

ROCKY MOUNTAIN



RAILROAD CLUB

RAIL REPORT

Rocky Mountain Railroad Club

Rocky Mountain Railroad
Historical Foundation

March 2025

Issue 771

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--- March 11 meeting at Barnes Hall ---



Two images © Lake States Railway Historical Association



Paul Swanson has had an avid interest in railroads and specifically steam locomotives since his childhood. After graduating from Iowa State with a Bachelor of Architecture degree, he sought his dream and worked as a summer fireman and engineer at Mid-Continent Railway Museum for three summers. He then went on to full-time employment with the Wisconsin & Calumet Railroad, and later Wisconsin & Southern as an engineer/conductor and conductor for 32 years before retiring in 2021. His strong interest in the history, imagery, and mechanical aspects of railroading were manifested in many years of volunteering at Mid-Continent in the Car Dept., Operating Dept., serving on the board of directors (11+ years), as Secretary, and editor of several of the museum's publications. He has also assisted with publicity, marketing, and chaired long-range planning. Paul's current passion is photography, present and past, and he was lured to Lake States through his interest in digitizing the Ritzman collection and making it available on-line. Founded in 2006, Lake States Railway Historical Association (LSRHA) is a 501(c)(3) Not-for-Profit Corporation dedicated to the preservation and dissemination of railroad history through an extensive collection of historic artifacts and materials, socioeconomic data, and industrial archeology relating to American railroads, with emphasis on the western Great Lakes region of the United States.

Lake States maintains a state-of-the-art climate-controlled secure archive storage and research facility at Baraboo, Wisconsin, just 45 minutes from the state capital of Madison. It is equipped with integrated storage and intake areas, ADA parking/access and restrooms, efficient LED lighting, internet connectivity, and on-site drawing and imaging reproduction services.

Our extensive rail history holdings include large collections from C&NW, CStPM&O, DSS&A, CRIP&P, LS&I, ICRR, SOO, Copper Range, Milwaukee Road, CM&N, and other regional lines. Our 5,000 sq.ft. facility includes a research library containing over 5,000 books and period technical manuals; many historical

periodicals, railroad company publications, and traction periodicals; and a large collection of Official Guide of Railways (1868-1984), Official Railway Guide of Chicago (1920-1931), Official Railway Equipment Registers and locomotive, car, and maintenance-of-way Cyclopedias.

Photographic collections exceed 1,000,000 images that are continually being cataloged and scanned. 120,000 of them are available for viewing on our on-line archive. Downloads and prints of photographs may be purchased. We welcome use of our images for publications and video productions, with written permission and appropriate fees.

Our 2D collection of paper items includes over 100,000 railroad technical drawings and countless paper documents that include personnel records, equipment rosters, correspondence, company reports, annual reports, train registers, public and employee timetables, right-of-way and station maps, condensed profiles, operating and maintenance manuals, and many more. Over 90,000 are searchable with our Document Database interface.

A selection of Colorado region photography from Lake States' collections will be presented. Yes there'll be the usual narrow gauge and front range action, perhaps an RMRRC excursion, but there'll be a few surprises too. Variety will be the theme!

Please join us for an enjoyable, educational evening in the meeting hall at Christ Church at 2950 S. University Blvd. in Denver. There is off-street parking on the south side of the complex. 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 that starts at 7:30 pm.

Or Join the Zoom Meeting - - -

[https://us02web.zoom.us/j/86251105134?](https://us02web.zoom.us/j/86251105134?pwd=VWRwRUVCbVoyTzhwMWhYbm5scTIqdz09)

[pwd=VWRwRUVCbVoyTzhwMWhYbm5scTIqdz09](https://us02web.zoom.us/j/86251105134?pwd=VWRwRUVCbVoyTzhwMWhYbm5scTIqdz09)

Meeting ID: 862 5110 5134 Passcode: 496652

Upcoming Events:

Our April 8 meeting will have a special vote about the direction of our organization, please see the explanation in this newsletter. We will have an in-person program from Jeff Johnson and Mike Ramsey of the D&SNG RR, who will travel here from Durango, Colorado.

