

ROCKY MOUNTAIN



1938 RAILROAD CLUB 2023



85
YEARS

RAIL REPORT

Rocky Mountain Railroad Club

Rocky Mountain Railroad
Historical Foundation

June 2023

Issue 750



Vice President Dave Schaa and President Andy Dell in front of the Union Pacific Rotary at the Cheyenne Steam Shops. April 22, 2023. ©2023 Chip



Union Pacific Steam Shop Tour. Ed Dickens with Jim Ehernberger. Our thanks to Dave Schaaf for organizing the tour, April 22, 2023, at Cheyenne, WY. ©2023 Chip

Upcoming Programs:

****** There will not be a meeting in June. ******

July 11 - Program by Kit Courter at Barnes Hall.

Upcoming Events:

August 30 - September 2: National Narrow Gauge Convention at the Crown Plaza Hotel in Aurora, Colorado.

September: Club visit to Colorado Live Steamers Open House in Byers, CO.

Also, Lakewood Car 25 open house at the Federal Center

Rocky Mountain Railroad Club - Rail Report Denver, Colorado

Denver Address; PO Box 2391, Denver, CO

Club president Andy Dell

President's Column

It was a busy May. I would like to thank those that were able to take time away from Mother's Day and join us at our picnic. We enjoyed cool but rain free weather and some great BBQ. The train consists were great and the crew put together a special train for us for our ride.

Two of our donated cars, the Rico now painted in green as the B8 and the 0404 caboose were pulled by engine 20. 20and both of those rolling stock cars were saved by the club in the 1950s. They have been out at the museum since the early days of the museum and receive restoration work as time and budget permits. The club donated all three to the museum around 2008 or so as we decided we no longer wanted to pay insurance on them and the museum would

then be able to take over their care. Shortly after money was donated to help fund the restoration of locomotive 20 and it has run for several years at the museum following that 10+ year restoration.

We were unable to mount our club drum head to the rear car for the rides. But we were able to stage it on the year for multiple photographs at the loading platform.



Thanks to the Colorado Railroad Museum volunteers and Dave Schaaf for a memorable weekend at the museum with all the special trains. DRGW#491, 2-8-2 K-37, and Rio Grande Southern #20, 4-6-0 class T-19, were both under steam! ©2023 Chip



Charles Clegg (Paul Hammond) and Lucius Beebe (Rob Kramer) greeted RMRRC members at our annual picnic and train ride in Golden, CO, May 14, 2023. Thankfully, it didn't rain! ©2023 Chip

Big Boy 4014 Begins Trip June 7th from Cheyenne, Wyoming

On May 19, 2023, Union Pacific's Steam Team announced that Big Boy 4014 would be making a trip to Omaha, NE, departing Cheyenne, Wyoming, June 7, 2023. Heritage Steam Manager Ed Dickens and his crew will be making various stops enroute to the Home Run Express Tour at Omaha, Nebraska. UP 4014 will be on display for 11 days during the college baseball championship.

Check out the full UP 4014 Big Boy schedule at
<https://www.up.com/heritage/steam/schedule/index.htm>

In Memoriam

Warren Mizell, the "last founding member of the Rocky Mountain Division of the Train Collectors Association" passed away on April 28 at the age of 89. Warren was a fixture at railroad swap meets and shows in the Denver area and owned Mizell Trains and Hobbies for 35 years. Located in Westminster, the store was known for his impressive "Wall of Trains" that was 70 ft long and 15 ft high. Services were held in May. He will be missed.

Book Review

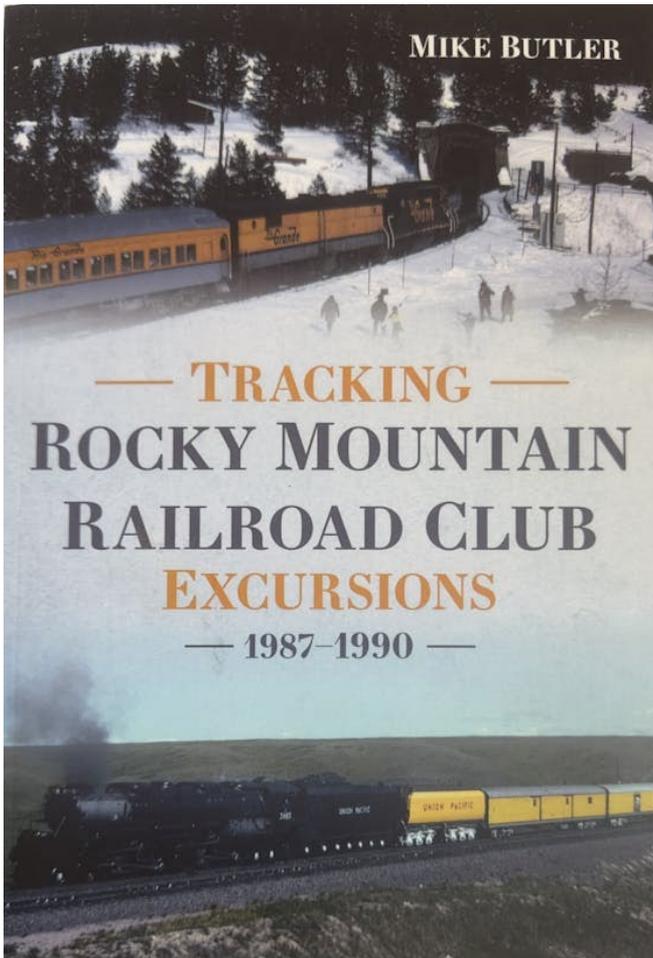
Tracking Rocky Mountain Railroad Club Excursions 1987–1990, by Mike Butler

