railroad's impact of our world. Railroad photographers are certainly held in high regard. Join us for a special evening as one of our own, Steve Patterson shares his understanding of all things railroad through his photography.



The Colorado Midland/Midland Terminal wooden boxcar body to be moved from the Schumacher Ranch property to the Divide depot for restoration.  
– Photo courtesy Teller Historic and Environment Coalition.

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## **Rocky Mountain Railroad Historical Foundation 2021 Grant Awards**

By Nathan Holmes

For the last six years, the Rocky Mountain Railroad Historical Foundation has awarded “mini-grants” each summer to groups with summer projects related to railroad history, preservation, and education. We put out a call for submissions in late January and applications are due by the end of April. The board considers the applications, selects roughly five, and announces them at the June regular meeting. This year we received eleven excellent applications, and narrowing it down to just five was a challenge.

Our first grant for 2021 goes to a newcomer to the program – the Teller Historic and Environment Coalition. They’ve recently acquired a Colorado Midland / Midland Terminal wooden boxcar body. The car is currently being

used as a storage shed on the Schumacher Ranch property, and the owners donated it for preservation. The Coalition intends to restore it and display it in context next to the Divide depot, and our grant will go towards the \$2500 of moving it and initial stabilization and painting work.

Next up is a perennial but well-deserving recipient – the Denver, South Park & Pacific Historical Society. For the six years that we’ve been running the grant program, they’ve submitted top notch projects and have a solid track record of accomplishing their goals. This year they’ve asked for a grant towards rebuilding the DSP&P water tank in Como.

The tank is a critical next step for

## Rocky Mountain RR Historical Foundation 2021 Grant Awards



One of the main timbers for the new Como tank base being milled to size at Como. – Photo courtesy South Park Rail Society and the DSP&PHS.

Como, as it will provide a badly-needed source of water for both steam locomotive operation and fire suppression. The DSP&PHS and South Park Rail Society are already hard at work on phase 1, which will build the tank supports and platform. Plans and permitting are already done, and main supports are being milled on site. Once the base is complete, phase 2 will see the installation of four 2,100 gallon plastic tanks on the platform (a dry tank will have lower future maintenance costs), and a replica DSP&P-style flat-top wooden stave tank built around them.

Our third grant this year goes to the Pine-Elk Creek Improvement Association. The group has two D&RGW narrow gauge cars – a drop bottom and a high side gondola – that they display on the old South Park grade at Pine, Colorado. Several years ago we awarded them a grant for interpretive signage, explaining the history of the South Park and the importance of the route. They asked for a grant this summer to help fund repairs and painting of their drop-bottom gondola, and we're happy to continue our investment in this small display.

## Rocky Mountain RR Historical Foundation 2021 Grant Awards



The D&RGW narrow gauge drop bottom gondola on display on the old South Park grade at Pine, Colorado, needing repairs and painting.

– Photo © 2020 Nathan Holmes.

Fourth up is the Galloping Goose Historical Society of Dolores, Colorado. While the group is probably best known for their restoration and operation of RGS “Galloping Goose” 5, they also rebuilt the Dolores RGS depot and are working on a display of narrow gauge freight cars to go with it. Five cars have been acquired – a box car, a high side gon, a drop-bottom gon, and two stock cars. Like several of our other grant recipients this year, they need a little help funding the lumber and paint needed to restore the equipment.

Our final grant goes to Kyle Colley and his efforts to restore Denver & Rio Grande Western narrow gauge railway post office car 119. For those that remember the old passenger car that sat in the back of the Durango yard under a tarp for years, that’s the 119. Kyle acquired the car from the Durango &

Silverton and moved it out of the yard. Stabilization efforts are already underway, with new roof ribs being fabricated and installed. Kyle is a bit younger than most of us, and one of the things we find interesting about this project is his intention to use it to as a way to bring younger enthusiasts into the preservation and restoration side of the hobby. We wish him the best, and are excited to see where the 119 is in a few years.

If you want to support the grant program this year and into the future, we can always use contributions. The RMRHF is the 501(c)(3) arm of the Club, so contributions may be tax-deductible. Even if you can’t contribute financially, these and many other worthy railroad history projects always need volunteers. Consider contributing some time towards one of these or a project near you.

## Rocky Mountain RR Historical Foundation 2021 Grant Awards



The new display track location behind the Dolores, Colorado, museum building.  
– Photo courtesy the Galloping Goose Historical Society.



Denver & Rio Grande Western narrow gauge railway post office car 119 on the  
“San Juan Express” in Durango, Colorado, in service in 1939.  
– Photo courtesy Kyle Colley, D&RGW RPO #119.



The D&RG Railroad shut down the Craig, Colorado, depot in 1985. The Union Pacific Corporation is the current owner of the depot. – Photo courtesy of the Rocky Mountain Railroad Heritage Society.

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## A Visit To The Craig Depot

By Bob Fryml

On May 19, 2021, Club member Bob Fryml visited the former Denver & Rio Grande RR depot in Craig, Colorado, finding both good and bad news.

The exterior brick outside the south-west corner of the freight room is missing. The gaping hole is much larger than it was six years ago. Scrap lumber and other debris are scattered throughout the freight room floor.

