

RAIL REPORT

June 2018 • No. 693



Around The Narrow Gauge Circle

Presented by Chuck Conway

June 12th, 2018 • 7:30 PM

Around the Narrow Gauge Circle examines the operations of the Denver and Rio Grande Western and Rio Grande Southern narrow gauge lines in southwestern Colorado and Northern New Mexico between 1940 and 1973. It begins with Chuck's own interest and influences in narrow gauge photography in the early '60s and expands with a look at images from a large number of photographers, including some famous names as well as some who remain anonymous. This all color program highlights both freight and passenger operations and includes some views of the Rocky Mountain Railroad Club trips in the late '40's and early '50's. Coverage features both action and roster pictures as well as other activities seen on the railroads.

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.**

RMRRC 2018 Calendar

- June 30: Steam at Como.
- July: There is no monthly meeting in July.**
- July 21: Picnic At The Colorado Railroad Museum.
- August 11: Denver & Intermountain Interurban Car 25 Open House.
- August 25: Argentine Central Four-Wheel Drive Tour.

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.

Around The Narrow Gauge Circle



Rio Grande #489 switching at Sargents on May 24, 1955.
– Bill Reddy photo from the Chuck Conway collection.



Rio Grande Southern Goose #4 at Gallagher on June 29, 1942.
– John Denney Sr. photo from the Chuck Conway collection.

For Rail Report 693, celebrating the Club's 80th Anniversary, the masthead features Union Pacific #80 on Tie Siding at Hermosa, Wyoming, on July 14, 1976. – Tom Klinger Photo.



80th Anniversary Events

Steam at Como – June 30th

In celebration of the Club's 80th anniversary and 80-years since the last train left Como, we will be riding the rails in the gondola behind steam in the Como yards.

Plan on being in Como in the morning. Operations are planned to start about 10:00 AM. We can ride all day and the handcar will also be available. A club group picture will be assembled at some point.

Sign up sheets will be at the regular meeting in June. Riders can also pay at the event in Como and ride on a space available basis. The cost is \$20, with \$10 going to the Como groups and \$10 for the Foundation to fund the grant program. Nathan Holmes is painting new name sections for the Club drumhead and we will have that mounted on the end of the gondola, as is traditional on Club trips. Commemorative tickets will be printed for the event.

RMRRRC Picnic – July 21st

Our joint RMRRRC/NRHS picnic will be held in the pavilion at The Colorado Railroad Museum from 11:00 AM to 1:00 PM. Dickey's BBQ will cater two meats, several sides, a roll, two kinds of drinks, buffet style. Sign up sheets will be at the regular meeting in June. You must sign up and buy picnic tickets prior to the event so we can give accurate counts to Dickey's. The prepaid picnic cost is \$15.00 per person. Tickets won't be available at the event. Club members can enter the Museum at no charge by showing their current membership card.

Argentine Central Jeep Tour – August 25th

You can sign up to participate in this tour at the picnic or at the regular meeting in August. The cost is a \$10 donation to the Foundation. We will meet in the City Park just east of downtown Georgetown at 9:00 AM. There will be handouts. Steve will have two walkie-talkies. It is suggested that every Jeep has two people in it. We are restricting this tour to short wheel base, two-door Jeep wranglers or the equivalent. No exceptions. No four-door Jeeps or four-wheel drive pick-ups. Bring water, sun screen, sack lunches (we will eat lunch at the old Waldorf townsite), hat, and jacket. We will be on an old railroad grade that Shays ran on. Where they would switch-back we have to turn and go down. At that point we will be off-camber. There is limited parking at the viewing points, maybe for only eight Jeeps. We will be on Mt. McClellan, at about 13,800'. Views across the valley west is Gray's Peak, 14,270' and Torrey's Peak, 14,267' and are breathtaking! You should be able to see other fourteeners in the area.



80th Anniversary Events

Denver & Intermountain Interurban Car 25 Open House – August 11

Free Rides at the Denver Federal Center, weather permitting. Photo ID required for entry, no pets or weapons are allowed.