We might have our annual Club picnic in May, and are working on those details.

Amtrak's Winter Park Express will wind up the train's 2024-2025 season on March 31, 2025. This train leaves Denver Union Station at 7:00 AM on Thursdays, Fridays, Saturdays, Sundays and Mondays to the Winter Park ski resort and the town of Fraser.

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Rocky Mountain Train Show - Spring 2025
April 5th & 6th at the
National Western Complex
4655 Humboldt Street
Denver, Colorado 80216

[Learn More](#)

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"Colorado Crossings" annual event will take place at the Colorado Railroad Museum on the weekend of May 16-18, 2025. Steam is on the schedule.

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Open house Saturdays at Como, Colorado:

June 21 and July 19; The annual Boreas Pass Railroad Day will take place on August 16.

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Special Meeting of the Club on April 8, 2025

Members,

In accordance with our Articles of Incorporation and bylaws for both the Club and Foundation, we are required to have members vote to dissolve the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation. As President Andy Dell explained in his letter of October 2024, we entered discussion with the Colorado Railroad Museum to merge our membership into the museum's membership.

Although all the details have not been finalized, we nonetheless need to hold a special vote of our membership to proceed with the dissolution. We plan to have this meeting in conjunction with our April 8 meeting at Christ Church. We will set up methods for members who cannot attend in-person to vote.

Our bylaws define a quorum: "...25 members to be present. Each member of the corporation, at every meeting of the members, is entitled to one vote in person upon each subject properly given to vote. Members cannot grant vote proxies...(The Board will confirm that the Bylaws will allow virtual on live-stream voting for corporation meetings and not just regular meetings)...Meeting type, in-person and or virtual, is at the discretion of the Board."

This information published in this issue of the Rail Report is the first notice of the meeting on April 8. Members will receive a letter in March detailing more information about the vote to dissolve. Please try to set time aside to attend the meeting in-person at Christ Church or participate remotely by Zoom.

Thank you, Dave Goss

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Presidents Letter March 2025

I want to thank Zach Green for his outstanding program at the February Club meeting. Despite the cold weather, almost fifty members and guests (in-person and on-line) were treated to some spectacular images that Zach has taken over the last twenty years. He travels over the western United States in conjunction with his job as a land-surveyor resulting in his presentation of a cornucopia of beautiful scenery, numerous trains, and dramatic nighttime images of railroading. We sincerely thank Zach for sharing these with us.

We are continuing to clear out some of the items stored at our World Headquarters storage unit and are bringing them to Club meetings for members to have at no cost or for a modest fee. Just for example, we have about a dozen 75th Anniversary glass steins (\$5.00). At the February meeting we had a number of Union Pacific calendars in new condition dating from 1970 to the later 1990s. They were free, as were some patches and pins commemorating the 75th anniversary. No telling what might be available at future meetings.

We have researched the dissolution process as described in our Articles of Incorporation for both the Club and the Foundation. Both documents indicate dissolution is conducted as outlined in our bylaws as follows: The business and affairs of the corporation shall be managed by its board of directors, except as otherwise provided in the Colorado Nonprofit Corporation Act, the articles of incorporation, these bylaws, or from time to time, by vote of the membership. Furthermore, since both organizations' bylaws state that they have members, the dissolution section

of the Act makes it clear that our members must vote on the topic of dissolution.

The Board will be discussing how and when to conduct a special meeting of the membership to vote on dissolution.

