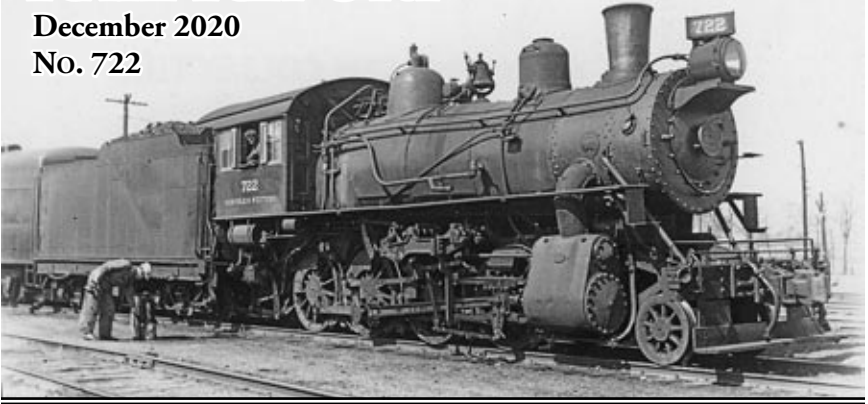


RAIL REPORT

December 2020

No. 722



Rocky Mountain Railroad Club

There Will Not Be A December Meeting In Barnes Hall

Representations of Railroading

Presented By Scott Lothes of the CRP&A

December 8, 2020 • 7:30 PM

As one of the world's most transformative technologies, railroads are frequent subjects of all forms of art. Beginning with the first paintings of steam locomotives from the 1820s and moving all the way through to digital photographs of today's trains, we will consider the long relationship between railroads and visual media. Featured works will include highlights from the collections of the Center for Railroad Photography & Art, a Wisconsin-based nonprofit organization whose mission is to preserve and present significant images of railroading through exhibitions, conferences, and publications.

See Page 14 For Information On How To Sign Up And Participate

RMRRC 2021 Calendar

January 12th Monthly meeting and program, "East Broad Top and GW 90" by Steve Barry.

February 9th Monthly meeting and program, "Train Encounters of Stephen Peck."

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.



“The Gare St-Lazare” by Claude Monet, 1877

Monet’s exceptional views of the Gare St-Lazare resemble interior landscapes, with smoke from the engines creating the same effect as clouds in the sky. This painting is one of four surviving canvases representing the interior of the station.

About Scott Lothes

The December program presenter, Scott Lothes, is president and executive director of the Center for Railroad Photography & Art and editor of its quarterly journal, *Railroad Heritage*. An accomplished freelance photographer and author, his work appears frequently in a variety of publications. He grew up watching coal trains in West Virginia.

About the Center

Their mission: to preserve and present significant images of railroading.

Since its founding in 1997, the Center for Railroad Photography & Art, a 501(c)(3) not-for-profit arts and education organization, has been passionately committed to telling railroading’s stories through imagery.

For *Rail Report* 722, the masthead features Norfolk & Western 722 at Norfolk, Virginia in 1937.

– Photo from the James L. Ehernberger Collection.



A scene for the holidays on the Georgetown Loop Railroad.
– Photo © 2020 Denny Leonard.

December Cheer From RMRRRC President Denny Leonard

The right of way between Georgetown and Silver Plume is starting to show its Christmas glow and soon snow will accent the eaves.

This column will be short because your president had a two week stint with COVID-19 but it is over and I'm safe.

Our Ed Dickens presentation was well attended and those present heard about road operations, engine updates, and work in Cheyenne. Thanks again, Ed, for the great information. The club so appreciates your presentations over the years.

This year we saw some great programs including a wonderful Como presentation. We can't wait to ride the Como track again. It is amazing how much has been accomplished.

I personally appreciate the opportunity to serve the club this year and thank all for the many contributions of time and material. We continue to meet, by video sometimes and the technology does help our out of state members join in. But, I am a face to face person and will have meetings back ASAP.

We are investigating streaming live

December Cheer From RMRRC President Denny Leonard

meetings. Ah, the steam engine was the beginning of the industrial technologies and we carry its beauty today with advanced technologies.