Georgetown Loop Steam Mixed Train – September 8th

Colorado Live Steamers – September 15th

We will go to the Colorado Live Steamers at Byers, Colorado, to see Mark and Linda Adcock. Although this is a no cost event we think it would be supportive if you gave the Colorado Live Steamers a \$10 donation to help with track work, extension to the mines and other needs. You can arrive about 10:00 AM and stay as long as you want. The track plan is an out and back with spring switches on the sidings and fully signaled. No matter how many of us there are they can handle us. You can get bake sale type goods in the depot. There is a grocery store just as you leave town so lunch is available. For supper, the “High Plains Diner” in Bennett serves good food and good service. They have plenty of room and good steaks. If you are still around at 5:00 PM, plan on meeting there.

Leadville, Colorado & Southern Fall Color Train Ride – September 22nd

Tickets are \$45 with part of that a donation to the Foundation. We will drive up to Leadville on our own and meet at the “Golden Burro” on Harrison Street downtown about 11:30 AM for lunch. After lunch we will go out to the LC&S about 1:45 PM for the 2:00 PM train. We will have a raffle on the platform for four cab rides (two each way). If the weather is holding we will have a gorgeous day. Dress warmly and bring your camera!

Annual Banquet – October 13th

We will return to The Denver Athletic Club for our luncheon banquet. Featuring a talk by Stathi Pappas, CMO of the C&TS.

Annual Meeting – December 11th

Watch For 80th Anniversary Event Updates

The Officers and Directors are continuing to plan the exciting events for the Club's 80th year and due to circumstances beyond our control, events and dates are subject to change without notice.



The huge 68-inch (1,727 mm) drive wheels for UP 4014, 4-8-8-4 Big Boy, returned to the UP's Steam Shop in May 2018. Ed Dickens (left), Senior Manager of Heritage Operations, briefed Keith Wilhite of Kansas City, Missouri, on UP 4014's restoration, May 17, 2018, at Cheyenne, Wyoming. – Photo © 2018 by Chip.

UP announced on May 10, 2018, that locomotives No. 4014 and No. 844 will travel throughout Union Pacific's system in 2019. The locomotives will come together in Ogden, Utah, on May 9, 2019, to celebrate the 150th Golden Spike anniversary.

President's Report

By Steve Mason

The Board decided what groups would receive \$1,000 grants from the Foundation. This year six groups were awarded grants. Nathan Holmes details the funded projects starting on page 10.

Saturday, June 2nd, was our Annual Work Day in Bailey. I hope you were able to go up and help.

A lot of trip and event information has been added to the 80th Anniversary Event Listings on the previous two pages. Please check the updated event list and note sign up requirements.

Cheyenne Depot Days

Aaron and I decided to wait a day due to rain in Cheyenne all day Saturday. On Sunday, we paid our admission and quickly went to the UP Steam Shop. On the way we met Doug and Barbara Geiger from Longmont. When we were off the trolley bus there was Bryan Bechtold. No sooner did I get into the shop and greeting all of us was Mary Nystrom. Mary used to run the "Sherman Hill" concession car on steam trips. Mary is one of the favorite folks for Aaron and myself as well as many of you.

President's Report – Cheyenne Depot Days

We went through the shops to see the progress from our March field trip. There are three sets of drivers back from Strasburg. To the best of my knowledge Strasburg is the only shop that has high capacity wheel lathes that can turn not only 68" diameter drivers of 4014, 69" diameter drivers on the 3985, but also and has recently turned the 80" drivers for 844. The axle has about a 2" hole all the way through it with 45 degree chamfer on the very ends so that way it is known the wheel was turned in a lathe.

The wheel centers are pressed onto the axles typically about 150 tons pressure and to be sure a square key is used. The driver tires are heated up with a mechanism of a circular tube that gas heats the tire. When it is hot enough usually a couple of workers take sledge hammers and drive the steel tire onto the wheel as it cools. The shrinkage is great enough that usually the tires stay in place in normal usage.

Even though it was a Sunday, a crew was working on the boiler. There are a few flexible staybolts to be installed in the combustion chamber area and a few in the firebox area just behind the boiler barrel. Work on the front tube sheet appeared to be happening. A new rear tube

sheet is yet to be installed.

