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### There Will Be A November Zoom Video Meeting In Barnes Hall

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**Still Chasing After All These Years:  
Dennis A. Livesey's Rail Photos from 2022**  
Presented Over Zoom And Via The Internet by Dennis A. Livesey  
November 8, 2022 • 7:30 PM

Dennis will be showing a selection of his railroad photos that he has taken since January.

Livesey's work has been featured in magazines, books, gallery shows and private collections worldwide. His critically acclaimed book, *Smoke Over Steamtown*, is available on-line. Livesey hails from Mamaroneck, New York, alongside the New Haven Railroad. He graduated from NYU Film School and went on to have a 32-year career as a motion picture camera assistant and operator. He has worked with such celebrities as Sylvester Stallone, Mel Gibson, Samuel L. Jackson, Madonna, and Miss

— Continued on Page 2 —

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**See Page 10 For Information On How To Participate Online.**

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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**

December 13                      Annual Meeting and program.

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



At the west end of the Long Island Railroad Station in Jamaica, New York, we see a rare sight on LIRR rails, a freight train. This is the New York & Atlantic demolition debris train.



At the west end of the Long Island Railroad Station in Jamaica, New York, we see on the left, a rare M3 passenger set whose days are numbered. On the right EMD DE30AC 514, one of 24 diesel-electric only locomotives, brings in a Long Island City origin train. That is because it cannot enter Penn Station. The Long Island Railroad does have 20 Dual mode (DM30AC) locomotives that can serve Penn Station. – Two photos above © Dennis Livesey.

## Still Chasing After All These Years

— Continued From Page 1 —

He is now a camera specialist for B&H Photo as well as an FRA qualified volunteer conductor at Steamtown. Sharing his life with his true love and mother of their two children Mel, Livesey continues to try and capture the magic that is railroading.

The masthead features a special train at the Colorado Railroad Museum. Michael Tinetti and Bruce Nall and several Club and Foundation Directors are retiring from their positions and leaving from the “Club Station.”  
– Photo © 2019 Bruce Nall.



The United Railroad Historical Society’s “Museum for a Day” night shoot featured New Jersey Transit’s 4109. Originally as CNJ GP40P No. 3677, the latest rebuild made it a GP40PH-2. Recently repainted back to Central Railroad of New Jersey colors, it has proven to be a big hit with employees and fans alike. – Photo © Dennis Livesey.



Recently restored Reading & Northern No. 2102 (Nee Reading Company 1945 built 4-8-4 T-1 2102) glides into the R&N’s Reading Outer Station. As if taking a cue from the elegant station on the UK’s heritage lines, all you see here was built by the R&N. The tower is a faithful copy of a Reading Company switch tower. It serves as the passenger department’s office and public bathroom. – Photo © Dennis Livesey.



Bridgton & Saco River Baldwin-built 2-4-4 Forney No. 7 attacks the Wiscasset, Waterville and Farmington's 4% grade going from Trout Brook up to Top of Mountain.  
– Photo © 2019 Dennis Livesey.

By Andy Dell

This year has been flying by. I apologize for not writing a President's Column more often. I have found myself extremely busy this year and looking forward to slowing down as we near the end of another year. As I write this in early October, fall is finally here and the trees are changing. It is my favorite time of year as cooler temperatures are finally here and I reflect back on the previous year. A nostalgic feeling with a bit of melancholy comes over me as I recall all of the many blessings in my life and many things to be thankful for as Thanksgiving approaches. I have been enjoying many posts with various railroads as the subject with colorful trees as the canvas.

2022 has been full of changes, many of them that began early in 2020 and we are just now seeing the results as those implications unfold. Even through supply chain delays and finding reliable labor, many tourist railroads are still succeeding in either finishing restorations or completing 1472 inspections to keep their steamers in action. Even East Broad Top, after laying dormant for multiple years, is a flurry of activity once again as they prepare to reopen.

