

RAIL REPORT

March 2021

No. 725



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A March Meeting In Barnes Hall

The BNSF Seligman Subdivision

Presented Via The Internet By John Crisanti

March 9, 2021 • 7:30 PM

John will present current photos from his very recent trip to the BNSF Seligman Subdivision between Winslow, Arizona, and Needles, California. About a month ago he spent several days in the area.

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

RMRRC 2021 Calendar

- | | |
|----------------|--|
| April 13th | Monthly meeting and photo retrospective by Dennis Livesey. |
| May 11th | Monthly meeting and program by Bruce Barrett about his experiences with trackage rights. |
| June 8th | Monthly meeting and program. |
| July 13th | Monthly meeting and program. |
| August 10th | Monthly meeting and program. |
| September 14th | Monthly meeting and program. |

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

The BNSF Seligman Subdivision

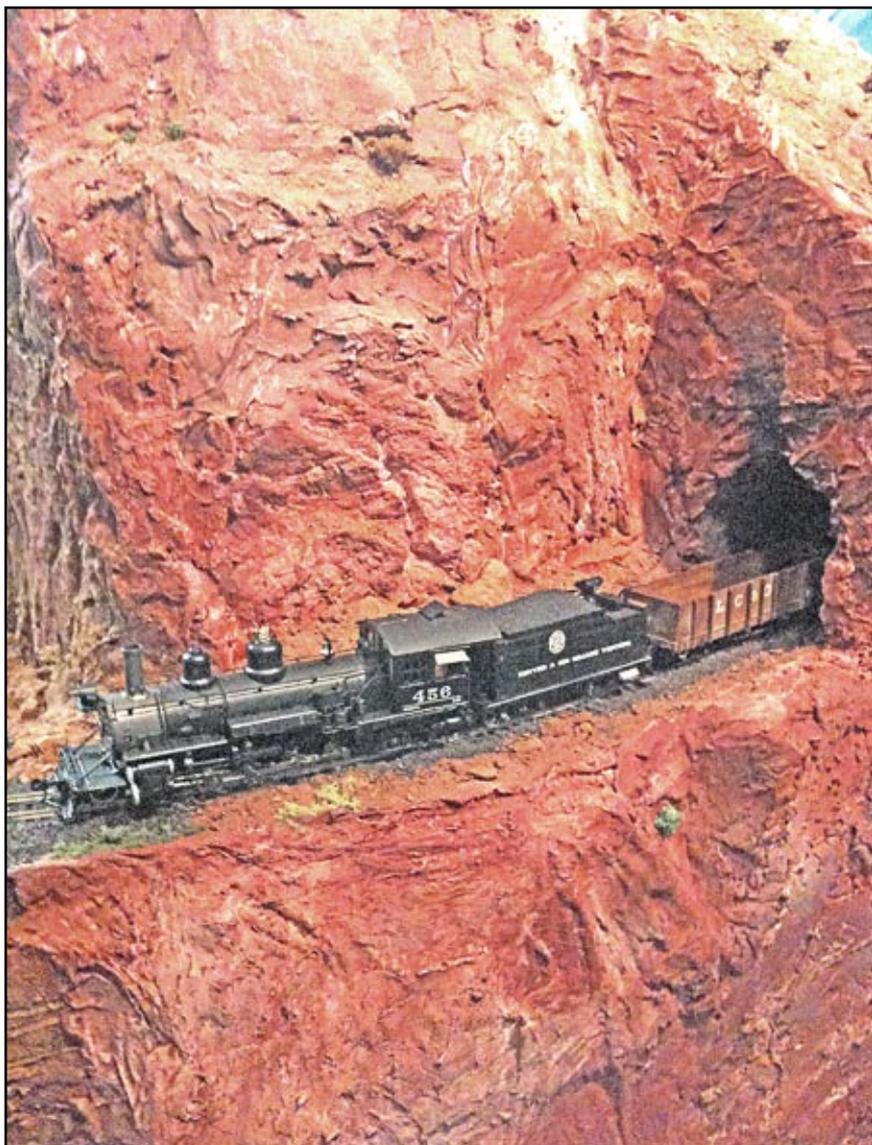


BNSF 4008 at Canyon Diablo in Arizona. – Photo © 2021 John Crisanti.