Since March to now, most of the staybolts are done. There are three sets of drivers in the shop with more on the way. Many of the subsystems of feedwater heater, air brakes and so on are done. Ed and his crew are in a place where things are being put on again and nothing is being taken off. The trailer frame and the engine truck frame are stripped. The cab is stripped and on the engineer's side below the window a rusted steel panel has been removed and will be replaced.

After leaving the shop, we went over to Holiday Park to see the 4004. We couldn't see it as it is under plastic sheeting while it is being cosmetically repaired.

Aaron and I took US-30 and drove up to Archer Hill east of Cheyenne. It doesn't look like the Kindig photos now. Houses and warehouses have spread east crowding the area. It was a nice day. Any day with steam locos in it is a nice day.

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.

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolo'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!

Current Railroad Happenings



Engine #111 was being warmed up slowly on May 22, 2018, to be ready for the first Georgetown Loop steam trains of 2018 on Memorial Day weekend. Locomotive #40 is at left undergoing an overhall. – Photo © 2018 Dave SchAAF.

In Remembrance David Nelson Struck

David Nelson Struck passed away on March 1, 2018. He was a 24-year member of the Club and held seniority number 183 at the time of his passing.

David was a California native who worked on the Southern Pacific Railroad, then transferred to Denver and worked on the Union Pacific Railroad. Dave also volunteered on the Ski Train for several years.

In Remembrance Sidney J White

Sidney J White passed away on April 4, 2018. He was a 52-year member of the Club, joining in 1966, and held seniority number 34 at the time of his passing.



Union Pacific Maintenance of Way Equipment Repair Shop Tour Group on April 28, 2018. – Photo © 2018 by James Stephens.

Union Pacific Maintenance of Way Equipment Repair Shop Tour

By Dave Schaaf & Steve Mason

Our group met outside the shop, located at mile post 4 on the Moffat subdivision. We posed for a photo before going in to meet our tour guide, shop foreman Craig Lund. He began with a safety briefing, and we appreciate that he came in on his day off.

Craig started us off in the paint shop, and then into the main building. There are a couple of tracks through the building, but most machines are serviced on stands out of the way. Some of the equipment types include: ballast cleaners, regulators and tampers; spike pullers and drivers; tie handlers, and many more.

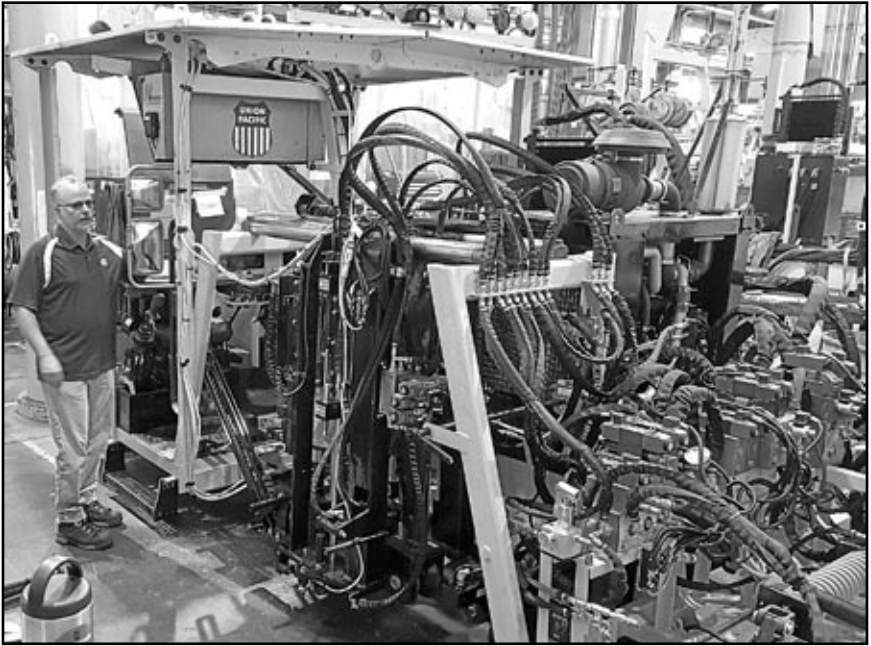
These track machines get worked hard, sometimes without much of a break, for days in a row. This is due to the need to get off of the track and have

the freight moving as much as possible. There are U.P. field machinists that can make some repairs on location, but the more major problems are sent here. The Denver MOW shop is the main repair facility for the whole U.P. system.