Our bylaws allow for Special meetings which may be virtual and or live-streamed. Meeting type, whether in person or virtual, is at the discretion of the board. "Each member of the corporation, at every meeting of the members, is entitled to one vote per person upon each subject properly given to vote. Members cannot grant vote proxies." We will provide more details once a meeting date is confirmed. (See the special meeting notice above)

As you are reading this article, our dues renewal process for this year will be finished and new membership numbers will be assigned. This year, your membership cards will be unique. They will be metal cards with the same information as has been provided in the past, but in a special way. We have not decided if we need to wait until the membership votes on dissolution to distribute the membership cards or not. We will decide that at the March Board meeting.

Over the last few weeks, I have been re-reading the Rail Reports on the Club website (see https://www.rockymtnrrclub.org/train_news.htm). We have a complete file on-line dating back to the earliest issues.

What amazes me is the variety and number of activities the Club has done over 87 years. We held sixty-nine banquets and formal dinners, we arranged and conducted more than 400 excursions and field trips. In addition to workday picnics at the Colorado Railroad Museum, we had steak dinners and ice cream at Ranniger's Roadbed Commissary all across the state. Our membership started in 1938 with about twenty-five men, and by 1949, had grown to 221 men and women. We peaked in 1997 at 1,071. Since 2015, our historical foundation has provided over \$52,000 in grants to other railroad related organizations in support of their

preservation and restoration activities, not including gifts to the Colorado Railroad Museum.

The most remarkable aspect of this Club is its members.

Cornelius Hauck is member Number 1 and has been in the Club for 76 years. More than half of us have been members for 35 years and more. This Club's legacy is directly related to each of you who have volunteered to help in countless ways. Planning meetings, field trips and excursions, presenting programs, helping with restoration and repair of equipment, authoring books and other publications, sharing photographs, setting up monthly meetings, creating, printing and distributing the Rail Report every month since 1959 (65 years!) and so many other activities. Without each of you, we would not have been here 87 years. And even though we announced plans to dissolve last Fall, more than 270 of you have renewed for this year out of 308 that were members last year. That is dedication and commitment! The Board genuinely thanks you for your support through this transition year. It may become our last year, but we (and you) will not be forgotten.

If you have any questions or comments, please feel free to call or text me at 303-717-8941 or email me at dave@dcgoss.com

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## **Great Western Railway Depot Saved**

OmniTRAX has donated the Great Western Railway Loveland depot to the City of Loveland, CO. Mammoth Movers lifted the wood depot off its foundation in early February 2025. The depot was moved 250 feet from railroad property onto City of Loveland property on February 6, 2025.

After twelve years of efforts, the Loveland Historical Society's Save the Great Western Depots Committee has thankfully accomplished the first phase of the project to preserve our two Great Western Depots. The 1901 Great

Western Sugar Factory, the first of eventually thirteen in northern Colorado, preceded the GW Railway by one year.

At the time of the first harvest, farmers brought their sugar beets to the factory by wagon .... many wagon loads per field. The advent of the railway and beet dumps spaced a few miles apart along the tracks made the harvest operation much more efficient. The rails also brought in lime and coal, and shipped out refined sugar. Passenger service to eastern Colorado towns was added in 1917 and ended in 1927. Tourist and school excursions were conducted in the early 1980s, but the railway never got back on its feet. The sugar factory operated in Loveland for 8 decades, tripling the little berg's population and it's economy in the first 10 years. It was a very important piece of history to Lovelanders, as most had family members, if not themselves, who were involved in the industry.

The Historical Society began talking to Omnitrax, the current railroad owner, in 2012. The company was willing to give the passenger and freight (LCL) depots to anyone who would move them off railroad property, as they were too close to the tracks for today's codes and had been unused since 1985. Communication was spotty; progress was nearly at a dead halt when the railroad decided they wanted the depots gone asap. A forced decision was made to give them to a new railroad museum planning to open in Granby. But after a few years, when nothing was done on this score, the project to save them in Loveland was revisited with vigor.