Most of the first floor window frames are open to the elements providing clear views of the interior.

In the agent's office, the telegrapher's bay, and passenger waiting room, the wooden floor joists appear intact and in very good condition but nearly all the subfloor panels are gone. The remains of one ticket window is still there but most of the wall separating the waiting room from the agent's office is gone.

The south brick wall of the two-story depot seems somewhat brittle and the north wall seems to be in a little better condition.

In 2008, Colorado Preservation, Inc. issued an alert for the depot as, "Threat



The freight room brick wall failure.  
– Photo courtesy of the Rocky Mountain Railroad Heritage Society.

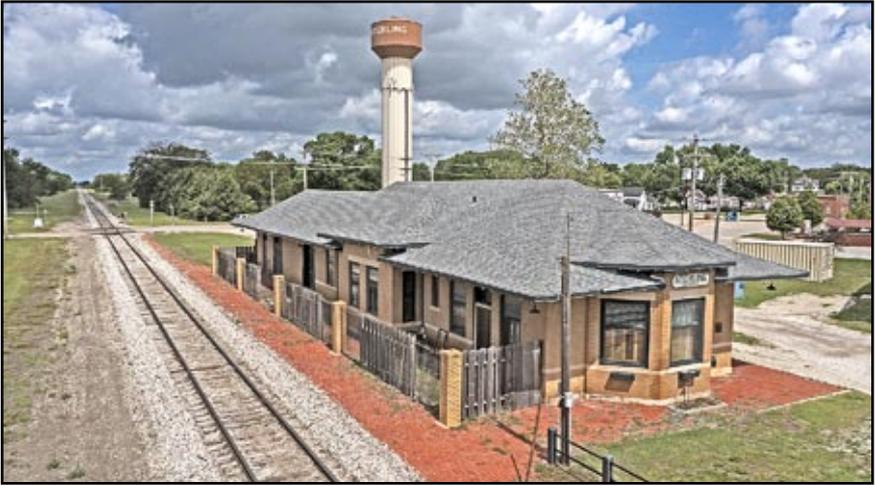
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When Listed: Demolition by Neglect  
– Vacant."

In 1985, the D&RG Railroad shut down the depot. In 2001, the Union Pacific Corporation, the current owners, delayed demolition of the depot and negotiated with the Museum of Northwest Colorado and the Community Foundation of Northwest Colorado to donate the building. The Union Pacific Railroad had initially entered in negotiations with the Wyman Museum to have the building purchased and moved but the costs associated with relocating the depot were too great for the Wyman Museum to justify taking the building. In 2004, Union Pacific decided against donating the depot, and the building continues to deteriorate. The re-activation of both rail lines surrounding the depot adds to the preservation challenge.

– *Historical information from Colorado Preservation, Inc. and The Rocky Mountain Railroad Heritage Society.*

## Current Railroad Happenings



This former Santa Fe brick depot is used as a law office in Sterling, Kansas. The station is on the original Santa Fe line following the Arkansas River from Hutchinson, Kansas, up to Great Bend, then back down to Kinsley, Kansas. Later, ATSF built the cut-off from Hutchinson to Kinsley. This line and the former Missouri Pacific line are now operated by Watco Companies as the Kansas & Oklahoma Railroad. – Photo © 2021 by Chip.



Union Pacific rails were busy east of Brady, Nebraska, on June 17, 2021. Three coal empties were tied down between FARR and MAXWELL which included the UP 7861 DPU on the Jeffrey Energy Center, Kansas, to Cordero Mine, Wyoming, train C JKCD-17. Approaching on main two was UP 8224 on the San Antonio, Texas, to North Platte, Nebraska, train M SANP-14. Buttermilk Curve is between Gothenburg and Brady, Nebraska. – Photo © 2021 by Chip.

## **Virtual Meeting And Program Access Instructions**

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

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### **Zoom Meetings Will Also Be Live Streamed**

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

**[www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA](https://www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA)**

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

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

## **Colorado Railroad Museum**

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>

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### **Colorado Railroad Museum Admission**

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

## **Intermountain Chapter, NRHS Events**

The chapter is starting to resume meetings and events.

For current meeting information email [railbob@icloud.com](mailto:railbob@icloud.com) or call 303-883-2435

## Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

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](mailto:rails@rockymtnrrclub.org)  
Facebook: [www.facebook.com/rockymtnrrclub](http://www.facebook.com/rockymtnrrclub)

### Club Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

### Club Directors

Nathan Holmes, Ron Keiser, Pat Mauro,  
Debbie MacDonald, Steve Subber, Michael Tinetti.

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### Membership Information

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

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

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$40.00 if a printed, mailed *Rail Report* is desired.

International membership dues are \$45.00.  
Contributing membership is \$50.00.  
Sustaining membership is \$75.00.  
Patron membership is \$100.00.

An associate membership for spouses and children is \$25.00 additional.

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.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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### Board Meetings

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

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:  
Bruce Nall, Editor – Email: [selectimag@aol.com](mailto:selectimag@aol.com)

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

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**Items for the August *Rail Report* should be sent by July 9th.**