It was built in early 1994 after the merger of the Rio Grande and the Southern Pacific, then was absorbed by U.P. in 1996. The main shop is 50,000 sq. feet, with a 2,900 sq. foot paint shop and 3,000 sq. foot wash bay. There are currently 63 employees at this operation. Crafts include machinists, machinist welder, precision machinist, machinist helpers, carmen, carmen painters, shop foreman, clerks and supervision.

There are 72 machines scheduled to be rebuilt in 2018. All of them get disassembled down to the frame and then

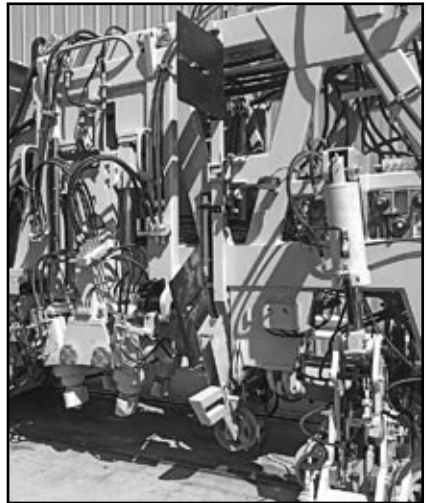
Union Pacific Maintenance of Way Equipment Repair Shop Tour



Shop foreman Craig Lund describes one of the many pieces of equipment that was in the shop for rebuild. – Photo © 2018 Dave Schaaf.

totally rebuilt, as it is more reliable to renew than repair. If all of the parts come from their respective factories, then they are even covered by warranty when they leave here. The shop has 15-20 highway trucks which transport all of the machines in and out of Denver. Most have lowboy trailers with rails which have the ability to load and unload right from the rail system.

We finished after about 3 hours, and some of us went out for lunch, where we had a chance to know each other better. It's good to hear the various stories of how we became rail fans. Sometimes there are other interests and that is fun too. We are all part of the tribe that likes trains!



Tour participants were shown complex track maintenance and repair equipment. – Photo © 2018 Steve Mason.



D&RGW narrow gauge combine 211 as it appeared in service. Our first grant is in support of the Hinsdale County Historical Society and their plans to preserve this car that regularly served their town in the 1910s and 1920s.

2018 Foundation Mini-Grant Recipients

By Nathan Holmes

The Rocky Mountain Railroad Historical Foundation is proud to announce the recipients of the 2018 Mini-Grant Program. We had an outstanding group of applications received this year – so much so that we actually wound up with a tie vote for the final recipient. Since last year we chose to only award four grants, the board voted to award a grant to both that tied for fifth place, making for a total of six recipients in 2018.

Our first recipient, with unanimous support from the board, this year is the Hinsdale County Historical Society, with their request of a grant to help with the move of D&RGW narrow gauge combine 211 from Monte Vista to Lake City. The car was originally built as a 44-seat coach for the D&RG by Jackson & Sharpe in 1881, but was later reconfigured as half freight, half coach in 1900. In addition, the car was used on the Lake City Branch in the teens and twenties, so

its preservation in Lake City keeps it in a proper historic context. The group itself is a newcomer for our grant program, but has an established track record with equipment preservation. They've done a fantastic job restoring D&RGW narrow gauge caboose 0588, which is on display at their museum in downtown Lake City, and the board has every confidence they'll do just as well with 211.

Our second grant goes to the Ridgeway Railroad Museum, a perennial recipient who just keeps doing impressive things. Late last year, they signed a renewable long term lease on 15 acres next to the old depot. They're in the process of building a loop of track and display sidings, which will give their soon-to-be-completed replica of RGS #36 (a small Baldwin 4-4-0) a place to operate. They've asked us for a grant either to help purchase the rest of the ties they need for the loop, or to purchase secu-

2018 Foundation Mini-Grant Recipients



The only intact piece of South Park freight equipment to survive, DSP&P 608 is a remarkable piece of history. The Foundation has awarded a grant to the DSP&P Historical Society to help with their efforts to restore 608 this year. Once completed, it will be moved to the roundhouse at Como for safe keeping.

curity cameras to help protect the collection. We feel both are worthwhile, so the board has voted to award them a grant to use for either at their discretion.

