

RAIL REPORT

December 2017

No. 687



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Annual Meeting Narrow Gauge in the British Isles

Presented by Nathan Holmes

December 12th, 2017 • 7:30 PM

After the annual business meetings of the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation, Director Nathan Holmes will present a short program on Narrow Gauge railroading in the British Isles. After the show, stay for punch and cookies and talk to the new president and other officers and directors.

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. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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 2018 Calendar

- January 9: Monthly Meeting and Program, "Rio Grande's Desert Crossing" by Rich Farewell.
- January 18: Club Evening at Caboose.
- February 13: Monthly Meeting and Program.
- February 24: Winter Park Express Trip.
- March 13: Monthly Meeting and Program by John Crisanti.

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.



Ffestiniog #2 heads out of Porthmadog and across the mouth of the River Glaslyn with a short train. #2 is a tiny 0-4-0T that was built in 1864 and returned to service in 2013. – Photo © 2017 Nathan Holmes.

Narrow Gauge in the British Isles

December program presented by Nathan Holmes

The roots of the Rio Grande narrow gauge system can be traced back to the mountains in northwestern Wales. General William Palmer paid a visit to the small slate-hauling Ffestiniog Railway in 1870, and it convinced him that a smaller loading gauge was a more effective way to build a mountain railway.

December's program will feature a number of narrow gauge railways from the British Isles. We'll start with the Ffestiniog Railway, a 2-foot slate hauler in the mountains of northwestern Wales.

The Ffestiniog, along with the connecting Welsh Highlands Railway, continue to operate and preserve a wide variety of unique narrow gauge designs still today.

In the second half of the program, we'll travel a bit west across the Irish Sea to the Isle of Man. Man boasts six operating narrow gauge railways – two electric tramways, a steam-powered mainline, a short steam-powered tourist tram, a horse-drawn tram, and a rebuilt mine railway – on an island only a bit bigger than the City of Denver.

For Rail Report 687, the masthead photo again features Canadian Pacific Railway locomotive 686 since a locomotive numbered 687 was not available.

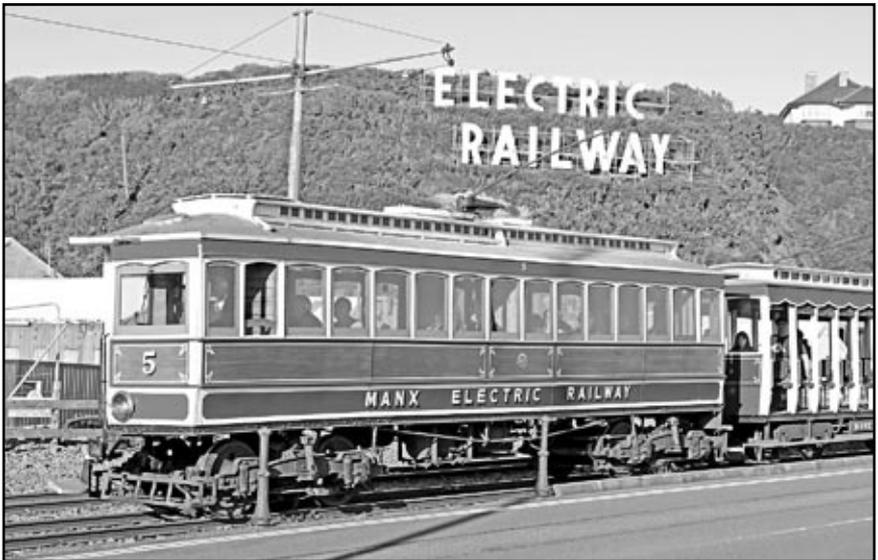
– Canadian Pacific Railway photo from the James L. Ehernberger Collection.

Narrow Gauge in the British Isles



The Ffestiniog was the original home of the Fairlie's Patent locomotive, a unique design meant to put more weight on the driving wheels. Here, one of the double Fairlies pulls a passenger train through Tanybwllch.

– Photo © 2017 Nathan Holmes.



Manx Electric #5, a 3-ft gauge interurban car built in 1894, still makes multiple daily trips up and down the line in the summer. The giant illuminated sign on the hillside above the road's shops eliminates any question about where the Manx Electric's terminus is located. – Photo © 2017 Nathan Holmes.

Again Did You Forget About Your Renewal?

The 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 post office box at Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391.

Each renewal form has spaces provided to correct any errors with your contact information. Members if you have an email account please make sure we have the correct information. We use an email notification service.

On the home page of our club web site, www.rockymtnrrclub.org you may renew electronically. Click on the highlighted **Membership Renewal** and fill in the information requested. Payment is by Master Card and Visa only when using the renewal page.

