



RAIL REPORT

July 2018 • No. 694

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

We Will Not Have A July Meeting In Barnes Hall

Join Us For The Rocky Mountain Railroad Club 80th Anniversary Year Picnic
Saturday, July 21st • 11:00 AM to 1:00 PM

Our joint picnic with the National Railroad Historic Society will be held in the pavilion at The Colorado Railroad Museum, 17155 West 44th Avenue, in Golden, Colorado 80403.

Dickey's BBQ will cater buffet style: pulled pork and chicken breast with barbecue sauce, barbecue beans, potato salad, Caesar salad, buttery rolls, a relish tray, ice tea and lemonade.

The prepaid picnic cost is \$15.00 per person. You must sign up and pay for picnic tickets by July 16th using the form in this *Rail Report* or on the Club web site. If you signed up at the Club meeting in June but did not pay at that time, please pay using the form in this *Rail Report*.

Reservations must be received by July 16th. Tickets will not be available at the event.

Club members and any guests accompanying them can enter the Museum at no charge by showing their current RMRRC membership card.

RMRRC 2018 Calendar

- August 11: Denver & Intermountain Interurban Car 25 Open House.
- August 14: Monthly Meeting and Program, "Narrow Gauge Publications," by Chris Lane.
- August 25: Argentine Central Four-Wheel Drive Tour.
- September 8: Georgetown Loop Mixed Train Steam Excursion.
- September 11: Monthly Meeting and Program by Tim Tonge.


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.

**SHARE YOUR
STORIES!**

If you were a passenger
in the day, we want to
hear about it.



**DENVER & INTERMOUNTAIN
INTERURBAN
CAR NO. 25 OPEN HOUSE
10 a.m.–2 p.m.
August 11, 2018**

←  →
**Denver Federal Center
Building No. 78, Gate 1**

Roll into the past with free trolley rides from restored 1911
Car No. 25, oral histories, historic photos and related kids activities.

 **FREE RIDES** 
(Weather Permitting)

*All adults need a government photo ID (i.e. driver's license)
to enter the Federal Center. Sorry, pets are not permitted.*

Lakewood.org/HistoricTransit • 303.987.7850



Lakewood
Heritage, Culture & the Arts



Alliance
Lakewood, CO



80th Anniversary Events

Denver & Intermountain Interurban Car 25 Open House – August 11

Free Rides at the Denver Federal Center, weather permitting. A government photo ID (Driver's License) is required for entry into the Federal Center at Gate 1, then proceed to Building 78. No pets or weapons are allowed.

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 \$10. 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 town site), 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.

Georgetown Loop Steam Mixed Train September 8th

We will meet in Silver Plume at 8:00 AM to have time to gather and do some photography in the yard. Our mixed train with the Club drumhead, pulled by the Shay #9 locomotive, will stop for photo run-bys and other photo opportunities. Station rest stops are planned during the day.

The cost for the trip is \$65 per person and includes a box lunch and beverages. There is a possibility of some early fall colors. We will have the Shay until early afternoon with our return to Silver Plume.

For Rail Report 694, celebrating the Club's 80th Anniversary, the masthead features Western Allegheny #80 (ex-PRR) at Kaylor, Pennsylvania, on October 27, 1957. – Tom Klinger Photo.



80th Anniversary Events

Colorado Live Steamers September 15th

We will go to the Colorado Live Steamers at Byers, Colorado, to see Mark and Linda Adcock. The trip cost is \$10 payable to the Club in advance or at Byers and will be donated to Colorado Live Steamers 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 per person. Drive to Leadville on your own, generously allow two to two and a half hours drive time on an autumn Saturday. Meet at the "Golden Burro" on Harrison Street downtown about 11:30 AM for lunch. After lunch we will go to the LC&S about 1:30 PM for the 2:00 PM train. We will take ticket purchases on the platform at 1:30 PM for those skipping the group lunch. We will have a raffle on the platform for two cab rides to end of line and two cab rides back to Leadville. Every one in the group will ride in caboose for some time during the trip. 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 photos and a talk by Stathi Pappas, CMO of the C&TS.

Annual Meeting – December 11th

The annual meeting will feature a special program on the Milwaukee Road by Blair Kooistra. This was the grand finale presentation at Winterrail 2018.

