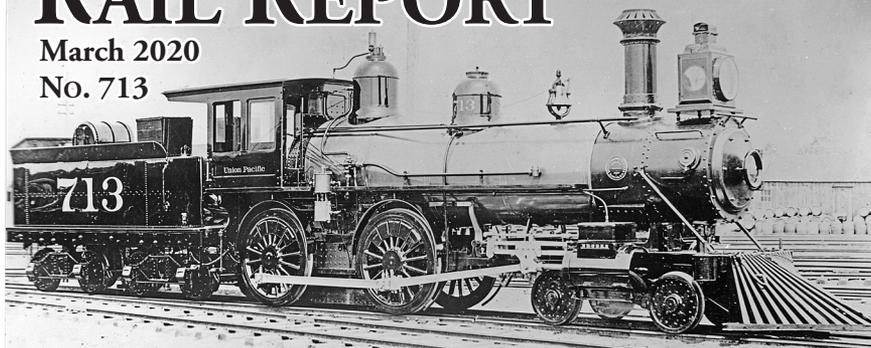


RAIL REPORT

March 2020

No. 713



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Historic Narrow Gauge Rotary Snow Operations

Presented By Tom Klinger

March 10, 2020 • 7:30 PM

The program features Cumbres & Toltec snow clearing operations using the rotary in the 1970s through the 1990s, including opening the line in May in the 1990s. Historic photos from Ben Greathouse, D&RG engineer in the 1950s, will also be included.

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.**

RMRRRC 2019 Calendar

- | | |
|-------------------|---|
| March 29, 2020 | The Colorado Model Railroad Museum tour in Greeley. |
| April 14, 2020 | Monthly meeting and program. |
| May 12, 2020 | Monthly meeting and current Como update program. |
| June 9, 2020 | Monthly meeting and program. |
| July 2020 | There is no monthly meeting in July. |
| August 11, 2020 | Monthly meeting and program. |
| September 8, 2020 | Monthly meeting and program about C&TS 50th anniversary events. |

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.

Historic Narrow Gauge Rotary Snow Operations

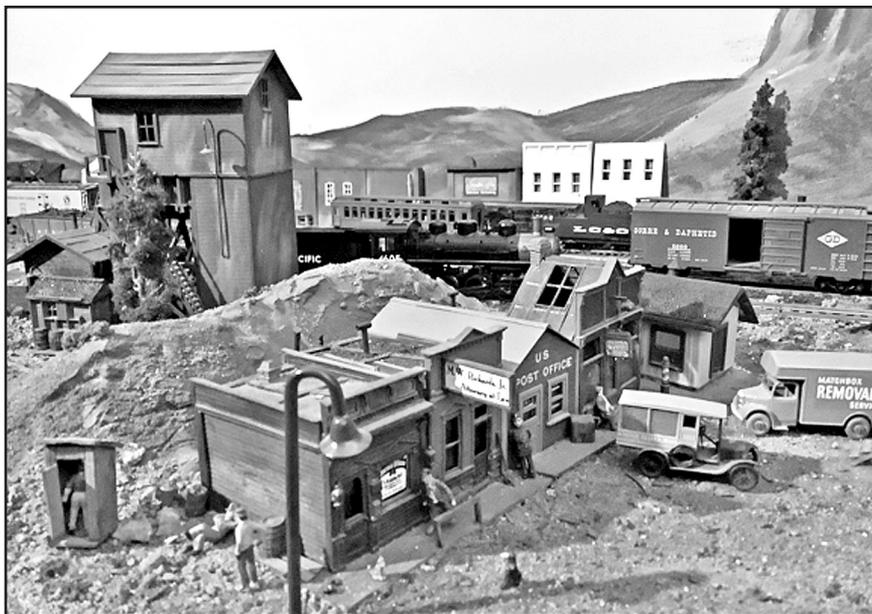


C&TS Rotary OY at Coxo on May 3, 1997. – Photo © 1997 Tom Klinger.



C&TS Rotary OY at Cumbres on May 5, 1991. – Photo © 1991 Tom Klinger.