The membership year is January 1st

through December 31st of each year. There will be no increase in dues for 2018. To maintain membership in RMRRC, your dues for the upcoming year should be paid by December 31st.

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

The club would greatly appreciate if all of our members renew by the end of year. We do allow for a month grace period in January. The re-sequencing of seniority numbers is performed the first week in February. If you wish to keep your seniority, please make sure have renewed by then.

Membership cards will be mailed out to each household with your March *Rail Report* / Directory. The *Rail Report* and your membership card(s) will be enclosed in an envelope. *Make sure to open it when it comes and remove your membership card. The cards stick to the envelope sometimes.*

A Call For Nominations For The Rocky Mountain Railroad Club and The Rocky Mountain Railroad Historical Foundation

Any member wanting to volunteer or nominate another member for either an officer or director position should contact the nominating committee, Nick

Valdez or Nathan Holmes at the December Club meeting or contact them through the Club website or by mail at the Club PO Box.

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 12, 2017, 7:30 PM at Christ Church, 2950 South University Boulevard, Denver, Colorado. These meetings are called for the purpose of electing Officers and Directors for both organizations. At these meetings the Club or Foundation may conduct any other business as may properly come before these meetings.

80th Anniversary Events

Caboose Evening

Thursday, January 18th is the Club night at Caboose, 10800 W. Alameda, Lakewood, Colorado, 80226 from 5:30 PM to closing at 7:58 PM. Caboose will issue Club members a 10% off coupon for one time use that will be

good on Thursday, January 18, Friday, January 19, and Saturday January 20.

Please note that Caboose only takes cash or credit cards, NO CHECKS.

Winter Park Express Trip

On Saturday, February 24, a Club group will take the Winter Park Express Train from Denver to the Winter Park Ski Resort and return. The Board sent out trip information by email.

If you are riding, please call Steve Mason at 720-371-8536 or email stevemason647@gmail.com so he can make a list of members riding. We will eat lunch together and decide other activities when there.

Watch for 80th anniversary event updates here

The Officers and Directors are planning exciting events for the Club's 80th year.

President's Report

By Steve Mason

We had seven guests at the board meeting on November 20th. The primary focus was the disposition of the Otto Perry, Irv August, and Lucian Sprague 16-mm films. Currently they are stored in an Xcel vault downtown and they would like them removed.

access for researchers. We are considering several potential museum archives. Michael Tinetti researched and made an excellent presentation on this topic. Jimmy Blouch, Jim Ehernberger, and Dave Gross gave us historic background and useful comments.

We are trying to put the films in a nationally recognized facility with easy

We made transfers from the original 16-mm films to commercial Beta and

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolò's Pizza, 7847 W. Jewell Ave. in Lakewood. We eat dinner at 5:30 PM and the Board meeting starts at 6:30 PM followed by the Foundation meeting. Meetings last to around 8:00 PM. Any member / visitor wishing to address the Board will be inserted first into the agenda. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. We earnestly solicit your input! Before and after the meetings we informally visit and you are welcome to participate. You are always welcome!

President's Report



BNSF 5761, ES44AC, KCS 4610, and BNSF 521, B40-8W, moved Denver to Lincoln, Nebraska, train ID H DENLIN, on BNSF's Brush Subdivision at Commerce City, Colorado. The train crossed Sand Creek at Sand Creek Junction (crossed UP's Greeley Subdivision) on November 18, 2017. BNSF 521 has rare large font lettering. – Photo © 2017 by Chip.

also 1-inch tapes in the past at great expense in time and money. Technology changes and today digital is the current standard, but who knows what the new standard will be years from now. We are reluctant to spend money on again remastering the films.

We are still gathering information. Michael Tinetti is going to talk to the curator at the John W. Barriger III Library in St. Louis in May then report to us. Jim Ehernberger will inquire at the University of Wyoming for us and report. Anyone moving collections to facilities must be prepared to make a

In Remembrance Albert M. Patten, MD

Doctor Albert M. Patten, was a 68-year member who joined the Club in 1949. He held seniority number 1 at the time of his passing on February 19th, 2017.

Born and raised in Topeka, Kansas, Dr. Patten served as a Medical Officer in the U. S. Navy following the Korean War. Following his U.S. Navy service, Dr. Patten and his family returned to Denver, where he resumed his private medical practice. He was a Denver internal medicine physician for five decades.

Dr. Patten was an avid narrow gauge railroad enthusiast and a dedicated fifty-year member of the Denver Lions Club.