The next grant also goes to a group that barely needs an introduction – the South Park Rail Society. These are the folks who have been working tirelessly to preserve, restore, and operate the former Como rail yards of the Denver, South Park & Pacific. They're the ones that have gotten the turntable reinstalled, part of the yard relaid, and brought steam back to Como last summer for the first time in 79 years. This year, as part of their efforts to operate on their new trackage, they've applied for a grant towards a full rebuild the air pump, reservoir, and related plumbing on their steam engine. We felt that \$1000 to help make sure the equipment stays in top operating condition was a worthwhile investment, especially

since the Club has an outing to Como to ride at the end of the month.

Number four on our list is the other South Park group – the Denver, South Park & Pacific Historical Society. The group is currently in the process of restoring DSP&P 608, an 1879 wooden boxcar that is the only surviving intact DSP&P freight car, and asked for a grant towards completing that work before next year. Since the car itself is in remarkably good condition for its age and disuse, when the restoration is complete, it will maintain its historic integrity by still being largely original material. Once completed, the car will be kept inside the Como roundhouse and only rolled out occasionally, keeping it safe from the weather and away from vandals. With a strong track record based on their work restoring the Como depot and working with the South Park Rail Society, we feel

2018 Foundation Mini-Grant Recipients



The Foundation awarded a grant to the Salida Museum in support of their efforts to repair and repaint the 24-inch gauge Porter 0-4-0T that's on display outside their museum. This 1926 engine was the Koppers tie plant switcher in Salida for nearly three decades and is an important link to the town's industrial heritage.

this project is a good investment in preserving an irreplaceable car.

Our fifth grant this year came up as a tie between two proposals when the board was voting. Rather than choose between them, we decided to extend a sixth grant this year in light of the many worthy proposals.

Our fifth recipient is the Salida Museum Association. Salida used to have a railroad tie plant owned by the Koppers Company, and their plant switcher was a 24-inch gauge 0-4-0T steam engine built by Porter in 1926. (Your trivia for today – Salida had triple gauge track. Inside the tie plant, there was some 4-rail trackage that was used by standard, 3-ft, and 2-ft trains.) In 1953, when the tie plant was shut down, Koppers donated the engine to the museum. Now relocated from the park to just in front of the museum, the little steamer needs some restoration. Their plan is to stabilize the wood where possible and replace where not, sandblast and paint the whole engine in accurate colors, and eventually

have recreations made of the missing appliances (bell, headlight lenses, builders plate). Their proposed budget for this, including donated and volunteered labor, is around \$5000, and we've chosen to contribute \$1000 to their efforts this summer.

Our other fifth place recipient is the Denver Tramway Heritage Society (DTHS), a primarily volunteer organization that operates an open-air trolley car on track along the Platte River in downtown Denver. Their car – a faithful recreation of a JG Brill car that was built in Iowa in the 1980s using the guts of a 1924 Australian-built trolley – has been operating for thirty years now. It has developed issues with two of its traction motors, with one needing a full rewinding and another needing slightly less invasive work. We've decided to award this final grant to the DTHS to help get the motors repaired and rewound in a timely manner, ensuring many more thousands of people will get to experience the joys of streetcar travel from a bygone era.

Union Pacific Railroad Museum offers 2nd Annual Train Excursion with UP 844 in the Lead

The Union Pacific Museum Association will host a special passenger trip on UP historic equipment on July 22, from Denver, Colorado, to Cheyenne, Wyoming, pulled by the “Living Legend” steam locomotive, UP No. 844.

All proceeds generated from the special trip will benefit the Union Pacific Museum Association, a 501(c)3. This is an excellent opportunity to experience the glory days of passenger travel on beautiful Union Pacific equipment.