For Rail Report 713, the masthead features a builder view taken in 1886 at the Brooks factory. This Union Pacific locomotive remained in service until about 1916. – Photo from the James L. Ehernberger Collection.



Ouray on Denny's model Lake City and Ouray Railroad.
– Photo © 2020 Denny Leonard.

Thoughts From RMRRRC President Denny Leonard

Back in Ouray on a slightly warmer March day we look along the small, slightly more settled than raw frontier town street, and see a Doctors office, lawyers shingle, barber shop and the all important U.S. post office. The newspaper office and several saloons are around the corner. Off to the left, a town vargrant is about to be escorted out of city limits (no sleeping in the streets in this town looking to become civilized, unlike San Francisco). The man in the small shed testifies to the need for the town's plumbing to be modernized!

Newspapers were the communication medium of the time. For many years, Colorado towns from Denver and the towns hundreds of miles from Denver relied on the newspapers for news, real

estate promotion, politics, advertising, and birth and death notices. They provided content for much of the town's discussions. Founded in 1859, the *Rocky Mountain News* converted from a weekly to a daily newspaper in August 1860 and it moved to a building elevated on stilts in the middle of Cherry Creek, near 13th and Market to remain impartial between Denver and Auraria – and we know how that ended. In 1866 the *Rocky Mountain News* settled into a brick building called the “News Block” near 16th and Larimer Streets and eventually becomes a major news outlet of Denver. The editors from Denver to Ouray were active in all kinds of promotions especially for railroad connections for their towns and the elective politics.

Thoughts From RMRRRC President Denny Leonard

The U.S. Post Office handled letters and packages for individual communications. Having a post office determined if a town was really a town. And, of course, the railroads had contracts to carry the mail. The mail revenue kept some of them (like the RGS) alive longer. The famous story of Otto Mears skiing the mail across the San Juans emphasize the importance of mail. The RPO car at the Colorado Railroad Museum is a real history lesson to younger people. Don't forget that your Club membership also gives you free admission to the museum during your membership year.

As a lawyer in the old west it was possible to be admitted to the bar in the U.S. without having gone to law school. Lawyers could "read law" with a practicing attorney, as a sort of apprentice, to learn the profession. There were "bar exams" of varying rigor in different colonies/states at different times but, in

the Bar, he collectively constituted one of the key institutions of social order in our history – both for civil and criminal cases.

Don't forget that there are opportunities to nominate worthy projects for a Rocky Mountain Railroad Historical Foundation Grant. See the website for information on how to apply.

Our organization has preserved the many histories of Colorado railroads which were live entities in 1938. Please stop by the Club booth in the Rocky Mountain train show at the Merchandise Mart on March 7- 8.

I enjoy sharing about our club and what I know about Colorado railroads, and I respect and appreciate your opinions and knowledge. Please feel free to contact me on my cell, 303-809-9430, or by email at denny@amerm.com.

A "Behind The Scenes" Tour At The Colorado Model RR Museum

680 10th Street in Greeley, Colorado 80631

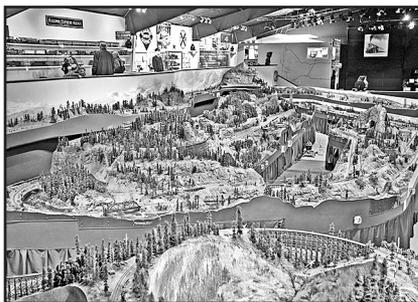
March 29, 2020 – Arrive At 10:45 AM, Tour Starts At 11:00 AM

Cost is \$10 per person – Paid at the beginning of the tour

You may bring non-members as guests!

The Colorado Model RR Museum is a 5,500 square foot model railroad, one of the finest miniature accomplishments in the world. The museum also houses thousands of artifacts including a 1919 Colorado and Southern Caboose that will be on the tour.

See www.cmrn.org for museum information. Sign up for the tour by email at ds5280@comcast.net.



The Colorado Model Railroad Museum model layout.



A southbound empty train at Rockhill, Pennsylvania, going back to the mines on October 10, 2008. The twin stacks mark the main shop's boilers that supplied steam for the engine that powered the leather overhead drive belts for the shop, as well as compressed air and electricity. The building directly behind the train is the car shop where these very hopper cars were built.