Our organization has helped preserve the history of Colorado railroads and continues to through our yearly grants. There are many worthy projects for the Rocky Mountain Railroad Club Historical Foundation to consider. Grant proposals will soon be requested so they can be considered this spring. Please consider year end giving to the foundation. It may be tax deductible.

Please pay dues by the end of the year so we can run the club and to protect your seniority number. Our new dues structure helps put the club in balance for the long term. This club has so much value to members and history. I am sure we all support our legacy!

A First For The Annual Meeting

It is good to again remind our membership that at our December meeting will be virtual and we will vote for four officers and three board members for the Rocky Mountain Railroad Club and the Rocky Mountain Rail Road Historical Foundation to serve for 2021 year. Nominations will be made by our nominations committee headed by Andy Dell and also may be made from the floor. Please see meeting notice in the *Rail Report* and on our Club web page

I appreciate your opinions and knowledge, please feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

Merry Christmas And A Wonderful
2021 To All.

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 8, 2020, 7:30 PM, virtually through Zoom. These meetings are called for the purpose of electing Officers and Directors. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

Since we will not be meeting in person, the required annual business meetings will be held virtually and voting will be done remotely. Those attending via Zoom may vote using the “chat” Zoom feature. Those attending via YouTube may want to assign their proxy to an Officer or Director by email using the following example:

Through this proxy, I [*member name*] assign my power to vote at the annual meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation on Tuesday, December 8, 2020, to Club Secretary Andy Dell.

Email your proxy to Andy Dell at BusyGeek@gmail.com

Current Railroad Happenings



BNSF semaphores model T2 upper quadrant were being replaced with new tri-light signals at Colmor, New Mexico, on September 17, 2020. BNSF has retained semaphores at Levy and Wagon Mound, New Mexico, and the other semaphore clusters south of Las Vegas, New Mexico. BNSF's Raton Subdivision normally only sees Amtrak's Southwest Chief, trains 3 and 4, every day of the week (daily service). Amtrak long distance trains were planned to be reduced to only three times a week (tri-weekly service) effective October 1, 2020 due in part to the COVID-19 pandemic reducing rail passenger travel.

– Photo © 2020 by Chip.

Nominating Committee Report

By Andy Dell

As the year comes to a close, it once again is time to think about leadership candidates for the Club and Foundation for 2021. The election will be held at the annual business meeting in December.

We would like to thank all of those, officers and board members, completing their term for their service this year. That includes officers Denny Leonard, President; Dave Schaaf, Vice President; Andy Dell, Secretary; and Keith Jensen,

Treasurer. In addition, board members Ron Keiser, Steve Subber, and Michael Tinetti are completing their 2-year term this year.

The Nominating Committee has asked each of them, and all are willing to serve again if elected. Thus, the Committee proposes a slate of candidates consisting of the above for the same position they held this year.



The grand opening of the RTD North Line on September 21, 2020, at the Eastlake station on this former Union Pacific line in Colorado.

– Photo © 2020 Dave Schaaf.

Information for the Railroad Enthusiast

By Dave Schaaf

Kathryn Farmer started with BNSF about 30 years ago as a management trainee. Effective January 1, 2021, she will become CEO of the BNSF Railway and the first woman to lead a Class I railroad. She will replace Carl Ice, who will retire at the end of 2020. He has been with the company 42 years and led the merger of BN and AT&SF.

The Cumbres & Toltec Scenic Railroad celebrated its 50th anniversary in 2020, although with reduced service. They have been adding passenger cars to their set of those built before 1900. This year, they test-ran a special historic train consist with D&RG engine #168, plus cars RPO/baggage 65 and coaches 256 & 292. In progress is tourist sleeper 470, which moved this fall from Colorado Springs to Antonito for finish work. Another project that is a couple of years out is pay car “F”, which was originally Horton Chair Car 24 that was built by Billmeyer & Small in 1878.

The Durango & Silverton Narrow

Gauge Railroad has acquired more diesel power and has been running steam loco #493 on fuel oil. They have also had to limit their operations due to track and fire issues, along with the pandemic.

New track construction on the Pike’s Peak cog rail line is now more than 75% complete. New rolling stock will arrive soon, and operations should start in late spring of 2021.

Canadian Pacific now has five diesel units in paint schemes that honor Canadian armed forces. Montana Rail Link recently debuted two tribute to veterans units. Canadian National has created several heritage units to recognize railroads that have been absorbed into their network.

