



There Will Not Be An August Meeting In Barnes Hall

Due to officer and board member unavailability and the lack of additional volunteers, there will not be an August meeting.

Sorry for any inconvenience.

For additional announcements
please watch the Club Website: <http://www.rockymtnrrclub.org>
or the Club Facebook Page: www.facebook.com/rockymtnrrclub

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

August 20th	Boreas Pass Railroad Day.
September 13th	Monthly Meeting and program.
September 17th	D&IM Car No. 25 open house at the Federal Center in Lakewood.
September 16, 17, 18th	Colorado Live Steamers Annual Run Weekend.

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.

Colorado Live Steamers Annual Run Weekend

September 16th, 17th and 18th

By Steve Subber

The Colorado Live Steamers 3-day annual run features attendees and their equipment from throughout the region. Saturday, September 17th, is the busiest day, and the best to attend, with Friday slow and mostly for set up, but with an opportunity to closely see some equipment and talk to the operators. Sunday is slow, finishing by mid-day.

A food truck will be on-site Saturday and Sunday morning or bring a picnic. The depot and pavilion are shaded, and there's a flush-toilet bathroom.

Club members are welcome to attend, but check in at the depot for rules and a required hand-stamp. Safety measures include no open-toed shoes! Donations

to support operations are encouraged.

Directions:

From 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 20, 2022 — 9:00 AM to 4:00 PM

Put on your conductor's hat and head to the mountains for Boreas Pass Railroad Day in Como, Colorado, on August 20th. This is a free of charge full day event featuring fascinating Colorado history, live train demonstrations, children's activities and more!

The Denver Brass will present a concert from 2:30 PM to 4:00 PM featuring guest artists Celtic Colorado Pipes & Drums, and classic Americana, Celtic music and other fan favorites. Bring your own chairs and enjoy the show.

Intermountain Chapter NRHS Bus Charter to Como RR Days

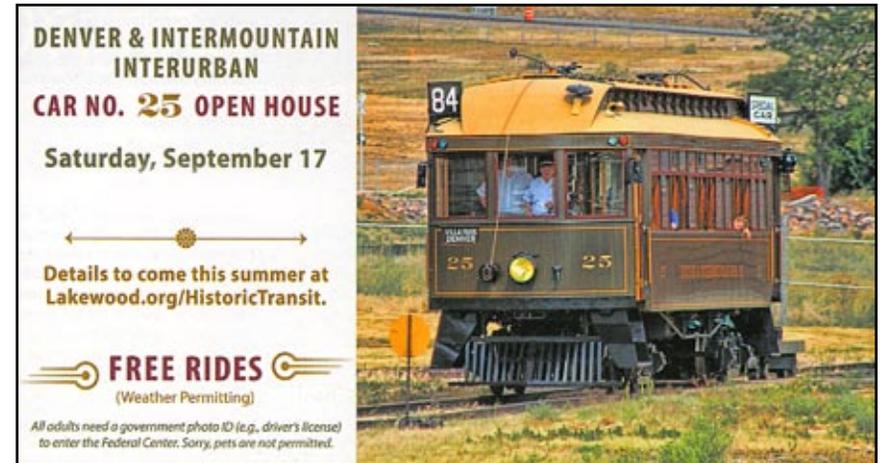
Join other NRHS Chapter members and guests on a bus trip to Como for Railroad Days. The cost is \$29.

Intermountain Chapter, NRHS President, by email at railbob@icloud.com for reservations or send a check to:

This is not a Rocky Mountain Railroad Club trip. Contact Bob Brewster,

Intermountain Chapter, NRHS
PO Box 17371
Golden, CO 80402

The masthead features Minneapolis & St. Louis Railroad locomotive D-740.
– Photo from the Tom Klinger Collection.



Take A Ride On September 17, 2022 — 10:00 AM to 3:00 PM

See the beautifully restored interurban Car No. 25 in-person during this free event. It will be quite a ride as they break out Lakewood's historic streetcar for rides! Cruise down memory lane and join us – no reservations needed this year.

Kipling Street, south of Sixth Avenue. Continue straight on Main Street, turn right on Seventh Street and Car 25 is located on your left at Building 78.

PLEASE NOTE: All adults need a government photo ID (i.e. driver's license) to enter the Federal Center. Sorry, pets are not permitted.

Enter through Gate 1 off of South

Littleton Post Office Box Closure

By Michael Tinetti

After 16 years as membership chair, I am stepping down from this position. For the last several years in order to speed the processing of renewals the club opened a second post office box in Littleton.