BNSF 7877 passing the Flagstaff Arizona station. – Photo © 2021 John Crisanti.

Since a photo of a locomotive numbered 725 was not available, the *Rail Report* masthead features Union Pacific extra 723W at Alda, Nebraska, on February 26, 1967. – F. H. Bahm photo from the James L. Ehernberger Collection.



Tunnel operations on Denny's model Lake City and Ouray Railroad.
– Photo © 2021 Denny Leonard.

Free Thoughts Of RMRRC President Denny Leonard

Having just traveled through Glenwood Canyon, (and I did see Amtrak come through) I noticed again how

mountain railroads cling to the mountain ledges, natural or man made. We have all tracked old grades and marveled

Free Thoughts Of RMRRC President Denny Leonard

at the engineering and tenacious construction that created the iron roads to the mountain mining civilizations. And lest we forget, the Central Pacific that built east to help create the transcontinental railroad, has become the Southern Pacific line through the Sierras and is a marvelous testimony to mountain construction. Many other parts of the country have impressive mountain railroad construction. But those of us who know Colorado love our standard and narrow gauge pathways.

Being in Glenwood Springs made me study again the tortuous path that the Colorado Midland took to arrive in that city. Midland Avenue still exists.

I also had to stop in Minturn. In 1997, UP mothballed the Tennessee pass line through Leadville because the UP owned both the SP and D&RGW and it had no use for the route as all traffic movements could be handled through the Moffat Tunnel. Well it may be opened again. That would be exciting!

The work at Como is moving forward in 2021. Your Board is hopeful for a presentation and a trip with drumhead this year! There is discussion of starting construction of the water tank.

Our organization has helped preserve the history of Colorado railroads and

continues to do that by our yearly grants. There are many worthy projects for the Rocky Mountain Railroad Historical Foundation to consider. Grant applications are available and if you know of a candidate, please let Ron Keiser or another officer or director know, and we will see that an application is sent.

PLEASE consider giving to the historical foundation. It may be tax deductible. See below * for information on how and where to send contributions. In some small way each of us can help to continue the legacy of RMRRC and support historical projects.

I enjoy sharing with members about Colorado railroad history and our own history and stories and remembrances. It is important that we continue to share. Documenting history is important.

I continue to hope that several of our members will send biographies of members who they knew, for consideration of publication in the *Rail Report* or on our webpage. Please do check out our webpage: <http://rockymtnrrclub.org> to see up to date photos and to access old *Rail Report* issues and other interesting information. Thanks to all who contribute.

As always feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

* Rocky Mountain Railroad Historical Foundation 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



A GRAMPS tank car nears completion of its restoration at the Colorado Railroad Museum's roundhouse. – Photo © 2021 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

Colorado Rail Passenger Association President Jim Souby is now chairman of the State of Colorado Southwest Chief & Front Range Passenger Rail Commission. He will be working with Amtrak CEO William Flynn to get long-distance service back to daily, from the 3 days a week that it is currently at. They also want to create new routes under 500 miles, which could fit the Front Range project, as these are the fastest growing segment of Amtrak.

Rocky Mountaineer is a company that has been running upscale passenger trains in scenic parts of Canada. They now have plans to launch a new two-day scenic ride this summer between Denver and Moab, Utah. The service includes an overnight stay in Glenwood Springs,

Colorado. The company has not said exactly where the Utah terminal would be, and more details are not yet available. We suggest checking their web site for more details as they develop.

BNSF Railway and Wabtec are currently testing a battery-electric locomotive in revenue service between Barstow and Stockton, California. The battery powered locomotive is placed between two Tier 4 rated locomotives, creating a battery-electric hybrid consist. The testing program runs until the end of March. Electrical charging happens during dynamic braking, or at a recharging facility.

Rio Grande Pacific is the company working to lease the Tennessee Pass line



Colorado & Southern coach #70 from Idaho Springs is under restoration in Silver Plume, Colorado. – Photo © 2021 Dave Schaaf.