Recently some of my wife's family was in town and we went to Pikes Peak to ride the Cog Railroad. Pikes Peak was covered in fog and as we boarded the train, the conductor announced that due to snow and inclement weather at the top we would only be able to go 6 of the 9 miles to the summit. I had been looking forward to going as I had not made it up to ride since the reopening in 2021 after

a 3 year rebuild of the line. They gave a 50% discount to ride the 6 miles or a full refund to decline. Most people elected to ride anyway and the ride was very smooth to the section house at timberline where it was snowing moderately. One of our guests from Tennessee was tickled pink that it was snowing. Never having been to Colorado before, she thought that Colorado weather was more like Alaska and had previously had no desire to visit. Yes, we get snow, but it is usually melted in a day or two in the plains. Back to the ride, the new track was very smooth and I was somewhat surprised to see metal ties rather than concrete but perhaps concrete doesn't work well with the massive temperature swings on the grade. After a ten minute stop, we glided back down to the bottom using dynamic braking and the occasional transmission braking to slow our descent. I was a little disappointed to have not been in a new car and locomotive but the old cars were nicely refurbished and the diesels purred like new.

As we near the end of the year, we will be getting in to renewal season. I would like to thank Michael Tinetti who has been our membership chair for many years now and has done an outstanding job. He has now retired from that role and Denny Leonard, past president, has agreed to take on the role temporarily until we can find someone to take over. I will assist Denny as I have time but we would like to find someone to take it on permanently. That being said, I am putting out the call to our membership to ask if anyone would have interest in managing the membership and renewal

## From The President

duties. This primarily includes managing spreadsheets with patron data as well as receiving and processing renewal requests. All payments are handled by the treasurer and the only duty there would be receiving any checks mailed in and delivering them to the treasurer.

It is also that time of year for the nominating committee to solicit new board members. We have had a couple board members step down in the last two years

and a few that are due for renewal of a two year term that do not wish to continue next year. In all, we are looking for at least three new board of directors members to serve a two year term. The main duty is attending a monthly two hour board meeting via Zoom that is typically held the Monday night a week before the monthly club meeting. If anyone in the membership is interested in serving as a board member, please contact myself or Dave Schaaf.

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### A Call For Nominations For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

Elections are held every December at the annual business meeting. Any member wanting to volunteer or nominate another member for either an officer or director position should contact the nominating committee, Andy Dell or Dave Schaaf at the November Club meeting or contact them through the Club website or by mail to the Club PO Box.

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### Notice Of Annual Meetings

The annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation will be held on Tuesday, December 13, 2022, 7:30 PM at Christ Church, 2950 South University Boulevard, Denver, Colorado, and virtually through Zoom. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

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### New Exhibit At The Colorado Railroad Museum 2022 Winners from the Center for Railroad Photography & Art

Every year, the Center for Railroad Photography & Art holds a contest that attracts some of today's finest and most creative photographers. For 2022, the John E. Gruber Creative Photography Awards Program received 542 submissions from 208 photographers representing 37 states and 12 countries for the 2022 contest's theme, "Weather Effects."

A rotating panel of judges worked hard to narrow down the selections to photographs that effectively and creatively represented the contest's theme while also exhibiting captivating storytelling. Those who placed in this year's program will have their photographs displayed at the Museum in Golden this fall and winter, and into 2023.

## Current Railroad Happenings



Aspens peaked at Tolland, Colorado, on September 30, 2022. Amtrak 60, a P42DC, led an on-time daily California Zephyr, train #5, past UP 7476 West, a unit tank car train headed for Wellington, Utah. Aspens were about two weeks late in 2022 due to a warm September. – Photo © 2022 by Chip.



PV's Patrick Henry Creative Promotions WARREN R. HENRY dome lounge, EVELYN HENRY sleeper, and SLRG 1-CARITAS business car now lettered Railroad Heritage of Midwest America were on Amtrak's California Zephyr, train #5, on October 6, 2022, at Coal Creek Canyon, Colorado, westbound on UP's Moffat Tunnel Subdivision. – Photo © 2022 by Chip.

## Santa Fe 3415 Locomotive Operations Update

Officials of the Abilene and Smoky Valley Railroad (A&SV) announced that their 103 year-old Santa Fe 3415 engine will undergo a required FRA mandated overhaul. Although the FRA only requires a complete safety check of the engine's boiler, the railroad plans to make other improvements to the engine that will further extend the locomotive's life.