President's Report

stipend to maintain the collection. The days of a collection welcomed with open arms are long gone.

Christmas is nearly upon us. We are the group our families dread buying for. We have everything except the expensive stuff. So to help them out tell them "Here is an idea, buy me a gift certificate at Caboose." That way you can get what you want and they feel good because they actually, for a change, bought you something you want. It is a Win-Win!

Annual Club and Foundation Elections

Elections for the Club and Foundation officers and directors will happen in December. After many years of service as Club and Foundation secretary, Roger

Sherman is retiring from that role. Current Director Dennis Leonard has agreed to be nominated to take over as Club and Foundation secretary. That does leave an open director position for any member wanting to get involved in the Club and Foundation operation.

Please contact President Steve Mason to volunteer for the vacant director position or to ask questions.

The next board meeting will be December 18th at Nicolo's Pizza. Please come!

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know.

In Remembrance Robert Bartholic

Robert Bartholic, a Colorado native, was a 58-year member of the Club with seniority number 15 at the time of his passing on January 29, 2017.

He aided the Club and Foundation with the last rewrite of the By-Laws of both the Rocky Mountain Rail Road Club and the Rocky Mountain Historical Foundation. This is the rewrite that allowed the two organizations to have a common set of officers and board of directors.

Throughout his life, Bob was an avid railroad buff. This interest drove a career choice when he accepting a job with the Great Northern railroad (now Burlington Northern-Santa Fe) in St. Paul, Minnesota, in 1964 to start what turned out to be a 21-year career with the railroad. He became the expert in railroad land matters throughout the United States and Canada, guiding many complex transactions for the railroad.

His law career with the Great Northern Railroad ultimately lead Bob to Seattle, Washington, where he served as Vice President of Law for the Glacier Park Company, a BNSF subsidiary, until his retirement in 1983.



On November 10, 2017, D&RGW Reefer 39 is on trucks again – for the first time in 60 years! Only a few sheathing boards were replaced on the side shown above, since it was protected by being inside the building of which it was a part for about 57 years. The opposite side, exposed to weather, had many boards replaced.
– Photo © 2017 Duane Danielson.

The Foundation Provides Funds To Help Restore D&RGW Reefer 39

By Duane Danielson

The goal for the Durango Railroad Historical Society this past summer was to install a new roof, all brake gear, all other necessary exterior metal hardware, and the trucks under D&RGW Reefer 39. This has all been accomplished except for a few minor details.

Before a new roof could be installed we had to replace bad sheathing boards and fascia. Our policy is to preserve as much historic wood as is structurally sound. Many boards and all fascia were split or damaged enough to need replacing, and all sheathing where a window opening had been cut out was replaced with full height boards. The sheathing and fascia were sealed with linseed oil for protection over the winter.

Holt Sheet Metal made a full set of new Murphy roof panels and joint covers. We had to remove a ceiling board to replace the mounting bolt with new ones. The old ridge pieces were reused.

We had found replacements for most of the missing hardware in various locations in Colorado and Kansas a couple years ago and also had a collection of hardware in Silverton. This gave us the grab irons and steps. We were able to reuse a couple lower corner irons and fabricated new ones to replace rusted out irons.

We had a complete assembly of brake cylinder, reservoir, triple valve and adjacent piping in Silverton that we brought down and bolted to the mounting plate that was attached to the sills. We removed brake piping from one of our storage boxcar bodies for use under the reefer. Brake gear was installed under the car, up the B end and on the trucks. Our copies of D&RGW engineering drawings do not show draft gear arrangement near or on the inside hung brakes on the trucks so we had a challenge to determine the correct arrangement.

Then the big problem reared up! When

The Foundation Provides Funds To Help Restore Reefer 39



The bare car roof with a minor repair where a hole had been cut for a stack.
– Photo © 2017 Duane Danielson.



New galvanized roof panels and seam covers fabricated and installed by Holt Sheet Metal. The old ridge pieces were reused.
– Photo © 2017 Duane Danielson.



One truck with inside hung brakes and brake gear including an extra heavy brake coupling rod below the brake beam connecting the live brake lever at left and dead brake lever at right. The center plate is greased and covered with a non-historic ring of Teflon to reduce friction.
– Photo © 2017 Duane Danielson.



The new truck bolster in place.
– Photo © 2017 Duane Danielson.

we rolled the trucks under the car for a test fit, the roller bearings hit the newly cast body side bearings, leaving a big gap between the body and truck center plates. We found out that D&RGW had two sizes of body side bearings, one much thicker than the other. Luck was with us;

we found thinner body side bearings in our Silverton parts collection and under the storage boxcar bodies. They appeared to match a photo of reefer on its side in Sloan's book except that they have an extra half-inch plate riveted to them. We removed those plates and found that the original castings give a proper clearance of no more than one-quarter inch gap on one side with opposite roller touching the body side bearing. Now the side bearings fit correctly.

