



RAIL REPORT

December 2022

No. 744

Rocky Mountain Railroad Club

Rocky Mountain Railroad Historical
Foundation

**There Will Be A December
Meeting In Barnes Hall**

Cumbres Triple Header

Presented Over Zoom And Via The Internet by Keith Jensen

December 13, 2022 • 7:30 PM

Chama Steam 2006 featured a triple header recreating the ascent of Cumbres pass when three locomotives and crews were returning to Alamosa. This would occur when an engine with flanger was used to clear snow ahead of the double headed train from Alamosa. Then the return trip from Chama could be made with one train instead of doubling the hill.

This program shows the sequence for moving the train over the weight restricted Lobato Trestle. Observe the signals used to move the locomotives up to the water tank at Cresco, then give up and use the radio. Includes action at Chama, Lobato Trestle, Cresco Tank, and Los Pinos Trestle. All three locomotives used are Class K-36, #487 the head end helper, #488 the road engine, and #484 mid-train helper.

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See Page 18 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.**

RMRR 2023 Calendar

January 10 Monthly Meeting and program by *Railfan and Railroad* magazine editor, Steve Barry.

February 14 Monthly Meeting and program by Mark Huber.

March 14 Monthly Meeting and program by Blair Kooistra.

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.



Locomotive #484 picked the frog on the Osier balloon loop while turning parts of the train for the return to Chama. Today the loop is rarely used, and passenger trains continue in the same direction after the lunch stop with passengers bussed between Chama and Antonito. – Photo © 2006 Keith Jensen.

Cumbres Triple Header

— Continued From Page 1 —

The scenes at Lobato Trestle cannot be recorded today because of restricted access. In 2006 the roadbed still looked like the D&RG days instead of the well ballasted track of today. The number of photo stops had to be cut back because of brake hoses blowing apart and locomotive 484 picking the frog on the Osier balloon loop.

No narration, just plenty of stack talk!

The usual holiday refreshments will follow Keith's presentation.

The masthead features a special train at the Colorado Railroad Museum with the Club drumhead on the RICO. The train could be carrying the last bundle of *Rail Reports* in this current format. Look for the new *Rail Report* in January.
– Photo © 2009 Bruce Nall.

Cumbres Triple Header



Locomotive #487 waits with the flanger after decoupling from its train and proceeding across Lobato Trestle to avoid two locomotives on the trestle at one time. Then locomotives #488 and #484 bring the train up to stop behind #487 which backs down to couple on. – Photo © 2006 Keith Jensen.



The fireman for locomotive #487 drops off to spot the tender at the Cresco water tank on October 21, 2006. A flanger was between locomotives #487 and #488. Locomotive #484 was the mid-train helper. – Photo © 2006 Keith Jensen.

Cumbres Triple Header



Locomotives #484 and #488 double-head the west bound train up the grade just after passing the station sign for Los Pinos. This is late afternoon returning from Osier on October 21, 2006. – Photo © 2006 Keith Jensen.



Locomotive #484 decoupled from its train before crossing the Los Pinos trestle and running light to the water tank. – Photo © 2006 Keith Jensen.

From The President

By Andy Dell

As this year draws to a close, we reflect back on the last year. Much of 2022 involved inflation which resulted in price increases of many items. That being said, it is becoming increasingly difficult for railroads, commercial and tourist, to put on any kind of railfan trips. There are still a few to be had but the costs are ever increasing due to skyrocketing costs in labor, fuel, insurance, and upkeep of the railroad. Quality camera equipment is now more affordable than ever and those that still are able to afford to attend these trips often share their photos and videos online. As an alternative to pricey trips that may be far away, those not fortunate to attend themselves prefer to watch posts on YouTube or other platforms.

In the December meeting, we will be holding our annual meeting to elect the board of directors and officer positions. Following the meeting, a short show will be presented and soda and cookies will be provided.

The nominating committee would like to provide the following names for positions for 2023:

| | |
|--------------|----------------|
| Andy Dell | President |
| Dave Schaaf | Vice President |
| Keith Jensen | Treasurer |
| Steve Subber | Secretary |

For a two year term:
Director Kirk Thode

Nominations may also be made from the floor at the December meeting.

We would like to give a big thank you to Michael Tinetti. After 16 years as membership chairman and 20 years on

the board of directors, Michael is retiring from both positions. He will continue to maintain the website and is looking forward to enjoying a much deserved break.

The club would also like to give a big thank you and recognize Bruce Nall for an outstanding job of producing, editing and laying out the *Rail Report* for the last 25 years. As Bruce retires from this position, this will be the last *Rail Report* in this format. Moving forward in 2023, the *Rail Report* will be moving to primarily an email formatted publication similar to the *Telegrapher* from the Colorado Railroad Museum. Many organizations have moved to this format in order to reduce time spent on layout, costs of production software and ease of delivery.