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.

President's Report

By Steve Mason

The Club picnic at the Colorado Railroad Museum is Saturday, July 21st. If you signed up at the June monthly meeting and did not pay then, pay now using the form in this *Rail Report*. **We are not taking money for this event at the door.** If you weren't at the meeting and want to go, please fill out the form in this *Rail Report* or on the Club website and send payment. We want everyone there.

The city of Lakewood will have their open house for Denver & Intermountain Interurban Car 25 on Saturday, August 11th. Enjoy free rides at the Denver Federal Center, weather permitting.

August 18th is Boreas Pass Day and should be great! The steam locomotive will also run on Sunday, August 19th, for more chances to ride behind steam.

Sign up sheets for the Argentine Central Jeep Tour on Saturday, August 25th, will be at the July picnic and August regular meeting. You must drive or ride in a Wrangler type Jeep.

Sign up for the Georgetown Loop steam mixed train on Saturday, September 8th, using the form in this *Rail Report*, at the July picnic or August regular meeting. This will be a great event for \$65 per person!

The Colorado Live Steamers at Byers have their three day open house on Friday, September 14th, Saturday the 15th, and Sunday the 16th. We plan to go on Saturday the 15th. Take as many rides as you want on their 7-1/2-inch gauge and 4-3/4-inch gauge equipment. Kids even have the chance to run a locomotive. The trip cost is \$10 payable to the Club in advance or at Byers and will be donated to Colorado Live Steamers. For those staying all day, we can eat supper at High Plains Diner in Bennett.

Make plans for the Leadville, Colorado and Southern fall color trip on Saturday, September 22nd. We have the caboose and everyone gets to ride in there. There are snacks on the train. There is a good chance you can ride in the cab with purchase of regular ticket if you win the raffle. This is a good deal for \$45.

Board meetings are usually held the first Monday after a regular monthly meeting. 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. You are always welcome! If any member has any question or concern on events or would like to go to a Board meeting to see what kind of fun we have or any other concern, call me at 720-371-8536 or stevemason647@gmail.com.

Congratulations To Two Club Members Who Received National Awards From The Railway and Locomotive Historical Society

Richard W. Luckin received the 2017 Documentary Award With A Budget for *Twentieth Century Limited: America's Most Famous Passenger Train*.

Joe McMillan received the 2017 Fred A. and Jane R. Stindt Photography Award.



Removing items from the rotted end sill are (from left top) Steve Mason, Jim Scoville, John Rankin, and (from left on ground with backs to camera) John Stephens and Pat Mauro. – Photo © Debbie MacDonald.

Work Day Fun In Bailey

By Board Member Pat Mauro

The Club work day turned into work days in Bailey. Work on caboose 10600 has been fun but hard work. On June 2nd, we had the first of the work days. Steve Mason, Jim Scoville, John Stevens,

Jeff Ramsey, Deb McDonald and myself met at McGraw Memorial Park in Bailey.

I had pre-soaked most of the bolts

Work Day Fun In Bailey



The well rotted end sill on the caboose. – Photo © Debbie MacDonald.

that we needed to remove so we could access the rotted end sill beam to be replaced. As we proceeded, we found that some bolts broke when we attempted to loosen them. Others broke loose, as the rotted wood gave way. We took pictures before we removed parts from the end sill for reference when we reassemble the beam.

We were able to remove the front half of the beam along with the railing posts. We had lunch at the Rustic Station in Bailey, with great railroad banter during the meal. The day was successful, and the progress was a big step, but more work was needed for the project to continue.

I asked for volunteers at the June Club meeting. Jim Scoville, Steve Mason and Jeff Ramsey returned to the park on June 16th. During the two week period between, I took the railing posts to the Como Roundhouse. Sam from the Georgetown Loop Railroad, welded all thread onto one broken thread on top of a rail.

I then took the railing posts to Benny Eos. Benny and his brother Alan ran the Eos Sawmill for all of their lives, and he's well experienced with the repair of any item needed. Benny was able to remove the old nuts from the railings, and ran tap and dies through them. They are now all ready to be reinstalled on the new sill. Many thanks to Benny for that!