We will research and create an interpretative sign describing the history and function of reefers and their importance to communities along the narrow gauge.



The first photo on December 7, 1941 was made at 7:54 AM and included C&S 906 and CB&Q 6308 leaving Denver with a northward extra pulling 40 cars at 40 mph. – RH Kindig photo from the James L. Ehernberger Collection.

R. H. Kindig Photography on Sunday, December 7, 1941

By James L. Ehernberger

December 7th was no different than other Sundays, since that was a day that Richard Kindig would go out on photo shoots.

On this date, he located the double-header on the C&S leaving Denver for Cheyenne, making the first photograph of the day.

From north Denver, he went up to the mountains to capture the regular Denver & Salt Lake Craig train. This was on the time table, so it was a simple task to plan that photograph.

The time table also provided schedules for the EXPOSITION FLYER trains, the crack passenger train on the Denver & Rio Grande Western, which made eastern connections with the Chicago, Burlington & Quincy at Denver for

Chicago service.

Based on the times of the photographs, it made good sense for Dick to shoot the eastbound EXPOSITION FLYER just prior to returning home for lunch, which was the fifth, and final, image made that day.

Television did not come to Denver until around 1950, so radio was the popular means for news, and entertainment in those days. It was not until Dick returned home during lunch that he learned from the radio of the attack on Pearl Harbor.

Young men were immediately drafted into military service. Richard's overseas time was spent Calcutta, India, on a communications detail. He was released from the Army on February 9, 1946; just four days ahead of his 30th birthday.

R. H. Kindig Photography on Sunday, December 7, 1941



The second photo on December 7th at 9:45 AM was of D&SL train #1, engine 302, a 4-6-0, west of Plainview, Colorado, with 2 cars, making 25 mph.
– RH Kindig photo from the James L. Ehernberger Collection.

The third image made was D&RGW 3401 on Train 1-72 at Scenic at 10:17 AM with 46 cars at 20 mph. There is no negative or print in the file for this photograph.

The fourth image made was D&RGW engine 1800 on Train 5, the EXPOSITION FLYER (westbound) around Scenic, Colorado, at 10:45 AM with 7 cars at 30 mph. This negative was not printed.



The fifth image made on December 7th shows D&RGW engine 1804, a 4-8-4, on Train #6, the EXPOSITION FLYER, near Arena, Colorado, with 7 cars making 60 mph at 11:54 AM. After this exposure, Dick went home to North Denver for lunch and learned of the attack on Pearl Harbor.
– RH Kindig photo from the James L. Ehernberger Collection.

The Rocky Mountain Railroad Club – The Early Years

Part 1 – Compiled by Dave Goss

Thanks to Jimmy Blouch, we've recently been able to recreate some of the Club's early activities, dating back to 1939. Because of his efforts to preserve Club records, Jimmy has provided us new insights to those early years.

For example, in 1939 the Club membership numbered 122. Dues were \$1.00 and were generally collected quarterly. The Rocky Mountain Railroader (the Club's newsletter) was published quarterly by Carl Hewitt who held the honorary number "1" for his membership. The Trainmaster was Forrest Crossen, the Assistant Trainmaster was Richard Kindig and the Chief Clerk was Jackson Thode. The Club's first chartered trip was on the Manitou & Pikes Peak cog railway and on December 31st, the Denver Tramway Company provided the Club a streetcar to ride for free, to tour any of the soon to be abandoned street lines, No. 4, No. 72 and No. 66. These two trips began what would become a legacy of excursions across Colorado and beyond.

At the end of 1939, the Club's treasury had \$8.18 that was carried forward into 1940. Meetings and a few trips were held periodically during the war years, but many members were called into the service of their country. In a letter to Stanley Hutchinson in January, 1946, Otto Perry remarked, "Some of the service men of the club have come back, I had a call this morning from Cordill, who was in the navy and the Pacific area. The place of vast distances, he wrote me once while enroute somewhere, and mentioned that they had been under way a matter of weeks. Maxwell is back from

that theater of operations and the artillery, and had the yellow color some show that have been there a long enough. He looked older, too. Swansick is back from Australia and the Philippines, and will start his 16-mm motion picture outfit again." In 1947 membership listed 85 members.