– Photo © 2008 Dennis A. Livesey.

The East Broad Top Railroad Will Soon Be Back To Life

Compiled by Dave Schaaf

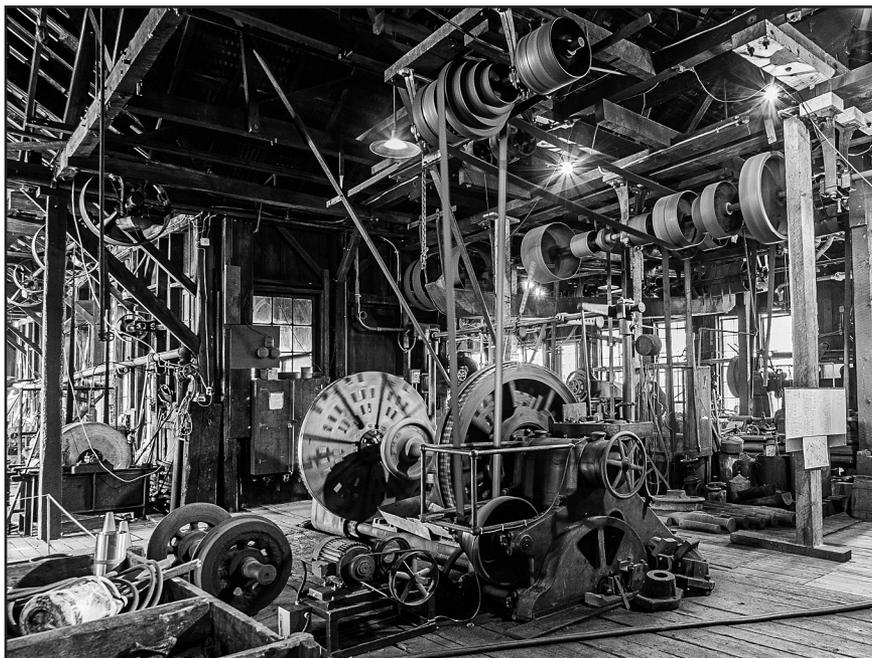
Pennsylvania's storied East Broad Top Railroad has a new owner, a nonprofit foundation organized by a small group of prominent rail-industry figures and longtime EBT fans. The new organization will offer several events in 2020, the 60th anniversary of the start of tourist service on the railroad, and hopes to resume regular operation in 2021.

The organization, called the EBT Foundation Inc., will own approximately 27-miles of the line, from the south end of the concrete-arch bridge over the Aughwick River below Mount Union to

the road crossing in Wood Township. The foundation will also own the narrow-gauge railroad's shops, rolling stock, and equipment. The East Broad Top is a National Historic Landmark and is listed on the National Register of Historic Places.

Brad Esposito, a 20-year veteran of the Buffalo & Pittsburgh Railroad, a Genesee & Wyoming, Inc. company, led the effort to purchase the EBT, along with longtime EBT enthusiasts David Brightbill, Lawrence Biemiller, and Stephen Lane.

The East Broad Top Railroad Will Soon Be Back To Life



The wheel lathe at the EBT main shops. A locomotive could be brought in on a track aligned with this machine. There was a drop pit to remove a driver. There is a jack in the pit that traversed to the side, raising the wheel which could then be rolled to where the spoked wheel set is seen, sitting on a flat, metal turntable, ready for its turn on the lathe. The lathe was powered by leather belts that ran overhead, now moving via an electric motor. – Photo © 2008 Dennis A. Livesey.

Backers of the new organization include three rail-industry and rail-preservation heavyweights: Wick Moorman, former chairman and CEO of Norfolk Southern and former CEO of Amtrak; Henry Posner III, a former Conrail manager who is chairman of the Iowa Interstate Railroad and the Railroad Development Corporation, of Pittsburgh; and Bennett Levin, a retired mechanical and electrical engineer who owns the Juniata Terminal Company, which operates two Pennsylvania Railroad E8 diesel locomotives and three private cars. One of the new organization's advisors

is Linn Moedinger, former president of the Strasburg Rail Road, one of the most successful tourist railroads in the U.S.