Long-time *Trains* and *Classic Trains* staffer J. David Ingles died in October. He worked for Kalmbach Publications for 47 years. His collection of 35mm railroad slides ranks among the largest and most complete in the country.

Month Two of the Renewal Process

Renewal invoices were sent out last month. If you cannot find yours please contact us by sending an email to rails@rockymtnrrclub.org and request a replacement which will be sent to you. If you do not use digital media you can send us a request for a new invoice to the club membership post box:

Rocky Mountain Railroad Club
PO Box 620953
Denver, CO 80162-0953.

The membership year is January 1st through December 31st of each year. The board changed the dues structure. Regular members who receive their *Rail Report* by email-PDF had their dues reduced. Regular members who receive their *Rail Report* by USPS-paper copy pay more this year. To maintain membership seniority in RMRRC, your dues for the upcoming year must be paid by December 31st.

Multimember households should return each membership form, but a single payment for the household is desired.

There Is No Grace Period This Year

The re-sequencing of seniority numbers will be performed during the second week of January. If you wish to keep your seniority, please make sure you have renewed by then.

The club will mail your membership cards to each household in the first week of February.

Renew By Mail With A Check

Each renewal form has spaces provided to correct any errors with your contact information. This includes the spelling of your names and addresses. For those desiring to renew by check just mark any corrections on the invoice, check the membership level you select, and mail it to the club membership address listed at the bottom of the invoice. Members, if you have an email account please make sure we have the correct information. We use an email notification service.

Renew Online Using PayPal

On the home page of our club web site, www.rockymtnrrclub.org you may renew electronically. Click on the highlighted **2021 Renew Now** and fill in the information requested. Payment through the website is by PayPal only.

PayPal is an electronic commerce company that eases payments between parties through online fund transfers. PayPal allows customers to set up an account on its website, which is connected to a user's credit card or checking account. Signing up for a personal account is free.

You can pay your RMRRC membership dues through the website without opening a PayPal account. You can make a single purchase or payment. That transaction does require you to enter your credit card information, but PayPal hides the information from the club.

For those not familiar with online payment systems, use this link for an introduction to our online payment option from the PayPal website:
www.paypal.com/us/webapps/mpp/how-paypal-works

Current Railroad Happenings



Cumbres & Toltec Scenic RR 484, K-36, with a Fireman & Engineer school mixed train passed water tank at Los Pinos, Colorado, on October 11, 2020. The last 2020 season fireman & engineer school was held October 9-12, 2020.

– Photo © 2020 by Chip.

Minutes From The 2019 Annual Meetings Rocky Mountain Railroad Club And Rocky Mountain Railroad Historical Foundation Annual Meetings

December 10, 2019, Barnes Hall of Christ Episcopal Church, Denver, Colorado

The Rocky Mountain RR Club Annual Meeting

The meeting was called to order by President Leonard at 7:48 PM with 48 in attendance.

The Minutes

Nathan Holmes moved to dispense reading the minutes of the 2018 Annual Meeting, copies of which were available for members. The motion was seconded by Bruce Nall and passed on a voice vote.

Treasurers Report – No presentation

The report of the Nominating Committee:

The slate of Officers endorsed for nomination were: President, Dennis J. Leonard, Vice-President, Dave Schaaf, Secretary, Andy Dell, Treasurer, Keith Jensen. As Directors (2-year terms): Nathan Holmes, Debbie MacDonald, Pat Mauro.

The 3 directors below enter the 2nd year of their terms and are not up for election: Steve Subber, Ron Keiser, Michael Tinetti

Nominations were opened to the floor for additions. None being offered, Tom Klinger moved to accept the slate of proposed Officers and Directors for the year 2019 by unanimous consent. The motion was seconded by Ron Kaminen and passed.

Jim Ehrenberger moved that the meeting for the Rocky Mountain Railroad Historical Foundation meeting be combined with the Rocky Mountain Railroad Club and include the same slate of officers by unanimous consent. Dave Goss seconded and the motion passed.

There being no further business, Nathan Holmes moved the meeting be adjourned. The motion was seconded by Dave Schaaf and passed.

The meeting adjourned at 7:57 PM.