We continued our battle with the well aged bolts, and we progressed enough to finally remove the rear of the end sill beam. It was intact enough that it will be able to use as a pattern for the new bolt holes. Jeff Ramsey marked where we will need to use a router where the side sills join the end sill. We will return to complete the project, drilling the holes and attaching the new end sill and carrier beam, so the new bolts and refurbished rails can be put back in place.

From the Park County Historical Society, we greatly thank the RMRRC's assistance with the project!

A Colorado & Southern Gondola Moves To Como



Colorado & Southern gondola 4319 en-route to Como, Colorado, on June 6, 2018, here passing the engine #71 and the combine car in Central City. All three pieces of equipment had been given to the town in 1941. – Photo © 2018 Dave Schaaf.



Colorado & Southern gondola 4319 unloading at Como, Colorado, on June 6, 2018. Jason Midyette is at left. – Photo © 2018 John W. Stephens III.

Track Work Continues at Como



Steve Jorgensen (at left) and Jeff Ramsey work on adding track in Como.
– Photo © 2018 John W. Stephens III.

The 23rd Annual Boreas Pass Railroad Day

August 18, 2018 • 9:00 AM to 3:30 PM

Historic sites open to the public include the Como roundhouse, depot, schools, and painted houses.

The Boreas Pass Forest Service will host Living History Demonstrations and the Breckenridge High Line Railroad and Sawmill Museum will be open.

Klondike Kate, the 1912 Baldwin Steam Locomotive #4 is scheduled to operate on both Saturday, August 18th for Boreas Pass RR Day and also on Sunday August 19th.

For more information see:
<http://www.southparkrail.com>



UP 9000 with the Club drumhead on the front at Denver Union Station prior to the departure of the March 11, 1952 Club trip.

– Ed Gerlits photo from the James L. Ehernberger Collection.

Memorable 1956 Excursions

Compiled by Dave Goss

President Bob LeMassena issued a one-page update to Club members early in 1956 with some interesting tidbits:

- All but 100 copies of *Rails Around Gold Hill* have been sold.
 - The C&S is using 2-8-0's on the Sheridan & Buchtel Boulevard branches in Denver and for local switching in the Rice Yards.
 - The UP is running 4000's into Denver quite regularly along with some 3900's. The 800's disappeared on January 31, 1956.
- The year 1956 included two excursions for which the Club would long be remembered. Beginning on March 11, the Club operated its only trip behind Union Pacific No. 9000, a unique 4-12-2 stream locomotive only operated by the Union Pacific Railroad. The Denver to Cheyenne \$6.00 trip ran along the Dent Branch, a line rarely used for passenger service and one now long abandoned. The winter weather was a challenge and the Club's drumhead was placed on the front of the locomotive and it became very wet, causing the canvas to wrinkle. It was never repaired and is the same today. No. 9000, the only one of the 88 produced that remains, was en route to

Memorable 1956 Excursions



UP 9000 at Dent, Colorado, on March 11, 1956. Due to the near zero temperature, there were only two actual photo stops, one at La Salle and the other at this location. – R. H. Kindig photo from the James L. Ehernberger Collection.

Pomona, California, through Denver, and is currently on display at the Los Angeles County Fairplex.

In June, the Club's traditional narrow gauge excursion ran from Alamosa to Durango and back. More than 180 passengers rode on the eleven car train at a cost of \$15.00 each.

Wrapping up this year was a special standard gauge trip operated by the Union Pacific from Laramie, Wyoming, to Northgate, Colorado. Known as the Coalmont Branch, the UP sold the branch to the Wyo Colo Railroad on

November 30, 1987 and they operated the line for about ten years. It was formerly owned by the Laramie, North Park & Western Railroad (LNP&W). This same line was the Colorado, Wyoming & Eastern in Colorado and the Laramie, Hahn's Peak & Western in Wyoming before becoming the LNP&W.

Six Harriman style cars were led by UP Consolidation No. 535. The trip onboard brochure was a four page history of the LNP&W produced by Jim Ehernberger and Dick Kindig on glossy paper that was of the same quality as the Club's early books.