Esposito will become the general manager of the railroad. He says the EBT Foundation has a three-part mission. It's committed, first, to preserving and operating the East Broad Top as a steam railroad; second, to educating visitors about the role of railroads in local and national history; and, third, to promoting local and regional tourism and economic growth.

The East Broad Top Railroad Will Soon Be Back To Life



The EBT machine shop in Rockhill, Pennsylvania, on October 8, 2011, completely powered by an overhead belt system. – Photo © 2011 Dennis A. Livesey.

Esposito says the new organization will immediately begin work on several fronts. The EBT has been closed since late 2011, and before operations can resume, the railroad will need to overhaul track and equipment, including locomotives and passenger cars. A fire-suppression system will be installed in the historic machine shops and roundhouse, and several structural stabilization projects will be undertaken in the railroad's Rockhill Furnace complex.

Built from 1872 to 1874 to haul coal to a new iron furnace in the center of the state, the 33-mile-long East Broad Top survived the collapse of the local iron industry at the turn of the 20th century because the top-quality coal it carried had found other markets, thanks in part to close cooperation with the Pennsylvania Railroad.

When the last of the coal mines closed in 1956, the East Broad Top was purchased by the Kovalchick Salvage Company of Indiana, Pennsylvania. Despite being in the scrap business, the company left the railroad intact and in 1960 reopened a portion of the line for steam-powered tourist trains that proved widely popular.

Still in the railroad's roundhouse in Rockhill Furnace are six narrow-gauge steam locomotives built for the EBT by Baldwin Locomotive Works between 1911 and 1920.

Other EBT equipment includes several passenger cars believed to date to the 1890s and numerous steel freight cars built in the EBT shops. The East Broad Top was the only American narrow gauge to convert to an all-steel freight car fleet.



Caboose 2095 Restoration Project

By Mike Pannell

The caboose 2095 project was awarded a \$500 Foundation grant in 2019 and has taken a big leap forward. The caboose is now on a flat house frame inside at High Plains Railroad Preservation and is being stripped for condition assessment and rebuild. What is exciting is the discovery that 2095 is a totally unknown, thought to be extinct, UP caboose design from the 1870s, not 1880s.

When the siding was stripped, it became obvious that it used to be a six window in each side design with an Octagonal style Cupola. The UP records indicated this but we now have physical evidence. It will therefore be restored to that configuration. This will be a lengthy process as no drawings exist for the cupola or interior arrangements.

2020 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, 2020. The board will review applications at the May board meeting, and the 2020 recipients will be announced in the June 2020 *Rail Report*.

Events of Railroad History: Rio Grande Southern Sale July 24; [Railroad] Club to Purchase No. 20

From the *Narrow Gauge News* (Alamosa), July 1952 and August 1952

Contributed by Dan Edwards

On June 23 Rio Grande Southern Receiver Pierpont Fuller Jr. received Federal Court permission to proceed to sell the property of the railroad and wind up the road's affairs. Mr. Fuller will sell the road to the highest bidder July 24. Early in June Sup't R.R. Boucher escorted appraisers over the line, most of the way highway being used, as an attempt to use a Goose from Ridgway May 24 and 26 found the line beyond Placerville blocked with fallen rock and deep snow banks in the shadier spots. The original estimates of value of \$500,000 were upheld by the appraisers, as it is estimated some portions of the line will be costly to dismantle.

Telegrams from Senator [Ed] Johnson to RGS officials last year have caused some continuing confusion also, as it was rumored the senator "ordered" the road to continue operation. Actually the telegram was sent on behalf of constituents and it merely "requested" continuation of operations as long as possible, as the senator had no authority to order train operation anyway.

Railfans will be cheered somewhat by the announcement of the Rocky Mountain Railroad Club that they intend to purchase engine No 20 for preservation, also other items. No 20, a ten-wheel type, was built in 1899 for the Florence & Cripple Creek and has long held down runs on the southern portion of the line, Durango to Rico. The Club, to finance the purchase, is offering 'salvage shares' to

those who contribute one dollar or more, promising to each contributor the return of his money in five years and an engraved certificate to show he helped in the effort. The Club will recondition the engine and store it for display in the railroad museum they hope eventually to establish. Contributions for your share in the No. 20 purchase should be sent to Herbert O'Hanlon, President, RMRR, P.O. Box 2391, Denver 1, Colorado.