The next Annual Meeting will be held at a suitable date for the membership in 2020.

Current Railroad Happenings



Cumbres & Toltec Scenic RR 484, K-36, was used on the fireman and engineer school mixed freight. The Chama, New Mexico, to Antonito, Colorado, train passed wind blown aspens climbing Cumbres Pass, Colorado, on Sunday, October 11, 2020. The train had stopped in the trees for 25-minutes to rebuild steam pressure. – Photo © 2020 by Chip.

Another Presidential Train Locomotive Survives

Member Mike Bartels found that it appears a second Burlington 4-6-0 used on President Theodore Roosevelt's special train has survived. The Tuesday, April 28, 1903, copy of Nebraska's *Alliance Times* of said, "From Alliance to Grand Island Engine No. 44, M.F. Nolan, and Traveling Engineer C.C. Smith, Trainmaster B.S. Marvin and Conductor Coutant were accompanying the train."

No. 44 would become Chicago, Burlington & Quincy No. 715 when the Burlington & Missouri River roster was combined into the CB&Q's in 1904. It was renumbered 915 in 1951 and was retired in December 1957. But it survives today at the RailsWest Museum in Council Bluffs, Iowa. As the 715, it was pictured in the cover of the June 2020 *Rail Report*.

Current Railroad Happenings



Lake Superior & Ishpeming Railroad No. 20 crossed 9,413-foot high La Veta Pass leaving the San Luis Valley by semi-tractor headed for Allen, Texas, on October 12, 2020. – Photo © 2020 by Chip.

The locomotive used to haul iron ore trains between Marquette, Michigan, and work at dockyards alongside Lake Superior where the ore would be shipped to steel mills on the lower lakes.

On November 9, 1969, No. 20 was retired from service and it was put in the scrap line at Marquette, Michigan, where the locomotive was going to be scrapped.

Since 1989 to 2006, No. 20 was restored by the Grand Canyon Railroad, but No. 20 has not yet been rebuilt to operational status and is only in storage. LS&I #20 was moved in 2008 to Alamosa, Colorado, where it was displayed but never operated on the San Luis & Rio Grande RR (AKA Rio Grande Scenic RR).

As per filings on the STB website, in October 2019, a business court in Michigan issued a judgement against IPH awarding \$3.2 million plus 23 railcars and 17 locomotives to Varilease Financial. This past July Varilease sold the equipment to Sandton Rail Company LLC, c/o Sandton Capital Partners LP of New York. Sandton is the company now selling the equipment through Ozark Mountain, they applied the SDCX reporting marks.

Foundation Grant Funded Englewood Depot Work Update



Most historic restoration and preservation work is visible and evident but there is necessary stabilization work that is rarely seen. One example is the repair and remediation of drainage problems around the foundation of the Englewood Depot. Their architect directed that soil along the west side of the building needed to be removed to expose existing foundation openings and patch as needed. After sealing the foundation, perforated pipe and gravel was installed, and then grading to assure proper drainage to protect the building.

– Four photos courtesy of the Englewood Depot, Inc.



An exterior repair noted by their architect involves the existing gable vents on both the east and west of the depot. These vents need repair and the installation of new bug screens. The gable vent on the west is behind the large Santa Fe RR sign that had to be removed and will be painted before reinstallation.



Work that is more visible will be the two large repainted Santa Fe Railroad signs. These signs were replaced when the depot was moved in 1994 but have deteriorated from exposure.

The Reply To A Complaint

By Dave Goss

In Part 1 of this article we learned about a complaint received in 1969 concerning the high cost of Club books that were out-of-print. Dick Kindig and Ed Haley replied in a two-page single-spaced letter to Mr. Brown explaining the Club's perspective on the issue. Following are some highlights of their reply:

We assure you that the club is certainly not attempting to deprive you of knowledge and enjoyment of this Colorado railroad book, or others we have published... Aside from one Denver rare book dealer who happens to be a member of the club, we know of no members who are holding stock of books published by the Rocky Mountain Railroad Club, awaiting an increase in price.