The SGWD Committee has been fundraising for phase one, that is structural assessment, hazardous materials assessment and abatement, moving the buildings, and necessary marketing materials, by seeking individual and corporate donations, plus a few smaller grants. Now that the depots have recently been moved to City property (about 50' from their original location, and still within the original Great Western complex), and the City of Loveland owns them, they

are eligible for historical landmark status. Once they are listed on the historical register, larger grant applications can be made.

The passenger depot will be placed on a new foundation, but it will most likely sit on beams for two or three years. The 1942 LCL depot will be on stilts, as it was originally. The Committee will continue to raise money for restoration and maintenance of the depots. We are selling commemorative bricks that will be incorporated into the landscaping around the depots. We hope the future will include a piece of rolling stock, possibly a GW Dinky loco, or caboose, or even the old GW combination car as a static display. The reuse of the buildings has not been decided, but they will be for the public to enjoy. (Info courtesy of Sharon Danhauser)

You can help by donating online at <https://www.lovelandhistorical.org/great-western-depots> OR via mail: LHS, P.O. Box 7311, Loveland, CO, 80537 OR on their Facebook page. Contact [sadhanau@gmail.com](mailto:sadhanau@gmail.com) OR [suttop2@yahoo.com](mailto:suttop2@yahoo.com)



Left, Shane Davies, owner Mammoth Movers, Dave Klith City of Loveland Assistant Facilities Manager, and Pam

Sheeler who started 'Save the Great Western Depot', at Loveland, CO, on February 6, 2025. ©2025 Chip



Mammoth Movers Bobcat pulled Great Western Railway Loveland Depot off the location next to the railroad track onto City of Loveland, CO, property February 6, 2025. The large steel beams under the building had rollers to allow movement of the wooden depot. © 2025 Chip



Kimberly Filip-Campbell was thrilled to see the Great Western Railway Loveland Depot moved onto city property at Loveland, CO, February 6, 2025. This has been a special

project of the Save the Great Western Depot committee.  
©2025 Chip



Save the Great Western Depot committee members cheered the move from railroad property onto City of Loveland property Feb 6, 2025. Their efforts have resulted in another step in depot preservation. ©2025 Chip

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A photo and comment from Jim E. -- This is a leased unit located at the fracking sand facility at the south edge of Eaton, just north of Greeley, Colorado. They have two of

these units, but the other one was not visible. I had been wanting to get a photo since they are quite colorful, and we don't get to see many switchers anymore, other than at private facilities. © 2025 James L. Ehernberger

## Forney Museum Water Damage Jan 2025



The Forney Transportation Museum suffered a broken ceiling pipe break in their fire sprinkler system on Tuesday, January 28, 2025. Water damage will require replacement of drywall and carpet. Activities scheduled for the weekend of February 8 and 9, 2025 were rescheduled for March 2025. © Chip

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## BNSF Grain Train to California



BNSF moved a unit grain train from Sweet Grass, Montana, to Conejo, CA, (Van G Dry Storage) export grain load.

Power was Canadian National 3368, CSXT 3293, with DPU's Canadian Pacific 8887 and BNSF 5362,. Train had 100-loads, 14,025 tons 5,723 feet long. Joint Line train at Acequia, CO, Sunday, February 9, 2025. ©2025 Kevin Morgan

## **Wabtec Tests AC44C6M at Alamosa, CO**

Norfolk Southern (NS) 3966 was sent to Alamosa, CO, by Wabtec shortly after completion for high altitude emissions testing. Since it was sent to Colorado, NS sold it and 24 other freshly completed AC44C6M rebuilds (and 35 Dash 9-44CW cores undergoing rebuilding) to Wabtec, which will all be going to Ferromex (FXE) once completed and repainted in primer.

NS had wanted to delay the order until well into 2025 and FXE needed power, so Wabtec saw the opportunity to work a deal to buy the units and sell them to FXE right away. NS

will still be getting more AC44C6M's later this year.  
Information from Chris Toth.