Keep a watch on your email in box for the new *Rail Report* coming in January 2023. Those not wanting to receive the *Rail Report* via email can choose to renew their membership at a higher cost to offset printing and mailing costs for the mailed *Rail Report*. We will do our best to convert the email version to a printable version that retains the content but with a format more conducive to a printed product. Chip Sherman has volunteered to spearhead this effort and has been working for the last two months on learning the Moosend platform. Kirk Thode and Dave Schaaf have volunteered to lend an extra set of eyes to edit the monthly publication.

This will be my last column for 2022 and so I close with wishing you a Merry Christmas and a Happy New Year!

Ridgway Railroad Museum Foundation Grant Report

By Jim Pettengill, Vice-president, Ridgway Railroad Museum

Thank you for your generous 2022 grant of \$1,000 to help us with our 2022 project to improve our Model T track inspection car.



RGS Inspection Car 1 in 1913.

In 1913 the Rio Grande Southern built a track inspection motorcar for superintendent W. D. Lee. The donor vehicle was a 1910 Model T Ford. Lee and others used the vehicle extensively until 1925, when it was destroyed in a head-on collision with a locomotive. The vehicle evolved a bit through time, mostly the headlight configuration and the leading edge of the top. We have many photos of the vehicle in use during that period.

One of our members who was a Model T expert decided to recreate this railcar and got as far as construction of the basic chassis and running gear, using a correct 1910 Model T, as well as detailed drawings for the bodywork. His employer transferred him out of Colorado so he offered the project to us at a very reasonable price because he felt it needed to remain in Colorado, and he knew that we would do a quality job of completing it.

We completed the recreation in 2016 and put it on static display inside the

building we used at that time. When we moved to our current location and built our half-mile operations track, we had the opportunity to use the vehicle, both for demonstrations and for passenger rides in good weather. We solved a number of running gear development issues, and the vehicle ran well throughout 2021.

However, the 1910 transmission needed to be rebuilt for reliability, and we determined that the Model T braking system, which operates on the rear wheels only, needs to be improved. We planned to fabricate a braking system that will operate on all four wheels. This was to improve safety for our passengers. We planned to complete all of this work by the fall of 2022.

We completed a thorough rebuild of the transmission by midsummer and during our summer and early fall session of free rides on Saturdays, we carried 386 passengers around our 2700-foot operations loop in the Model T inspection car with no problems. We also offered rides on Motor No. 1, Galloping Goose 4, and in D&RG caboose 91/0575, towed behind our new (to us) 1968 Plymouth gas powered switch engine, with the season total number of riders setting a record of more than 2900 riders.

Acquisition of the switch engine (which was unplanned, it was an unexpected opportunity) and the high volume of visitors delayed our brake upgrade, which is currently in the design stage. We intend to have it fabricated and operational early in the 2023 season.

Ridgway Railroad Museum Foundation Grant Report



Ridgway Railroad Museum's recreation of RGS Inspection Car 1 in action on their operations loop in September 2022.

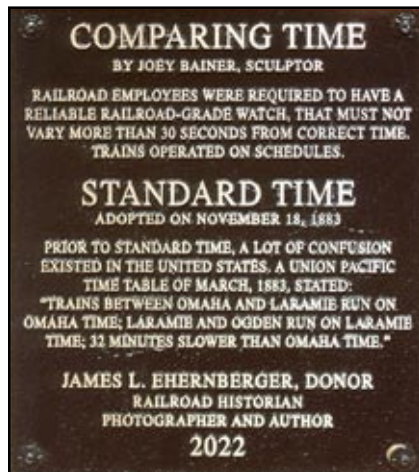
– Photo courtesy of the Ridgway Railroad Museum.



A Capitol Avenue Bronze Project Addition In Cheyenne

Sculptor Joey Bainer's sculpture, "Comparing Time," was installed at the northwest corner of Capitol and 15th in Cheyenne, Wyoming. James Ehernberger donated the statue as one of eight pieces installed in July 2022, four with historic figures and four with representations of wild and marine life.

The Capitol Avenue Bronze Project currently has commitments for more than 50 statues. People walking up Capitol Avenue or through downtown Cheyenne will learn about the heritage of Cheyenne and Wyoming and the honor of its people. – Information from the *Wyoming Tribune Eagle*



The bronze plaque on the stone base of "Comparing Time" includes an explanation of Standard Time and why precise timekeeping was vital to the smooth railroad operations.



Many people do not know how big a problem scheduling was before the adoption of Standard Time. This UP clock arrangement was made and released in November 1952 to various press sources. The attached message read:

Which clock is right? "They're all right," says Sunny Marshall, "if you want to go by local time." Presuming it was noon in Omaha, headquarters of the Union Pacific Railroad, each clock shows what local time would be in eight other cities, coast to coast. The clocks were set up to demonstrate the confusion that existed prior to 69 years ago [before 1952] – November 18, 1883 – on which date the nation's railroads established Standard Time Zones. Prior to this adoption, every place set their clocks at noon, and of course, each was different.