Excursion trips were started again. Twenty members and friends (including four ladies and one child) rode a Galloping Goose from Ridgway to Durango and back. It took three "Geese" to complete the trip due to mechanical difficulties on the two days. The trip was described by Ed Haley as follows:

July 13th & 14th, 1946 (This was the Club's first excursion on the RGS). We used the Galloping Geese Nos. 3, 5 and 4 and ran from Ridgway to Durango with a side trip on the Telluride Branch. We left Ridgway with the 3 and 5 and the 5 burned out a rod climbing Dallas Divide but continued on to Telluride and back down to Vance Junction where we met the regularly scheduled eastbound Galloping Goose No. 4. We transferred the eastbound passengers to the 5 and they continued on to Ridgway. Turned the 4 on Illium Wye and headed west with the 3 and 4.

A short distance west of Vance Junction the pulley shaft on the air pump on Goose 3 sheared off. We backed both geese back to Vance Junction and opened the LCL compartment on the 4 and transferred everyone to the one



R. H. Kindig in Denver during a furlough in 1943. He never saw combat and was assigned to a communications detail in Calcutta, India, during the latter part of WW-2. He returned to Denver and the Club after his release on February 9, 1946. After the Army, his career was with Western Electric. – Photo from the James L. Ehernberger Collection.

goose which took us all the way to Durango where we stayed the night. Next day, July 14, 1946, when we arrived at Dolores, there was the 5 to meet us. Half of us piled aboard and we headed up the Dolores River Valley. About 30 miles east of Dolores the 5 burned a rod out again and we all had to get back on the 4 which fortunately lasted until we got back to Ridgway after sundown. On backing through the switch while taking the 4 back to the roundhouse an axle broke on the rear truck and one of the large wheels fell off. It was a tough excursion for the Galloping Goose.



Otto Perry in uniform during his days in the service. – Photo from the James L. Ehernberger Collection.

PHOTO FAN PROVES HE'S NOT A SPY

OTTO PERRY, ALIAS MOTORCYCLE MIKE IS RELEASED BY OFFICERS.

Otto Perry, arrested Thursday afternoon by Special Agent W. J. McClement of the Union Pacific, for taking pictures of some of the engines and scenes in the yards, and who was turned over to Police Chief Embury and later came under the ban of United States secret service officials under the charge of being a German spy, was turned loose yesterday afternoon because of lack of evidence.

Perry came here from Denver where he said he was employed in the post office as a "special delivery" man. He claims to have been fired by one of the authorities because objections were raised to his locking his motorcycle to the balustrade of the federal building.

He stated that taking pictures of interesting places in the different towns he visits is merely a fad and that he intends snapping Fort D. A. Russell and the state capitol before leaving Cheyenne on his motorcycle.

Railroad Web Sites of Interest

All Have Christmas Events

Leadville, Colorado & Southern – www.leadvillerrailroad.com
Royal Gorge Route Railroad – www.RoyalGorgeRoute.com
Cumbres & Toltec Scenic Railroad – www.CumbresToltec.com

2018 Klondike Kate Como Operating Schedule

May 26th & 27th – June 30th & July 1st
August 18th & 19th – Boreas Pass Railroad Day is August 18th
September 1st & 2nd

Colorado Railroad Museum 2018 Special Events

March 31st – Bunny Express Train	Day Out With Thomas:
May 12th – Steampunk At The Station	September 8, 9, 15, 16, 22 & 23
July 18th – Dinosaur Express Train	The Polar Express Train Ride:
October 27th – Trick Or Treat Train	November and December

Exhibit: T Is For Trains: Everything Trains From A To Z

August 2017 – July 2018

The new exhibit in the Museum's lower gallery includes items from Colorado's railroad past; many dating back to the late 19th and early 20th centuries. Each of the objects chosen to represent a letter of the alphabet has its own special story to tell providing visitors with great opportunities to discuss Colorado's railroad story.

Colorado Rails and Cocktails At The Colorado Railroad Museum

Reserve Tickets at 303-279-4591 or Online at ColoradoRailroadMuseum.org

Colorado Railroad Museum Admission

For information call 303-279-4591 or <http://www.coloradorailroadmuseum.org>

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. Please contact the volunteer coordinator at the CRRM.

Intermountain Chapter, NRHS Events

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

Dinner Meeting at Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado
Wednesday, December 20, 2017

Dinner at 5:30 PM – Meeting begins at 7:00 PM

UP's Clinchfield Challenge

50th Anniversary Santa Claus Special DVD using UP's 3985 and the Clinchfield's 676.

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Club Information

Rocky Mountain Railroad Club
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Web: <http://www.rockymtnrrclub.org>
Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

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:

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Items for the January 2018 Rail Report should be sent by December 14th.