...Back in 1947 we spent many months searching for a publisher for Mac Poor's manuscript and were turned down by many because of its size. Finally, in desperation, our board of directors voted to make an attempt the job without a publisher and engaged the services of Lou Doughty and his World Press as the printer. Lou agreed to accept half of the loss if our publication sales failed... After a few months we had taken in about \$6000 - some \$3000 short of what I would take to print, package and mail 1000 copies. Although we had no idea where the money would come from should we fail, the four club officers and five of the six directors signed a contract for the printing.

The World Press was relatively small company and was unable to tie up the considerable weight of type metal required for setting the entire text. Thus, the type set for earlier sections of the book were melted down, after pages had been run of course, to provide lead for later sections of the book. This fact required us to set our maximum number of copies long before we knew the book would be a success and we were unable to print additional copies when the book did sell out in the fall of 1950. This may sound like a "shoestring" operation to you and that is exactly what it was. We were amateurs at publishing and still are.

(The letter then explains that the Club increased the number of copies of subsequent titles - Rails Around Gold Hill (2750), Pictorial Supplement (4000) and 6000 copies of the Colorado Midland. It also explains that the club considered reprinting the original book using the photo copy offset process. However, to break even on such a publication would have required selling 5000 copies at approximately \$21 each. The quality would have suffered so the club decided against such a process. To have reset the entire original version would have been much more expensive than the photo copy offset process.) The club further replied:

We deeply resent your implication that members involved in the publication of the club's books are making money out of the projects. Like everyone else we are free to purchase as many copies as we wish at the time of publication but unfortunately neither of us have funds available to make such an investment. We have no copies of any of the books to sell and we are not much interested in what they

The Reply To A Complaint

sell for... In writing the Pictorial Supplement to Denver South Park & Pacific, we were entitled to 50% of the net profits... divided three ways... Instead we signed the entire net profit to the club's treasury. Does that sound like someone out to make a profit at the club's expense?

Mr. Brown replied to the Club's response to his letter as follows:

Well, live and learn... Rumors mostly unfounded, I presume, were where I had gotten my ideas as to the origins of the book... I know differently now because of your good letter. I feel the story should be presented to everyone (possibly even Trains magazine) to prevent further rumors, and to keep the club from receiving more letters such as mine... Once again, thanks for the letter, and I meant no personal harm to either of you...

Because of the honesty and willingness to take the time to reply in detail to this critical letter, Ed and Dick salvaged a

damaged relationship and provided us an insight to the tribulations of printing the Club's first book.

Events of Railroad History: 'Lightless Railroad' Sanctioned by State

From the *Denver Times*, February 22, 1916

Research by Dan Edwards

Official recognition has been given the San Luis Central Railroad company as the one railroad in Colorado which may have headlightless locomotives and switches without lights. Recognition of this right was given in an order issued yesterday by the state public utilities competition.

In asking that it be not compelled to maintain lights on its switches at night, the railroad company explained that it has no use for switch lights for the reason that it operates trains only between sunup and sundown. If it complied with the switchlight law, its train crew, outbound from Monte Vista to Center in the morning, would have to stop the train at every switch to extinguish the lights, while on their way back to Monte Vista in the evening they would have to light the switch lamps for no purpose at all, because

there could be no accidents at night when there are no trains moving.

The road doesn't have to have headlights for two reasons. It doesn't need them in the daytime and, furthermore, the headlight law applies to railroads sixteen miles or more in length, and the mileage of the San Luis Central railroad is only fifteen miles.

[Note: In Robert LeMassena's *Colorado's Mountain Railroads*, page 306, there is an undated Kindig photo of the SLC's one steam locomotive, a 2-8-0 Baldwin built in 1913. At the time of that photo the engine did have a headlight. LeMassena notes that the SLC was also unique in that it had no caboose, so the train crew had to ride in the cab or the "doghouse" on the tender.]

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drwg.net asking for the RMRRRC virtual meeting address and password. Please send your request no later than the Monday night before the meeting and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

Colorado Railroad Museum

New To The Museum

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance
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

For current meeting information email railbob@icloud.com or call 303-883-2435

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

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 620953
Littleton CO 80162-0953
Web: <http://www.rockymtnrrclub.org>
Email: rails@rockymtnrrclub.org
Facebook: www.facebook.com/rockymtnrrclub

Club Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

Club Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

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 membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$40.00 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 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 January 2021 *Rail Report* should be sent by December 4th.