Effective August 15th the Littleton post office box address will be closed. Please send all paper communications to the Denver post office box. This is the legal and longtime club mailing address:

Rocky Mountain Railroad Club
P.O. Box 2391
Denver, Colorado, USA 80201-2391

The club is looking for a paid administrator to function as the membership chair and bookkeeper. Should anyone like to volunteer, please call a board member. Given our current Club demographics a replacement volunteer is considered very unlikely.



Railroading Heritage of Midwest America purchased the former Rock Island Railroad Silvis Shops at Silvis, Illinois, in May 2022. Iowa Interstate Railroad uses a large portion of the Silvis Yard. On June 6, 2022, IAIS 721, GP38-2, and slug IAIS 650 were in the foreground. – Photo © 2022 by Chip.

Silvis Shops – Future Home to Donated Union Pacific Equipment

By Chip Sherman

The Union Pacific RR announced in Spring 2022 that several locomotives and passenger cars would be donated to the Railroading Heritage of Midwest America located in Silvis, Illinois. The equipment includes; 3985 Challenger, UP 5511 steam locomotive, 6936 DDA-40X Centennial, and two business cars. Where will the Cheyenne, Wyoming, historical equipment be housed? Surprisingly at the massive former Chicago, Rock Island & Pacific RR Silvis Shops!

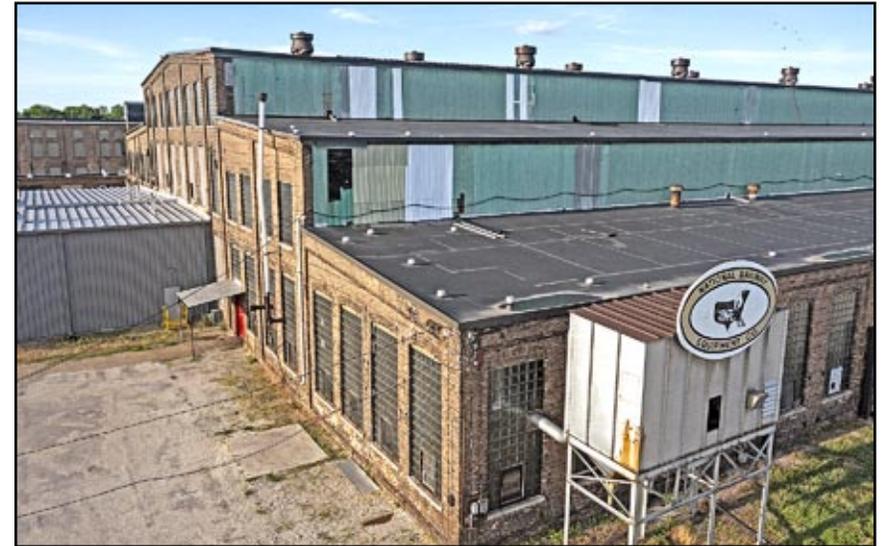
The former Chicago, Rock Island & Pacific Railroad Silvis Shops offer a 400,000-square-foot main shop building with multiple overhead cranes. The complex includes a wheel shop, warehouse space, a locomotive wheel drop

table, and several other smaller shop buildings. The sprawling complex is located in the Town of Silvis, Illinois, east of the Quad Cities.

Silvis Shops History

Planning on the Rock Island Railroad shops and yard at Silvis, Illinois, commenced in 1902. Actual construction on the facility was begun on May 1, 1903. The initial land purchase for the 45-stall roundhouse and turntable, locomotive erecting shop, support facilities (office building, power house, water treatment plant, storehouse) and the east and west yards amounted to 900 acres located between the Rock Island's mainline to the south and the CB&Q's Rock Island, Illinois, branch to the north.

Silvis Shops



A National Railway Equipment Company sign is on the southwest corner of former Chicago, Rock Island & Pacific Railroad Silvis Shops erecting shop at Silvis, Illinois, on June 9, 2022. National Railway Equipment sold the buildings to Railroading Heritage of Midwest America in May 2022. – Photo © 2022 by Chip.

The shop and facility served the Rock Island until it's shutdown and liquidation in 1980. The Silvis shops became the gathering place for dozens of obsolete and out-of-service locomotives such as E units, F units, 1st and 2nd generation Geeps, Alco C415s, GE U33Cs and SD40-2s after shutdown.