Author Mike Butler participated in several club excursions starting with The Silver Sky, March 28, 1987. He covers the event with photos, the route map, background history, and a capsule summary of the trip.

Mike admits that some images are darker than he preferred, but they improve and bring back many highlights of his excursion experiences.

John Dillavou was club president who, with numerous volunteers, offered several club excursions; The Manitou & Pikes Peak Cog Railway on May 9, 1987; The Cadillac & Lake City Railway, September 19, 1987; and three-day back-to-back Narrow Gauge Excursions on June 23-25, 1988.

Mike joined the club on several excursions and documented them with images and informative captions. Mike is planning on publishing a series of books in the regional interest series America Through Time®. His book is available on Amazon or from Arcadia Publishing for \$28.99.



Denver South Park & Pacific Historical Society Grant Update

Hello RMRRC, I'm finishing up our grant request for 2023 and it made me think of providing an update on prior grant requests.

Past grants have provided funds for the Como water tank and for switch components.

Water tank – Bob Revis and Chris Tome, the two local contractors who are building the tank, have been milling wood over the winter with a portable “Woodmizer” sawmill. We have had two truckloads of logs delivered and they have been turning them into a lot of 3 X 6 inch boards for the tank floor, side staves and roof boards. The first floorboard has been installed. They also replaced several joists that had been installed last year as they were not happy with their quality.

Some of the 3 X 6 boards have been set out for tongue and groove assembly. As spring weather improves, progress will advance rapidly. The finished tank will have an all-weather plaque attached to one of the vertical base pillars. It will list project supporters, including the Rocky Mountain Railroad Club.

Switch parts – Volunteer Bob McDougal has produced several head chairs for us and we have also acquired adjustable gauge bars. We completed two more switches last summer, and anticipate completing three more this year.

I will update our membership with an article in our quarterly news magazine, The Bogies and the Loop, and will provide the RMRC with a copy.

Thank you,

Bob Schoppe, Denver South Park & Pacific Historical Society

2023 Grants Awarded

The Rocky Mountain Railroad Historical Foundation is proud to announce our five grant recipients for the summer 2023. For those who are not familiar with the grant program, the RMRHF is the charitable arm of the Club, and is focused on railroad history preservation and education. For the last eight years, we've awarded up to five \$1000 grants each summer to small organizations with projects that align with our mission.

Our first recipient, with unanimous support, is the Nevada-California-Oregon Railway Preservation Society. What does this have to do with railroading in the Rockies, you ask? A large amount of narrow gauge equipment from Colorado's Florence and Cripple Creek Railroad was sold to the N-C-O following the closure of the former in 1915. The N-C-O group is currently restoring F&CC boxcar #518, one of the few that survive. The car was sold following the standard-gauging of the N-C-O in 1928 and served as a goat house and storage shed until 2021, when the group acquired it. The car was up on blocks and in a dry area, so overall it's in good condition. However, the doors are not original and the group asked for a grant to cover the cost of lumber and missing door hardware. When restoration is complete, the N-C-O Society will display the car in Alturas, CA. We felt that this helps save a piece of Colorado narrow gauge history, and gets the RMRC's name out to a wider audience.



The second grant goes to the Galloping Goose Historical Society of Dolores, CO. Many of you are familiar with their main piece of equipment, RGS “Goose” #5. However, over the last few years they’ve been building a display of historic narrow gauge freight cars in the park behind the recreated Dolores depot (which the group also built). They’ve been restoring D&RGW #3688, a narrow gauge box car proven to be used on the RGS to transport ore from the Tom Boy Mine in Telluride. They requested funding to truck the car from its restoration site to the park for the public to see, and we’re happy to help.