Information For The Railroad Enthusiast

from Union Pacific, which has not seen regular traffic since 1997. They have formed a subsidiary named Colorado, Midland & Pacific Railway that would operate any freight or commuter passenger trains. Much track rehabilitation would be needed first, and there is some concern among residents about oil trains, which CM&P has no plans to run. The section of the former D&RGW line runs for about 160 miles from west of the Royal Gorge to a bit east of the town of Gypsum, Colorado.

Cumbres & Toltec Scenic RR announced that coal-fired steam locomotive #489 will be converted to operate on an oil-based fuel to diversify its fleet and to ensure that it is prepared to safely function in an evolving operating environment. Coal burner #488 is getting a new lower half of it's rear tube sheet.

Another former Rio Grande steam locomotive is also being converted to oil as fuel. The Durango & Silverton Narrow Gauge is currently working on steam locomotive #473, and it should be running before summer.

The Silverton line has had enough snow this winter to run flanger OF at

least twice, once with former White Pass Alco diesel #107 and also with steam engine #476 and caboose 0540.

D&RGW narrow gauge railway post office car #119 is being restored by a private party in the Durango area.

A Denver & Salt Lake 1905 caboose was moved earlier this year from Ignacio to the Moffat Road RR Museum in Granby, Colorado.

In far western Wyoming, the city of Evanston owns the roundhouse that served the Union Pacific RR. The City also has a U.P. steam locomotive that has been on display for many years at a park. Last December, engine #4420 was moved to the roundhouse exterior, and with some fund-raising they hope to start at least a cosmetic restoration. The 1914 Lima 0-6-0 and it's tender were moved with assistance from Wasatch RR Contractors and local truckers.

Dr. Stan Rhine passed away in December. He was a railroad historian, author, and retired professor who had written about the famous Memorial Day excursions of the Rocky Mtn. RR Club, as well as the Galloping Geese of the RGS.

2021 Mini Grant Applications Due Next Month

Do you have a railroad history-related project that could use a small grant for this summer? The Rocky Mountain Railroad Historical Foundation is looking for up to five individuals or organizations who have a summer project that could use up to \$1000. Full details and the application form can be found on our website:

www.rockymtnrrclub.org/index.htm

Applications must be received by USPS or email no later than April 30, 2021. The board will review applications at the May board meeting, and the 2021 recipients will be announced in the June 2021 *Rail Report*.



The 14-foot square, three story building constructed of rare granite and marble from the Glencoe Quarry, a quarry that is now under Ralston Reservoir.
– Photo © 2021 by Keith Sorci.