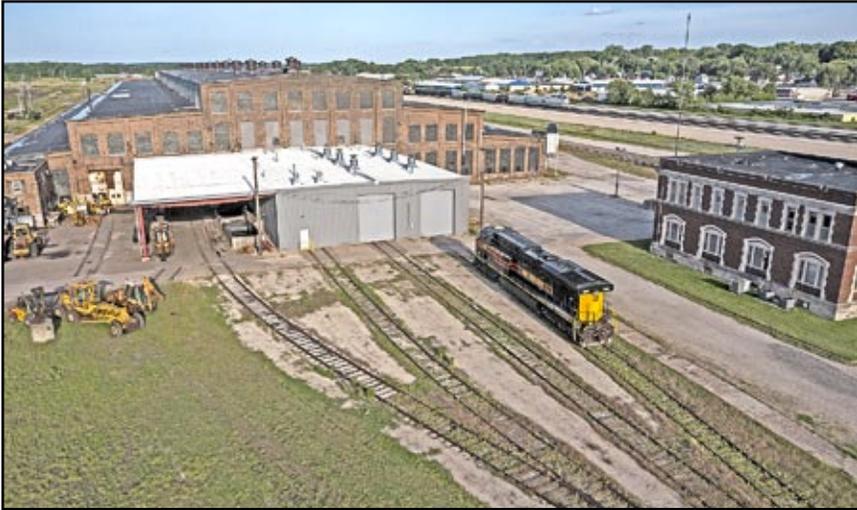
Locomotive rebuilder Chrome Crankshaft, later Chrome Locomotive, occupied the locomotive shop in 1981. Chrome operated the facility until National Railway Equipment assumed control. The sale of the property included the existing buildings and approximately 11.40 miles of track on nearly 90 acres of land.

Railroading Heritage of Midwest

America (RRHMA) is excited to announce the Double Matching Grant, adding \$2 for every dollar donated. These doubled matches will ensure the speedy restoration of both Union Pacific "Challenger" 3985, which last ran in 2010, as well as UP 5511, a historically significant locomotive thanks to its three-valve drive gear. 5511 has been out of service for nearly five decades, though is an excellent restoration candidate thanks to its constant indoor storage and protection while in Cheyenne.

Formally incorporated as Railroading Heritage of Midwest America, a 501(c)3 non-profit educational organization, their mission is to promote public understanding of the great history of railroading in the Midwest.

Silvis Shops



Future home to donated Union Pacific Heritage equipment, i.e. UP 3985 Challenger, UP 6936 Centennial, and UP 5511 steam locomotive is the Railroading Heritage of Midwest America Silvis Shops. The west end of the erecting building with Iowa Interstate 505, ES44AC, in foreground on June 9, 2022. – Photo © 2022 by Chip.



Railroading Heritage of Midwest America acquisition of the former Rock Island RR Silvis Shops included this two-story administration building on the west end of the complex. – Photo © 2022 by Chip.

Current Railroad Happenings



Eastbound Iowa Interstate 6988 QJ steam engine crossed the Iowa River at Iowa City, Iowa, headed for Silvis, Illinois, on June 11, 2022. – Photo © 2022 by Chip.



Santa Fe – All the Way! BNSF's Golden Local had two 'Bluebonnet' Santa Fe veterans along with an extended vision caboose at Golden, Colorado, on July 7, 2022. BNSF 1638, SD40-2 nee-ATSF 5098, and BNSF 2854, GP39-2, were paired together starting the July 4th weekend. There are two Santa Fe cabooses at Golden, Colorado; ATSF 999706 and ATSF 999721. – Photo © 2022 by Chip.

Monarch Pass Excursion – September, 1949 – Part 2

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. This multi-part article will be provided verbatim over several issues of the *Rail Report*.

In our last narrative of the Monarch Pass excursion, we left the train at the switch backs going up to the lime rock quarry. Let us continue Edward Mahoney's letter:

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

Trainmaster Lundborg from Salida was on the train and very much in charge of operations. However, he was quite pleasant and accommodating and permitted everyone to do what we wanted to within reason. People were riding the engine and some of the boys were on the back of the tender or in the head brakemen's "dog house" on the tender. At the time I didn't think I would do any of this, as it was pretty dirty, but later I did. Mr. Lundborg is either warm blooded or else he had on long underwear, as he was in his shirt-sleeves the entire day. While it was clear and bright it was rather chilly at times.