Coming in at number three is the Tracks Across Borders Scenic and Historic Byway Commission. The Byway is an officially designated state byway in both New Mexico and Colorado from Chama to Durango that highlights the history of the Rio Grande’s narrow gauge mainline through the region. The commission is setting up a display in the Jicarilla Apache Nation’s Cultural Center in Dulce, NM. They asked for a grant to help purchase artifacts and to help create additional educational information for display highlighting the railroad’s importance to the region. We think it’s a great way to help educate the public about the region’s history as well as get the club’s name out there, and with John Bush involved in the organization, we know the project in good hands.



Grant number four goes to one of our perennial winners – the Denver, South Park & Pacific Historical Society. Many years ago, the Galloping Goose Historical Society acquired about 750 sticks of 75-pound rail from the former Rocky Mountain Arsenal. The GGHS

hasn't been able to procure the rights to build any operating track, so they've agreed to transfer about 500 sticks to the DSP&PHS to be used to rebuild track at Como. That's enough rail for about 1.5 miles of track. All the DSP&PHS has to do is move it, and they're planning to use volunteers with their own trucks and flatbed trailers. However, the fuel costs for the 33 required trips is expected to be around \$8000. Our funds will go towards getting the rail to its new home, where hopefully we can ride over it in a year or two on one of our annual Como visits.



Our last grant of 2023 goes to another fine Colorado organization, the Ridgway Railroad Museum. Ridgway has been restoring RGS coach #252 for several years now, and it's nearly complete. One of the last remaining restoration projects is the lighting. Like other early narrow gauge cars, these coaches were lit by large oil-burning chandeliers mounted to the ceiling. The #252 has one of its originals, but is lacking the second. Only one company makes the replicas, and they're extremely complicated and expensive to manufacture due to all the custom castings and machining. If you've ridden in the C&TS's recently completed historic cars, these are the same lantern replicas used in those. Our grant will go towards assisting the Ridgway folks with the down payment on the replica, and getting the car finished.



We'll keep you updated later in the year as these organizations report back on their progress.

It was a fairly tough field this year, with a large number of proposals to evaluate, and we'd like to thank every organization that took the time to submit a proposal. Even if you weren't chosen this year, don't let that discourage you from applying again in the future. (from Nathan D. Holmes)

Boeing Planes Moved on Dedicated BNSF Trains



Boeing is stepping up their aircraft production and moving fuselages built at Spirit Aero in Kansas by BNSF special dedicated trains. April 29, 2023, three fuselages, two 737 MAX 8's and one P-8 Poseidon, moved by BNSF train from Newton, KS, to Interbay, Washington, via the Brush Subdivision. ©2023 Chip

Colorado Pacific Loads First WESKAN Grain Train - May 2023



Colorado Pacific RR employees moved an empty Union Pacific unit grain train from NA Junction, east of Boone, CO, to Stuart, east of Sheridan Lake, CO, May 2, 2023. The newly built WESKAN Grain elevator, a three-

million bushel facility loaded the grain train. UP #5490 led the 2x1 DPU setup. The train was loaded at WESKAN Grain May 3rd. ©2023 Chip



Colorado Pacific RR roadmaster Larry Taylor stood next to UP #5490 at sunset, May 2, 2023, at WESKAN Grain elevator at Stuart, Colorado. This was the first unit grain train to load at the state-of-the-art WESKAN Grain elevator. ©2023 Chip

Colorado Pacific RR operated their first unit grain train to load at the massive new WESKAN Grain elevator at Stuart, east of Sheridan Lake, CO, on May 2 & 3, 2023. Union Pacific delivered the train via BNSF trackage rights at NA Junction east of Boone, CO, on May 2nd.

WESKAN Grain is part of the Soloviev Group based in New York, NY. Stefan Soloviev acquired and rehabilitated the former Missouri Pacific RR Towner Line (Towner, CO, to NA Junction, CO, 120 miles) in 2020. He leases two SD40-2 units from National Railway Equipment (NRE) and has them painted with a sharp paint scheme. Those units are based at Eads, CO.

The new WESKAN Grain elevator loaded the 102-car unit train with its state-of-the-art loader. The train returned to NA Junction where it proceeded via La Junta, CO, BNSF trackage rights, to Houston, Texas, May 4, 2023.

Stefan Soloviev is the son of the late New York City real estate developer and art collector Sheldon Solow, who died in 2020 after building a real estate empire reportedly worth \$4.4 billion. (<https://www.nytimes.com/2020/11/17/realestate/sheldon-h-solow-dead.html>). Soloviev began using the original Russian spelling of his family's name about a decade ago.

Soloviev's Crossroads Agriculture has amassed 400,000 acres of cropland and ranch land in southeastern Colorado, Kansas and New Mexico. His Colorado Pacific Railroad revived the 122-mile Towner Line in eastern Colorado, which connects his farms' grain elevators with national rail lines east of Pueblo.

Denver RTD Operator Sleeping - March 11, 2023

The operator was likely asleep at the controls when the speeding light rail train left the tracks at the W-Line's end-of-the-line station in Golden, CO, a few weeks ago, the Regional Transportation District said in a regulatory filing Tuesday.