A Historic Railroad Building Mystery

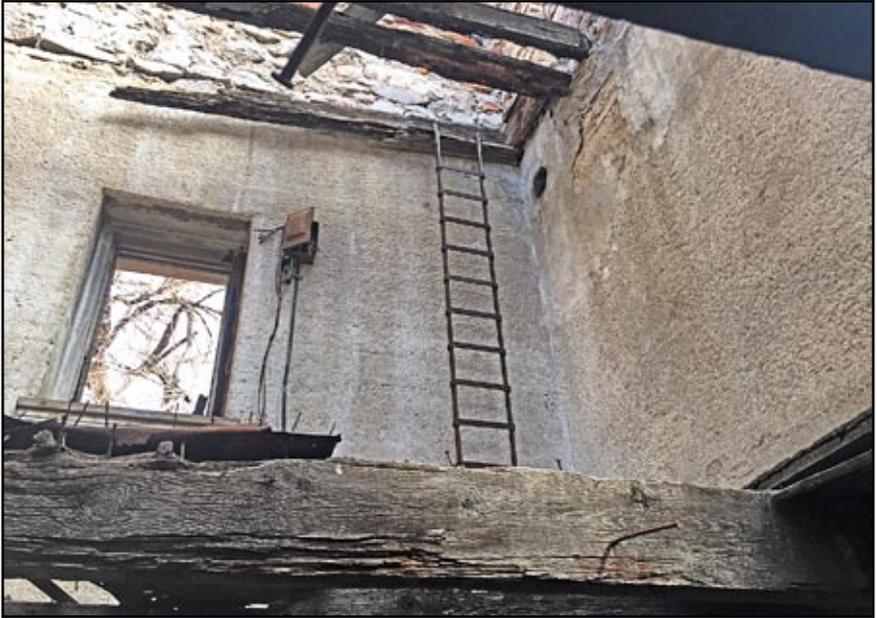
By Keith Sorci

The Arvada Historical Society and the Jeffco Historical Commission are trying to confirm the identification of the structure in the above photograph. The structure is in Arvada, Colorado, just south of West 80th Avenue where the railroad tracks cross the roadway and west of Simms Street, east of Alkire Street, and near Church Ditch. The Architectural Inventory form from History Colorado and RTD (the structure is currently on RTD property) describes the building as follows:

The Current Historic Building Name:

Denver & Ralston Railroad, Denver and Salt Lake Railroad, Denver & Northwestern Railroad, and Denver & Interurban bunkhouse, water tower and section house.

A Historic Railroad Building Mystery



Looking up from the first floor into the second floor and the base of the water tank above. – Photo © 2021 by Keith Sorci.

Historical Background:

This structure was possibly constructed for the Denver and Ralston Railroad (making connections in Denver, Golden, and Ralston), based on the source of stone from the old Glencoe Quarry used in the original construction. It is only one of two known remaining structures in Jefferson County and Denver that has used large amounts of stone from this quarry that is now under Ralston Reservoir. Based on other structure forms of the D&SL and D&NW, it has been determined that this is the only time when a structure with this combination had been utilized under both railroads. During particularly cold winters, the water was apparently heated using the chimneys on both sides of the water tower.

Statement of Significance:

This type of structure is quite rare in Colorado, as the only known other example in Colorado was on the Colorado Central near Longmont. This is the only surviving type of structure where all three components, bunkhouse, water tower and section house, usually dispersed into separate structures, were combined in one building. It is also important as this is also one of the rare instances in Colorado where the water in the tank could be heated through the use of chimneys and mortar surrounding the actual water container. This also appears that the water supply was primarily pumped from an underground spring as well as from the adjacent irrigation ditch.

A Historic Railroad Building Mystery



The brick encased subterranean well and pump piping below the ground of the lowest floor. – Photo © 2021 by Keith Sorci.



One of two brick chimneys above the top level that may have been useful to heat the water in the top level water tank. – Photo © 2021 by Keith Sorci.

To date the Arvada Historical Society and the Jeffco Historical Commission have been unable to confirm or duplicate information about the structure and have so far been unsuccessful in finding similar D&SL and D&NW structures. Representatives from the Church Ditch and Farmers Reservoir and irrigation

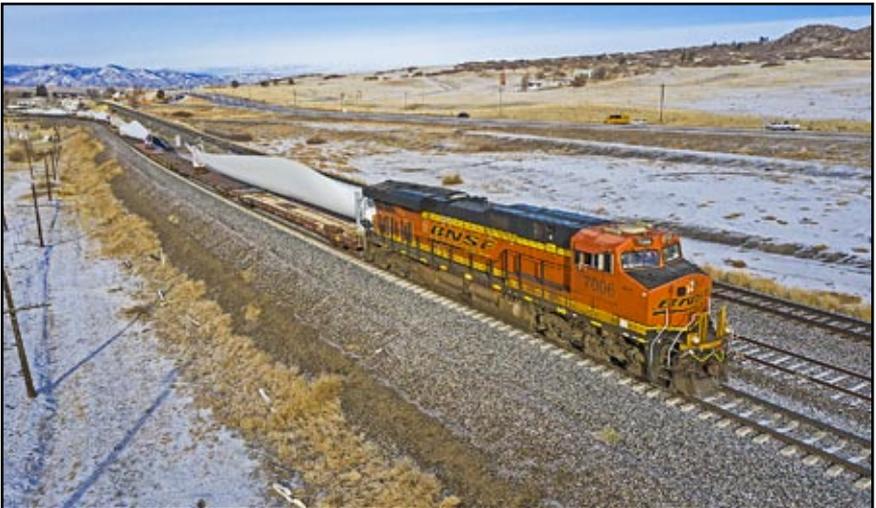
Company have no record of railroad water rights from their ditch.