We reached the end of the Monarch Branch just about noon. Here there is a large mine, or quarry, where lime

rock is taken out of the mountain and loaded in gondolas. Several interesting looking mine buildings are located here but we did not have time to explore the layout. While no time was set aside for a lunch period most people took the opportunity to eat while the engine was turning. The wye is only long enough to turn a locomotive, so on the return trip to Poncha Junction the Silver Vista was next to the engine and the baggage car on the rear. We were at Monarch about 20 minutes. They were either making an exhaustive test of the air or else were having a little trouble making the test, as the brakes went on and off several times. Needless to say it was imperative that they be in first class working order for the descent. I believe the altitude here is something over 10,800 feet. I've seen the exact figure but do not have it readily available. The highway goes on over the pass but the railroad stops a few miles short of the 11,312 foot summit.

This lime rock is taken down to Salida in solid trainloads where the narrow gauge cars are dumped by mechanical dumper in to standard gauge cars, the latter then being forwarded to Minnequa (Pueblo) for the Colorado Fuel & Iron Company's steel mills.

The return to the "main line" at Poncha Junction was

Monarch Pass Excursion – Part 2

without incident. It took us fully as long to go down as it did to come up. On arrival at Poncha Junction we were headed back for Salida, so it was necessary to turn the train on the wye for the southbound trip to Villa Grove.

A few miles further on, at Mears Junction, the line splits again. One line goes west to Gunnison, Sapinero and the Baldwin and Crested Butte branches. The other line, which we took, goes south to Alamosa. At Mears Junction, the Alamosa line takes off to the side of the slope on the other side of the narrow valley.

Poncha Pass is not particularly high, nor is it rugged but it is picturesque and I was much more impressed with it than I was on the one previous trip by auto. For one thing, the railroad is usually higher than the highway. The railroad follows the natural contours more closely, there being numerous rather sharp curves around rock points. Nearing the summit on the north side the railroad curves around one side of a hill while the highway takes the other. Here we went through a grove of Aspen quite close to the tracks. At the summit "Poncha Pass" is a sign board and a short wye, to turn the helper engines. South of the summit stretched the vast San Luis Valley, as far as the eye could see, with the Sangre de Cristo Range to

the east. A storm appeared to be brewing up there, as some of the peaks were partially obscured.

This stretch of the line is laid with light rail - 60-lb., I believe, and it is here (between Mears Junction and Hooper) that the D&RGW have petitioned the I.C.C. for authority to abandon the line. From Hooper to Alamosa there is three rail track. They would convert this to standard gauge only. Hooper is 35 miles south of Villa Grove, which was the end of our excursion.

When we arrived at Villa Grove, in the late afternoon, the storm which had been forming in the high mountains to the east broke down in the valley. The temperature dropped several degrees, the wind blew quite hard, and there was some rain. Most everyone deserted the "Silver Vista" for the closed cars. There isn't much in Villa Grove. I was interested in looking the place over as my father worked there for a stretch back in the 90's but I found that the depot had burned some years ago and it was never replaced. There is a section house, one other small railroad building, a water tank and a wye. A small village, in a grove of trees, commences two or three blocks away from the tracks.

The stem of the wye was formerly an eight mile branch

Monarch Pass Excursion – Part 2

to a place called Orient, where there is an iron mine up in the mountains. It was pointed out to me but I am not sure whether I actually saw what I was intended to. It was pretty dark over that direction. This branch line was taken up several years ago and now, instead of being eight miles long, the stem of the wye could only hold six passenger cars. We backed in to the wye, but there wasn't room for the engine to get on the stem, so it had to come back, run around to the other leg of the wye, nose in to the cars and pull the train back properly turned, even if the engine wasn't. The hermit was quite interested in this procedure but couldn't seem to get it through his head how the engine was going

to get headed in the right direction, even though one of the passengers, who I think was a D&RGW trainman, patiently explained it to him for five minutes. Of course the solution was obvious. After turning the train and setting it in the clear down the main line south of the south switch, the engine ran around the wye and coupled on to the train. The hermit insisted all along that the engine was going to wind up on the wrong end of the train and headed in the wrong direction.

We'll leave Ed and the hermit and passengers at Villa Grove as they prepare to return. The next article will conclude this lengthy narrative of Ed's and will close out a long day for everyone.

Current Railroad Happenings



Private varnish (PV) Tioga Pass was on westbound Amtrak's California Zephyr, train 5, near Tolland, Colorado, on July 6, 2022. The train was held at Green River, Utah, due to a 1000-foot long washout at milepost 566.9 on UP's Green River Subdivision. – Photo © 2022 by Chip.