NS 3966 was on Union Pacific's Pueblo, CO, to North Yard,  
Denver, CO, train on the Joint Line February 12, 2025.

[Learn More](#)



Norfolk Southern 3966, AC44C6M, was on northbound UP  
Pueblo, CO, to North Yard, Denver, CO, train M PUNY.

Crossed bridge with Rio Grande lettering at Larkspur, CO,  
February 12, 2025. Unit sold to Ferromex. Wabtec had  
done high altitude tests with NS 3966 at Alamosa, CO, on  
the Colorado Pacific & Rio Grande RR. ©2025 Chip

## **Richard Kindig Letters - Late 1930's**

August 24, 1939

The [Railroad] club will run an excursion up Pike's Peak next  
Sunday; by guaranteeing 25 (passengers) we got a steam  
train for \$2.70 per ticket (regular fare \$3.50); wish you could  
go along.

D&RGW is running the extra from Pueblo to Denver in the morning quite regularly now, and a Denver & Salt Lake extra (D&RGW train via D&SL) with a string of empty reefers for Grand Junction, CO, leaves Burnham almost every afternoon. I'll advise you of the engines to be used on the Moffat as soon as I find out.

September 7, 1939

Enclosed are some shots (not in this Rail Report) which may be of interest to you. Incidentally, I took the action shot of 3607 from the shop window at Western Electric during working hours; very convenient having the track just outside the window! A couple of seconds after I shot, 800 and 1801 came by with the Scenic Limited (passenger train).

Today (Sept 7, 1939) I got a shot of Santa Fe 2 pulling the "Super Chief" into Denver. Due to a washout, the 3 fast trains were routed thru Denver and via Union Pacific to Salt Lake (Utah) and Barstow (California). However, Chief and El Capitan were later in the day, so I didn't get them - arrived at work at 9:30 AM, and the boss got a big kick out of my doings! Fortunately, he was a genial bird, so I didn't have to manufacture any elaborate excuse; he said he wanted to see the pictures when I got them!

- - -

When Dick Kindig died on April 7, 2008 at the age of 92, he held Club membership card #1. He was buried at Denver's Fort Logan National Cemetery.

Dick's contributions to the Rocky Mountain Railroad Club were many. He was the Club's vice president and treasurer in 1939 and treasurer in 1946, 1950-51 and 1955. He served as president in 1960 and was secretary in 1965 and 1966. He bought a ticket for most of the excursions the Club sponsored and took photos during the trips. ( from Chasing Railroad History - Correspondence of Five Charter Members

of The Rocky Mountain Railroad Club by Daniel W. Edwards, published 2020)



Dick Kindig was honored at the Colorado Railroad Museum in Golden, CO, with Jim Ehernberger at the podium. March 1, 2008. ©2008-2025 Chip

[Learn More](#)

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### ***In Remembrance***

Dean W. Dickerhoof passed away on January 9, 2025. He was a professor of chemistry at the Colorado School of Mines until his retirement in 2004. A life-long railfan, model railroader and photographer, Dean joined the Club in 1975 and held membership number 44 at the time of his death.

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# Rocky Mountain Railroad Club Information

Roving reporter -- Chip

Published in March 2025

With editing assistance from Dave Schaaf.

Club and Foundation Information:  
Rocky Mountain Railroad Club,  
Rocky Mountain Railroad Historical  
Foundation  
P.O. Box 2391  
Denver, Colorado 80201-2391

Web: <http://www.rockymtnrrclub.org>

To submit pictures and or a write up for a future months column, please send an

Email: [rails@rockymtnrrclub.org](mailto:rails@rockymtnrrclub.org)

Facebook: [www.facebook.com/rockymtnrrclub](http://www.facebook.com/rockymtnrrclub)

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## Transportation Technology Center

ENSCO is proud to support the Federal Railroad Administration's (FRA) Transportation Technology Center (TTC) as the prime contractor conducting research, engineering, testing, and training as well as operating and maintaining this



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