Union Pacific Equipment Moves



Ed Dickens watches over the November 11, 2022, equipment move from Cheyenne to the museum in western Illinois. – Photo © 2022 Dave Schaaf.



Twice Club and Foundation past president and rail historian, Jim Ehernberger, with others at the east end of the Cheyenne yard on November 11, 2022, watching locomotives and cars leaving Wyoming. – Photo © 2022 Dave Schaaf.



The eastward deadhead move near Archer, Wyoming, east of Cheyenne on November 11, 2022. – Photo © 2022 Dave Schaaf.

Special Union Pacific Movement

By Dave Schaaf

In mid-November the Union Pacific ran a special eastbound train from Cheyenne with historic equipment bound for Illinois. These locomotives and cars were donated to the recently formed non-profit Railroading Heritage of Midwest America (RRHMA).

The donation from the UP includes the following equipment, some of which had already been delivered:

- 4-6-6-4 Challenger UP 3985
- Class TTT-6 2-10-2 UP 5511
- DD40 Centennial diesel UP 6936
- E9B passenger locomotive shell
- C&NW F-unit 401
- Four 1950s coach cars
- Diner-Lounge car UP 5016
- Baggage car 5746
- Caboose UP 25740

Two flat car loads of trucks

Two business cars: the Selma, previously Western Pacific's Feather River, and the Stanford, originally the 1928 Southern Pacific Sunset.

RRHMA plans to restore these steam locomotives to operating condition. The RRHMA shop facility in Silvis, Illinois,

occupies the more than century-old maintenance and overhaul complex originally built by the Rock Island RR. The 90+ acre campus allows RRHMA to restore equipment such as this donation from Union Pacific, as well as carry out its core mission through community events, educational programs, and hands-on historical demonstrations.

They are affiliated with the Friends of the 261, which is a non-profit organization whose mission is to promote public understanding of the history of railroading. Friends of the 261 got its start in 1991 as a volunteer group that supported the operation of Milwaukee Road #261, a (4-8-4) steam locomotive based in Minneapolis, Minnesota.

Friends of the 261 owns a fleet of passenger cars, with most of them painted in Milwaukee Road maroon and orange passenger train colors which travel with the 261. These include the last operating Milwaukee Road Skytop glass backed observation car, the Cedar Rapids, and a Milwaukee Road full-length Super Dome. Friends of the 261 cars can operate on any Amtrak train.

Union Pacific Equipment Moves



Union Pacific steam locomotives 3985 & 5511 leave the Cheyenne Yard on an eastward deadhead move on November 11, 2022. They were bound for a museum complex in Silvis, Illinois. – Photo © 2022 Dave Schaaf.



The eastward deadhead move near Durham, Wyoming, on November 11, 2022. – Photo © 2022 Dave Schaaf.

A New Rail Report Editor Steps Up

A new year and new *Rail Report* newsletter editor. I appreciate all the *Rail Reports* that Bruce Nall has churned out year after year (25-years – must be a new record). Bruce asked me if I'd be interested in editing his baby with the sweet temptation that the Rocky Mountain RR Club board had approved an electronic version. I'm glad to accept the offer.

I've been a Rocky Mountain Railroad Club member since the 1980s when the US Air Force kindly posted me to Lowry Air Force Base. I was fortunate to meet a few of the legendary members of the club; Richard Kindig and Darrell Arndt come to mind. I missed many of the club activities since my work schedules and monetary means conflicted with club offerings. An example was the Union Pacific's Cheyenne Frontier Days train volunteering as a car host. I worked weekends for the same company that frowned on folks laying off for the weekends.

I've contributed articles and photos to the *Rail Report* to help provide Bruce with material to fill his 12 or 16 page



Chip Sherman "on location."

issues each month. I always enjoyed the variety found in the club's newsletter.

I look forward to sharing club news and activities with the membership in the coming years. Hope you will contribute your articles and images. The newsletter depends on its membership to keep it worth reading.



A typical example of Chip out "on location" is his photograph of the Chicago & NorthWestern F-unit leaving Cheyenne, Wyoming, moving to Silvis, Illinois, on November 11, 2022. – Photo © 2022 by Chip.



Trolley .04 is at the Vintage Rail Restorations facility in southeast Wyoming on November 11, 2022. This Denver streetcar will possibly return to be displayed in Arvada, Colorado, in late 2023. – Photo © 2022 Dave Schaaf.



The saddle tanks from the Manitou & Pikes Peak cog steam engine No. 1 at the Colorado RR Museum have been removed for engine and boiler maintenance. – Photo © 2022 Dave Schaaf.