Current Railroad Happenings



Norfolk Southern (NS) 1070, Wabash Heritage unit SD70ACe, was the rear DPU on a loaded unit coal train on UP's Moffat Tunnel Subdivision. The UP's Savage Loadout, Utah, 105-car train rolled into Rollinsville, Colorado, to meet Amtrak train 5, the California Zephyr, on June 22, 2022. – Photo © 2022 by Chip.



Rocky Mountaineer (RMRX) 8020 & 8021, GP40-3 equipped with positive train control (PTC) made their first trip on the passenger train from UP's 36th Street Yard, Denver, to Moab, Utah, on May 25, 2022. The train rolled across I-70 and headed west via the Belt Line and UP's Utah Junction Bypass. –Photo © 2022 by Chip.

Events of Railroad History: Forest Fires in Central Colorado

J.G. Jack, December 1899 (from a report in Record Group 95,
Records of the Forest Service, U.S. National Archives)

Contributed by Dan Edwards



A Denver Leadville & Gunnison double-header on Breckenridge Pass at 11,500 feet in altitude. Timber burning in the background was started from sparks from locomotives. Looking north on October 7, 1898.

Unless it owns the timber adjacent to its tracks, the average railroad corporation is indifferent to fire and its consequences on the public domain. At present there seems little chance of successful prosecution by the Government. Where there is danger of destroying private property and a successful suit for damages is liable to follow, more care may be taken, although even in such cases there is often great neglect, due apparently in part to the fact that the corporations rely upon their power of successfully combatting suits in courts.

As one of the most frequent causes of fires from railroads is the emitting of large sparks or burning cinders from the locomotives, a first care should be to attend to this source of danger. Although screens may be originally fitted in the smokestacks in accordance with rules and regulations, under the great strain to which they are subjected on the steep

grades which prevail, they very soon wear out or get out of order. They are not afterwards regularly kept in proper repair or renewed, and the consequence is that quantities of large hot cinders are blown out, which falling upon dry grass or herbage, easily start fires. Very many such fires were seen during the few weeks of examination [in Colorado] in the autumn of 1898. They were mostly small, although in the aggregate covering several hundred acres, and were either extinguished by human action, when there was imminent danger to valued private property, or died from a lack of readily inflammable material, or were stopped by rain or snow.

The use of an inferior quality of coal is said to increase the danger; a poor soft coal is much more likely to cause fires than the harder kinds. A regulation in regard to the character of the coal used in certain sections subject to

Forest Fires in Central Colorado

greatest danger might be of advantage; and certainly there should be a frequent inspection of spark screens and vigorous requirement to have them at all times in proper order. Railroad employees should be required to extinguish all fires originating along the line from this or other causes. As a rule they are careless in regard to these fires, which are so frequent that the men have become apathetic in regard to them.

It is the policy of railroad employees to profess ignorance concerning the origin of any fire which has started in any way from their trains or as a result of their carelessness. It is held that to admit such an origin might result in the displeasure of the higher railroad officials, and a suit

for damages based on such evidence would probably involve the loss of his position by an employee. Something of the general attitude toward the fires may be judged from the remark of a brakeman who, when asked concerning some small fires noticed between Como and Boreas on the South Park Railroad and whether any effort was made to extinguish them, replied, "Oh, it ain't much use, starts fresh from the engines every day."

A more rigid and impartial enforcement of the laws against fire when caused through the carelessness of railroad employees should aid materially in the reduction of the number.

Another View Of Operations At The Club Picnic



At the annual Rocky Mountain Railroad Club picnic on May 15, 2022 we were treated to two contrasting narrow gauge steam locomotives. Here RGS No. 20 is passing D&RG No. 491 K-37. – Photo 2022 Kenneth Jessen.

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

Bar opens at 6:30 PM, presentation at 7:00 PM.

Admission: \$20 Adults. Ages 21+ only.

Admission includes 2 beverages of your choice (beer, wine or soda) and snacks.

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.

Day Out With Thomas™ 2022

Thomas the Tank Engine is pulling into town for a giant party:

September: 10-11, 17-18, and 24-25.

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.

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 2391
Denver, CO 80201-2391
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

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 address:

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

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

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$45.00 if a printed, mailed *Rail Report* 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 September *Rail Report* should be sent by August 12th.