A&SV President and General Manager Ross Boelling said that while the railroad's volunteer crew does regular day-to-day maintenance work on the iconic locomotive, the upcoming task requires taking the engine apart and examining the condition of each component in order to determine the extent of needed repairs before actual work on the engine can be done. The procedure may take up to 18 months, meaning that the engine will be out of service during that time. The estimated cost of the renovation is about \$350,000. The work will be done by A&SV volunteers and specialists from the Durango and Silverton Narrow Gauge Railroad.

Santa Fe 3415 logged over 1.8 million miles from the time it was built in 1919 until it was retired in 1953. The engine initially ran regular routes between Kansas City and Chicago, and later on its southwestern routes between Kansas City and Forth Worth.

The engine was donated to the City of Abilene in 1955 where it sat in Eisenhower Park for nearly 40 years. When the A&SV was founded in 1993, the city agreed to donate the engine to the new railroad organization, with the goal of making the engine run again. In 1996, the engine was moved to the



The Atchison, Topeka and Santa Fe was important for transportation to Colorado events. – Poster courtesy of the Letterpress Depot, Englewood.

former Rock Island track now used by the A&SV. Since 2009, the locomotive has only been used on holiday weekends and other special occasions.

## Goodbye After A Quarter Century

By Bruce Nall, Rail Report Editor and Publisher

I assumed the responsibilities for communications to Rocky Mountain Railroad Club and Rocky Mountain Railroad Historical Foundation members starting way back with my first *Rail Report*, a transitional issue co-edited and co-produced with exiting editor, Jim Trowbridge, in January 1998. After 25 years, the December 2022 *Rail Report* will be my last one.

The 1998 through April 2007 *Rail Reports* continued to be printed on traditional presses with traditional halftone photo reproduction. In May 2007 the *Rail Report* format changed with the transition to using digital press technology with improved photo quality. For a time, one printer that had the production subcontract printed photos using stochastic screening that provided a more photo-realistic reproduction and sharper fine lines than traditional halftones. In June 2020, another transition occurred with the option of downloading a Pdf of the *Rail Report* having the advantage of color photos and graphics. During the same time, a traditional digitally printed black-and-white mailed copy was also available.

Times change and while the process of converting a printer friendly layout to a downloadable digital file has worked, it is time for another transition. Starting in January 2023, member communications will be formatted to be email friendly with those still wanting a paper version receiving a printed version of the email.

Over the last 25 years, I have had the pleasure of working with many officers



While the January 1998 *Rail Report* was a jointly produced newsletter, the February 1998 newsletter ushered in the Club's 60th Anniversary year.

and directors and the following Club and Foundation Presidents: Jimmy Blouch, Art Ives, Dave Goss, Mike Gailus, Jim Ehernberger, Dave Schaaf, Nathan Holmes, Steve Mason, Dennis Leonard, and currently, Andy Dell.

The content and quality of the *Rail Report* has only been possible with the assistance of many people, several who are no longer with us. I have learned a lot with the assistance of the many members and others that provided content for the newsletter.

Thanks to all that have provided content and assistance. It has been a great quarter-century trip "down the rails!"

### 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

Tickets for THE POLAR EXPRESS™ Train Ride event are currently on sale. If you plan to attend, don't wait. Capacity is limited and tickets have sold out well in advance each year! For 2022, THE POLAR EXPRESS™ Train Ride performances are scheduled three times each evening. Opening Night is November 11th and the final performances take place on December 23.

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 Intermountain Chapter holds its next monthly Saturday luncheon meeting at Noon on November 12th at Malones Clubhouse Grill on the NE corner of the 64th & Indiana shopping area.

The meeting will feature a program by Chip Sherman showcasing locomotive 168 on the Cumbres & Toltec Scenic Railroad. Drone footage and a few bonuses are on his program “menu.”

For current meeting information email [railbob@icloud.com](mailto: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](mailto:rails@rockymtnrrclub.org)  
Facebook: [www.facebook.com/rockymtnrrclub](http://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](http://www.rockymtnrrclub.org) or by sending the annual dues to the Club address:

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391  
Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$45.00 if a printed, mailed *Rail Report* is desired.

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.

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](mailto:selectimag@aol.com)

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

Items for the December *Rail Report* should be sent by November 7th.