Memorable 1956 Excursions



The Club excursion passing the Albany, Wyoming, “depot” which was mainly a shed for placing LCL shipments. This scene is en route to Northgate on August 4, 1956. – James L. Ehernberger photo.

At the time of the excursion, the UP operated a three-trip-per-week mixed train with diesel power between Laramie and Hebron, Colorado. Steam was hardly ever used, making this route both unusual and with rare motive power. The last run on this branch was November 30, 1987. No. 535 is on display at the Railroad Heritage Park in Laramie.

Today it is difficult for the Club to charter steam trips on mainline rail lines and books seem to have been replaced in many libraries by digital media. None-

theless, the story of these early trips and publications live on as legacy memories. Are we creating similar memories today? Are the locomotives that we take for granted in 2018 going to be the 9000 series of tomorrow?

Correction

In the article, “Nuts About Trains,” on page 12 in the April *Rail Report*, Don Ziesch noted that Bernard Kelly actually passed away in 1998, not in March of 2018 as was stated.

Events of Railroad History:

Study Presages the End of Steam on the Burlington

Excerpts from memos by F.L. Kartheiser, Burlington official, Chicago, Fall 1945
from the C&S Collection, History Colorado
Contributed by Dan Edwards

Attached is a copy of a detailed study covering the acquisition of four 4500 HP Diesel freight locomotives for use on trains 75 and 76 between Denver and Forth Worth. *Note: the study specifying operating costs on these two trains between Denver and Ft. Worth showed an annual saving of \$425,653 in favor of Diesels in comparison with the steam locomotives then used.*

When we recommend the Diesel-electric freight locomotives on the Burlington it was with the belief that this type locomotive is superior to steam from the standpoint of performance, which would be particularly true over the profile of the C&S and FW&DC. The 4500 HP locomotive is recommended as three units are needed to provide enough traction motor capacity to handle more tonnage per train in heavy grade territory than is now being handled. With three units we will obtain faster acceleration and higher sustained speeds on all grades than is possible with present steam power assigned. There is also economy to be gained in track maintenance due to shortness of rigid wheel base and complete elimination of dynamic augment. The acquisition of four 4500 Diesel freight locomotives will permit stepping back of steam power and enable retiring from service older, non-modernized steam power when in need of heavy repairs and in such

condition that repairs are no longer economical.

This Diesel locomotive satisfactorily handles trains over all ascending grades without a helper at speed of around 30 miles per hour. Similarly on descending grades these locomotives give an excellent account of themselves due to the dynamic braking feature, which is employed for the first time in connection with Diesel motive power. The use of this brake makes it necessary to set the train brakes only about one-third as much as usual.

The most significant thing about the Diesel freight locomotive is the fact that a total of 1.5 (plus) steam engines are ordinarily required to handle the same number of cars; additional improvement in performance will be gained through elimination of water and fuel stops and delays for cleaning fires. These Diesel locomotives have shown reliability of performance and high availability for service and are able to handle their assignments for an entire round trip without special mechanical attention, except for such things as replacements of cracked cylinder liners, cleaning of oil filters, etc.

In both starting and rate of acceleration these freight Diesels have demonstrated highly desirable characteristics. The locomotives easily start

Events of Railroad History: Study Presages the End of Steam on the Burlington

tonnage trains and accelerate them to desired operating speeds in much less time than was formerly obtained with the steam locomotive. In fact these Diesel locomotives have greater tonnage moving capacity than any steam locomotive ever used.

The gear-driven wheels of the Diesel have no concentrated weights;

they produce no dynamic augment; and slipping of wheels is less common and of less consequence, resulting in economy in track maintenance.

Note: C&S Vice President Robert Rice submitted a request to Chicago officials on December 7, 1945, to approve the purchase of four such Diesel locomotives for use by the C&S and FW&DC.

Pueblo Model Railroad Association's 8th Annual Rail Fest

August 11th and 12th from 9:00 AM to 4:00 PM each day

At the Pueblo Union Depot, 132 West B Street in Pueblo Colorado

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 July

Join us for the Intermountain Chapter Family Picnic at the Colorado Railroad Museum.

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	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:

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

E-mail: selectimag@aol.com

Items for the August 2018 Rail Report should be sent by July 20th.