Narrow Gauge News, August 1952. Rocky Mountain RR Club obtained title to Engine 20 and B&B outfit car 921 (a former business car) for \$2400.

[Regarding the Narrow Gauge News]: Published whenever we get round to it for the information of the railroad enthusiast by Carl Helfin and Bob Richardson of the Narrow Gauge Motel, Alamosa, Colorado, where is preserved on our Mount Blanca & Western Railroad the oldest locomotive in the state. The "NEWS" was sent free to those sending three to six self-addressed stamped envelopes, size No. 9 or No. 10 (smaller envelopes not acceptable). We will send a notice with the last envelope. Back issues when available are 10 cents per copy or 50 cents any calendar year.]

[Note: In 1952 the former D&RG locomotive "Cumbres," was on exhibit outside the Narrow Gauge Motel. It had been built as #406 in 1881 and re-numbered #346 in 1924. In May 1947 it was sold to the Montezuma Lumber Company for operation on their line near Dolores, Colorado. When that

Rio Grande Southern Sale July 24; [Railroad] Club to Purchase No. 20

road shut down, Bob Richardson purchased the locomotive in July 1950 for \$800. The Mount Blanca & Western RR was a fictional name created by Richardson and Helfin. The engine was moved to Golden later where it is now operational. It is no longer

the "oldest locomotive in the state;" that distinction now goes to former DSP&P locomotive #191 (built in January 1880), later C&S #31, which is also at the Colorado Railroad Museum. -Thanks to Jim Ehernberger for providing these details.

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

PIERPONT FULLER, JR., RECEIVER

828 Symes Building

DENVER 2, COLORADO

C. W. GRAEBING
GEN. MANAGER AND AUDITOR
R. R. BOUCHER
SUPERINTENDENT

August 1, 1952

Rocky Mountain Railroad Club
Denver, Colorado

Attention: Morris Cafky, Secretary

Gentlemen:

I am enclosing the bill of sale covering Engine No. 20 and Work Car No. 021. As you know, Engine 20 is at Durango, and Car 021 is spotted on the siding at Ridgway ready for delivery. While we are watching these items as carefully as we can, still I would like to have you take possession as soon as possible.

I am not familiar with the corporate setup of your club, but I would like to confirm my oral understanding with you that if sale of these two items to your Club is subject to the Colorado sales tax of 2%, your club will be liable for that additional amount as the law provides that in the event of a sale, it shall be unlawful for the seller to absorb the tax.

Yours very truly,



Receiver

PF-s



1952

Your Chance to Share *In a Page out of YESTERDAY!*

The glamour and excitement of narrow gauge railroading in America is rapidly vanishing. Soon it will be a thing of the past. While there is yet time, the Rocky Mountain Railroad Club hopes to save for posterity some of the fast-vanishing equipment.

It is the RMRC's plan to purchase Rio Grande Southern #20, a 4-6-0 type built by Schenectady in 1899. This historic locomotive originally ran on another romantic narrow gauge, the Florence and Cripple Creek.

In order to finance this purchase, the club is offering members and friends "salvage shares" in RGS 20 and other narrow gauge equipment. Those who contribute one dollar get their dollar back in five years, while those contributing more get their original loan back in the same period of time. Also received by each contributor is an engraved certificate indicating that the holder is part owner of one of the west's most historic locomotives. The part ownership, of course, does not entitle any stockholder to "cannibalize" the old gal for her marker lamps or builders plate, et al. With the money received, Rocky Mountain Railroad Club will purchase #20, recondition her and store her. Eventually she will grace the railroad museum planned by the club. Please fill in the appropriate blanks and return with your remittance. Your stock certificate will be mailed to you.