It disclosed plans to revamp its "fit for duty" checklist process and conduct a fatigue awareness campaign among operators in the near term. It also proposed an evaluation of operators' starting times and the duration of shifts, among other final corrective actions.

On March 11, 2023, two of four passengers on a mid-morning train were hospitalized with minor injuries after the train sped into the Jefferson County Government Center station and hit a bumper at the end of track.

Southern Pacific Bay Window Caboose Moved to Denver by Steve Disher



Former Southern Pacific caboose SP #4763 was moved from the Darrel Brehm home at Pratt, Kansas, by Steve Disher. Steve's truck was at the Love's Gas Station, May 2, 2023, at Eads, CO. SP #4763 bay window caboose was sold by the Brehm estate after the owner passed away, and is being moved to a Bed & Breakfast off of Pecos Street in Denver, Colorado. ©2023 Chip

Kyle Railroad Rare Utah Rly #5005 MK50-3 Returned to Service



Kyle Railroad's Utah Railway lettered 5005 & 5006, MK50-3, were at Flagler, CO, May 6, 2023. Utah Rly 5005 had been out of service in recent weeks. This was 5005's first Goodland, Kansas, to Limon, CO, turn, to gather loaded grain cars. ©2023 by Chip

Rocky Mountaineer at Winter Park, CO



The Rocky Mountaineer RMRX 8020 & 8021 handled their 10-car train at Winter Park, CO, April 23, 2023. Rocky Mountaineer was operating their Rockies to the Red Rocks (Moab, Utah) train twice a week starting in mid-April, 2023. ©2023 Chip

Santa Fe Steam Returns at Albuquerque, NM, and Abilene & Smoky Valley RR in 2023



Abilene & Smoky Valley RR operates Santa Fe #3415 Pacific out of the two stall enginehouse in Abilene, Kansas. Beginning Memorial Day weekend ATSF #3415 will operate on most weekends in June, July, and September until October 7, 2023. ©2023 Chip

On Saturday, May 6, 2023, the restored Santa Fe 4-8-4 #2926 ventured outside of its storage site for the first time, under her own power. Engine #2926 made a ½ mile trip to the Tractor Brewery and back for a fundraiser on what is known as the sawmill spur in Albuquerque, New Mexico.

Former Santa Fe #3415, a 4-6-2 Pacific, will operate on the Abilene & Smoky Valley RR out of Abilene, Kansas, starting Memorial Day weekend, May 2023. Per general manager Ross Boelling, there's still service time on #3415's boiler, allowing operations this year. The engine is expected to run most weekends in June and July. No steam trips are scheduled for August. Steam operations resume in September, until October 8th. It will then be shopped for necessary maintenance work, for perhaps two years. It will cost an estimated \$3 million in shop work to keep this handsome engine running.

Check out their website: <https://www.asvrr.org/>

BNSF Katie Farmer Officer Special Detoured After UP Rock Slide



BNSF #3805 North was at Prospect Junction, Denver, CO, May 11, 2023. The train was originally going west to Utah over the UP Moffat Tunnel route but a rock slide detoured the train north on BNSF's Front Range Subdivision. ©2023 Chip

BNSF's chief executive officer Katie Farmer's 15-car office car special visited Colorado on May 10 & 11, 2023, with plans to travel on UP's Moffat Tunnel and Glenwood Springs Subdivisions. The train arrived in Colorado from Omaha, NE, via BNSF's Brush Sub. BNSF #3805, an ET44C4, was at 31st Street Yard, ready the morning of May 11th at Denver, CO, to head west. Word came of a rock slide on UP's Moffat Tunnel Subdivision at milepost 71.9 Fraser Canyon, between Tabernash and Granby, CO.

The BNSF officer special was then routed out of Denver via the Front Range Subdivision through Fort Collins to Cheyenne, WY. The ultimate destination was Portland, Oregon.



BNSF 32, the William B. Strong track inspection car on a 15-car officer special passed Norfolk Southern #1071, the Central RR of New Jersey heritage unit. NS #1071 led BNSF loaded unit frac sand train from Wisconsin via Denver to Fort Collins, CO. BNSF Front Range subdivision at Fort Collins, CO, May 11, 2023. ©2023 Chip



BNSF #3805 north, on this passenger car special, passed Norfolk Southern #1071, the Central RR of New Jersey heritage unit on a BNSF loaded unit frac sand train U CFFFCL-007. Seen here at BNSF North Yard, Fort Collins, CO, on May 11, 2023. ©2023 Chip

#20 Pulled the Special Train at our May 14th Picnic



Until next month... ©2023 Andy Dell

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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

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Regular membership dues are \$30.00 with email delivery of the Rail Report and \$45.00 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.

Board Meetings

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

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Rail Report

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