If anyone has any information on this building or know of the similar railroad structures, please contact Keith Sorci by email at ksorci@co.jefferson.co.us or call him at 303.271.4669.

Current Railroad Happenings



Snow fell in western Kansas on January 26, 2021. Kyle RR ran an eastbound train with CORP 4075, a SD40T-2, nee-Southern Pacific 8360, and Utah Railway 5005, MK50-3. The train had 39-loads and three empties on January 27, 2021 at Brewster, Kansas. – Photo © 2021 by Chip.



Southbound BNSF 7006, ES44C4, had a unit Vestas wind blade train at Sedalia, Colorado, on January 19, 2021. The train had 67 loads from Fort Collins, Colorado, going to Corpus Christi, Texas. – Photo © 2021 by Chip.

Current Railroad Happenings



Westbound BNSF 5257, C44-9W, ran 3x1 with the Denver to Provo, Utah, train past the wind break of retired hopper cars at Big 10 curve west of Arvada, Colorado, on January 18, 2021. BNSF trains operate over the former Denver & Rio Grande Western RR under trackage rights. – Photo © 2021 by Chip.



Rob Thain's 15-inch railroad now has a three stall roundhouse, shown here on January 21, 2021. Work is on hold after Rob's passing on December 3, 2018. Rob had worked for the D&RGW RR and Amtrak. The not-installed turntable is upside down at lower right. In the center of the image is a turntable pit with track leading to it from the right. The Club has held picnic excursions at this railroad east of Strasburg, Colorado. – Photo © 2021 by Chip.

Mystery Trip and Fifty-Year-Old Humor – Part 1

By Dave Goss

Sometimes going through the Club's archives results in a minor mystery. In the 1971 folder are a number of ticket stubs from a "Winter Sports Party" from Denver to Winter Park on the Rio Grande. The Club had no formal trip to Winter Park that year, but one of the stubs is stapled to a mimeographed sheet titled:

DISORGANIZED RAILROAD TOURS LIMITED (VERY) – Presents a Round Trip, March 27, 1971.

We have no idea where these stubs came from or who originated the letter, However, the humor in the letter is well worth sharing with all.

The railroad we are riding today was built from Auraria, Colorado Territory, to Provo, Utah Territory, in 1857-1858, thus becoming the First Transcontinental Railroad 11 years ahead of the UP-CP, except that it didn't connect with anything at either end. The exact construction details have been lost in the dense fog of history, but we do know that the railroad was built by Edgar or George Moffat, or by a friend of theirs named Joe.

The railroad was paid for by the mile, by the Federal Government, which accounts for the winding, devious route which the track follows. Leaving Denver Union Station, it meanders along a scenic route which includes views of the Automatic Junk Car Company, the Total Loss Rendering Plant, and the district offices of the Organized Litter Corporation of America. As the line ascends or descends the variable grade into the Shining Mountains, less and less civilization is encountered, which is probably a good thing. Near the village of Rocky, the builders decided to include Golden on the route, but after heading south for a few hundred feet, they became discouraged and headed north again, swinging around two very sharp curves which are too sharp for trains to use. Shortly afterward, a number of holes in the rocks appear ahead of us. While these may look like tunnels, they are actually avalanche shelters, constructed at great expense by towing a hole to the proper location and carefully building up the rocks around it.

The second part of this article will include the remainder of the trip so carefully recorded by the unknown author. Your archivist is hopeful that during the interlude between Parts 1 and 2, someone will contact him to reveal the source of the ticket stubs and the trip report. If not, he will resort to a prototype time machine offered through Amazon at a deeply discounted price for first time users to journey back in time to Union Station, March 27, 1971 (or thereabouts). Please email Dave at dave@dcgoss.com if you know the story behind this trip.

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

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Please use this address for legal, commercial, Foundation donations, and general business: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Club Information

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Email: rails@rockymtnrrclub.org
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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

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 \$40.00 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

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 April *Rail Report* should be sent by March 12th.