Herbert O'Hanlon, President
Rocky Mountain Railroad Club
P. O. Box 2391
Denver 1, Colorado

Enclosed is my check or money order in the amount of _____
for one ownership share in Rio Grande Southern Engine 20.

Signature _____
Street &
Number _____
City &
State _____

Help Fund The Rocky Mountain Railroad Historical Foundation

Donations to the Rocky Mountain Railroad Historical Foundation still provide funds for educational, preservation, and restoration projects. Please send

donations to: Rocky Mountain Railroad Historical Foundation, PO Box 2391, Denver, CO 80201-2391.



Colorado Rails & Cocktails: Locomotive No. 20

An Evening of Colorado History!

March 6, 2020 • 6:30 PM

Jeff Taylor, Curator of Rolling Stock at the Colorado Railroad Museum, will discuss what's happening in the Museum's Roundhouse and will take attendees through the restoration of the RGS Locomotive No. 20, now back home.

Due to the snowstorm when the RGS #20 evening program was originally scheduled, the event was postponed until March 6th. The bar opens at 6:30 PM and the presentation starts promptly at 7:00 PM. The presentation length varies and the doors close at 8:30 PM. Admission includes two beverages of your choice: beer, wine or soda and snacks. The minimum age to attend is 21. The cost is \$20.

Galloping Goose No. 5 Operation Scheduled

Durango to Cascade Canyon (round trip) on March 14, 21, 28 & April 4.

Durango to Event Park (Narrow Gauge Day) on May 1.

Durango to Silverton (round trip each day) on May 15 & 16.

The Cascade Canyon trip is \$99, and the Silverton trip is \$159 per person.

Tickets can be purchased through the Galloping Goose Historical Society of Dolores, Inc. website, www.gallopinggoose5.org or call them at 970-882-7082.

Colorado Railroad Museum

Friday Tours – 1:00 PM to 2:00 PM

Each Friday, join museum staff for an hour of exploring a different aspect of Colorado's railroad history. Tours are subject to change and are based on guide availability. Each week's theme is explored using a variety of museum resources to help bring the subject to life with the understanding that guests are welcome to continue their visit on their own after the tour.

Highlights

March 6, April 3, May 1, June 5, July 3, August 7, September 4, October 2,
November 6, December 4, December 18.

The Caboose

April 24, May 29, July 31, September 25, October 23.

Locomotives

March 20, May 15, July 24, August 28, October 9, November 27, December 11.

The Railroad Kitchen

March 13, May 8, June 26, September 11, October 30, November 20.

Railroad Post Office Cars

April 10, August 14, October 16.

Ted Rose and the Legacy of Railroad Photography

March 27, April 17, May 22 & June 12.

The Galloping Goose

June 19, July 10, August 21.

The Storybook Tour

July 17, September 18, November 13.

Admission: \$3 plus general admission: \$10 adults, \$5 children, \$8 seniors (ages 60+). Museum members, children under 2 and active military personnel are free.

Colorado Rails & Cocktails – An Evening of Colorado History

Relax, have a beverage, and travel back to a time when railroads shaped the American West.

April 3rd: Ted Rose, A Photographer For His Time with Paul Hammond.

June 5th: Cumbres & Toltec: Running A 19th Century RR In The 21st Century with John Bush.

August 7th: Passenger Cars with Richard Luckin.

October 2nd: Go West Young Man with Elizabeth Nosek.

Admission: \$20 Adults - Ages 21+ only, includes two beverages of your choice (beer, wine or soda) and snacks. Bar opens at 6:30 PM, presentation starts promptly at 7:00 PM. Presentation length varies by event and the doors close at 8:30 PM.

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 information call 303-883-2435 or see <http://www.cozx.com/nrhs>.

Saturday Lunch Meeting, March 21st at 1:00 PM

At Malones Clubhouse Grill, 14455 West 64th Avenue, Unit G, in the Arvada West Town Center in the northeast quadrant of West 64th Avenue and Indiana Street.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>
Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

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

Club and Foundation 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 by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year. New members who join in-person at a meeting will be given a free copy of the Club history book

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

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
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

E-mail: selectimag@aol.com

Items for the April *Rail Report* should be sent by March 13th.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS
MAIL