This wig-wag road crossing signal was the last one operating in the state of Colorado. It had been on the old Santa Fe line between La Junta and Trinidad at Delhi until about a year ago. The BNSF retired it, sent it to their signal shop for refurbishment, and then gifted it to the Colorado RR Museum. It should soon be placed on display and in operational condition. Past president Dave Schaaf had a small part in getting it donated to the museum. – Photo © 2022 Dave Schaaf.

The Membership Renewal Process Is In Progress!

By Denny Leonard, Past President and Membership Volunteer

Our next membership year runs from January 1, 2023, to the first Monday in January 2024. The renewal season is the two months prior.

The club mails 2023 membership renewal invoices to you, using the USPS for invoice delivery. Please be on the lookout for this mailing, we know it is easy to overlook with all the solicitations you get in your mailbox.

The Club is holding the Regular membership prices at two levels. For Regular members who receive their newsletters through email, the yearly membership is \$30.00. For Regular members who receive their newsletters by USPS mail, the yearly membership is \$45.00. The cost of production and delivery is the basis for the different prices. For a Contributing, Sustaining or Patron level member the delivery method is their choice. International members receive their newsletters by email download only.

Please consider taking the *Rail Report* by email, the digital color is great.

Renewing using PayPal is helpful. If you are sending a check, please use the club Post Office Box address:

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

I consider the seniority numbers to be an historic and important part of membership in the Rocky Mountain Railroad Club. But please realize that managing the numbers is a task. Seniority numbers mean a great deal to some and have little meaning to others. Those who consider it important should make sure to renew on time.

PLEASE do not be late renewing. The renewal must be received by January 2, 2023, or you will receive a new, higher, seniority number!

Rocky Mountain Railroad Historical Foundation Donations

Our organization has helped preserve the history of Colorado railroads over the years and continues preservation through our yearly grants. There are many worthy projects for the Rocky Mountain Railroad Historical Foundation to consider every year. Grant proposals will soon be requested to be considered this spring.

The importance of supporting the Foundation is to keep our program viable. Preserving and educating history is one of our principal club activities.

Please consider year end giving to the

Rocky Mountain Railroad Historical Foundation. Even small gifts add up. The Foundation is a 501(c)(3), tax exempt, non-profit organization. Based on individual tax circumstances, the donation may be tax deductible.

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

Rocky Mountain Railroad Club – Annual Meeting Minutes

December 20, 2021

The meeting was called to order by President Leonard at 7:43 PM with 28 in attendance. Roughly 30 on Zoom.

Minutes from 2020 meeting

Nathan Holmes moved to dispense reading the minutes of the 2020 Annual Meeting, copies of which were available for members. The motion was seconded by Don Leach and passed unanimously.

Treasurers Report

No presentation. Budget was in balance for 2021.

Nominations Committee

The report of the Nominating Committee: The slate of Officers endorsed for nomination were:

| | |
|----------------|--------------|
| President | Andy Dell |
| Vice-President | Dave Schaaf |
| Secretary | Steve Subber |
| Treasurer | Keith Jensen |

As Directors (2-year terms):

Pat Mauro, Debbie MacDonald,
Nathan Zachman (new)

Nominations were opened to the floor for additions. None being offered, Ron Keiser moved to accept the slate of proposed Officers and Directors for the year 2021. The motion was seconded by Nathan Holmes. Vote of unanimous consent and passed.

There being no further business, Nathan Holmes moved the meeting be adjourned. The motion was seconded by Ron Keiser. The vote was unanimous and passed. The meeting adjourned at 7:55 PM.

The next Annual Meeting will be held in December 2022

Respectfully submitted,
Andy Dell, Secretary

Rocky Mountain Railroad Historical Foundation Annual Meeting

December 20, 2021

The meeting was called to order by President Leonard at 7:55 PM with 28 in attendance. Roughly 30 on Zoom.

Minutes from 2020 meeting

Nathan Holmes moved and Dan Edwards seconded to dispense with the reading of the minutes. Unanimous vote.

Treasurers Report

No presentation. Roughly \$55k in the account currently.

Chip Sherman moved to accept the same officers as the RMRRC to be elected as presented. Kirk Thode seconded. Unanimous vote.

Nathan Holmes moved to adjourn the meeting. Don Leach seconded. Unanimous vote. Adjourned at 7:59 PM.

The next Annual Meeting will be held in December 2022

Respectfully submitted,
Andy Dell, Secretary

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.

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

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 and nearly sold out. 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 Chapter holds its next monthly Saturday luncheon meeting at Noon on December 10th at Malones Clubhouse Grill on the NE corner of the 64th & Indiana shopping area.

For current meeting information see the Chapter's new website nrhsintermountain.org or email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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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
Membership
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 and items for publication should be sent to:

Chip Sherman, Editor

Email: rails@rockymtnrrclub.org

USPS Mail:

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