Train trip tickets went on sale to the general public on May 26 at www.uptraintix.com. Prices range from \$250 to \$500 each. Union Pacific Museum Association patrons had the op-

portunity to purchase their tickets in advance. Information on becoming a patron is available on the website under the “Join Us” tab: <http://www.uprrmuseum.org/>

In 2017, the Union Pacific Museum Association offered a round-trip excursion from Omaha to Columbus, Nebraska. More than 400 people enjoyed the historic ride.

The UP Railroad Museum is housed in a historic Carnegie Library building located at 200 Pearl Street in Council Bluffs, Iowa, and is open from 10 AM to 4 PM, Thursday through Saturday. Admission is always free. For more information, visit www.uprrmuseum.org or call 712-329-8307.

Intermountain Chapter – NRHS

Leadville, Colorado and Southern Railroad Trip

Saturday, June 23, 2018 – Leave at 9:00 / 9:30 AM, Return approximately 7:00 PM

Ride a chartered bus to Leadville to ride the Leadville, Colorado and Southern Railroad. The bus will depart Denver Union Station at 9:00 AM, also stopping at the Jeffco Government Center RTD garage at 9:30 AM, returning approximately 7:00 PM. Lunch is on your own in Leadville, followed by the train excursion at 2:00 PM. The westbound bus route is along Highway 24 following the Tennessee Pass rail line.

The cost is \$49 including the bus and train – a bargain considering the 2018 train tickets are priced at \$41. Please direct questions to Bob Brewster at railbob@q.com.

Mail reservation requests and payment to Intermountain Chapter - NRHS,
C/O Robert Brewster, 11300 Shimley Rd, Golden CO 80403-8565.

In Remembrance
Tom Alfred Millensifer

Tom A. Millensifer, of Littleton, Colorado passed away on February 22, 2017. He was a four year member of the Club and held seniority number 382 at the time of his passing.

The Denver Trolley at Confluence Park

The Trolley operates from Confluence Park (REI), past the Downtown Aquarium, Children's Museum of Denver, and Sports Authority Field at Mile High Thursday through Monday from 11:00 AM with the last Trolley departing Confluence Park at 5:00 PM.

Colorado Live Steamers Calendar of Events

June 9th – Scheduled "Work" day.

June 16th – Scheduled "Run" day and Swap Meet.

As always, if the weather is bad please call to see if any of these events have been cancelled.

Contact numbers are: Mark & Linda Adcock 303-469-0299
or mlmakingtracks@gmail.com

Jerry & Earline Bernard 303-424-3547 or jbernardb533@gmail.com

The best way to reach us, also the fastest, is by e-mail.

To get to Colorado Live Steamers, go east of Byers, CO from I-70, Exit 316 on US-36 east about 2-3 miles and turn left on Calhoun-Byers Road. Go north 6-1/2 miles past 72nd Ave and turn left at the yellow farm house.

Colorado Railroad Museum 2018 Special Events

July 18th – Dinosaur Express Train

October 27th – Trick Or Treat Train

Day Out With Thomas:

September 8, 9, 15, 16, 22 & 23

The Polar Express Train Ride:

November and December

Colorado Rails and Cocktails – An Evening of Colorado History

August 3 – Colorado Rails and Cocktails: Locomotive 20

September 7 – A Ticket to Tomahawk!

November 2 – Train Wreck!

Admission includes two beverages of your choice: beer, wine or soda and snacks. Doors open at 5:30 PM and the bar opens at 6:00 PM. The presentation starts promptly at 6:30 PM and the doors close at 8:00 PM. Admission: \$20 for members and \$25 for non-members.

RESERVE TICKETS ONLINE – 21 and older only. – Advance tickets required.

For information call 303-279-4591 or <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>.

There is No Dinner Meeting in June

Join us for the LEADVILLE, COLORADO & SOUTHERN RAILROAD Train Ride ON JUNE 23, 2018.

Publishers Statement — Rocky Mountain Rail Report

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Club Information

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Club and Foundation Officers

| | |
|----------------|----------------|
| President | Steve Mason |
| Vice President | Dave Schaaf |
| Secretary | Dennis Leonard |
| Treasurer | Keith Jensen |

Club and Foundation Directors

Andy Dell, Nathan Holmes, 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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E-mail: selectimag@aol.com

Items for the July 2018 Rail Report should be sent by June 15th.