



RAIL REPORT

April 2018 • No. 691

Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Colorado Railfan: From the Beginning to the Present

Presented by Kevin Morgan

April 10th, 2018 • 7:30 PM

Kevin will present some of his favorite shots captured over the course of nearly two decades of rail photography. His web site is coloradorailfan.com

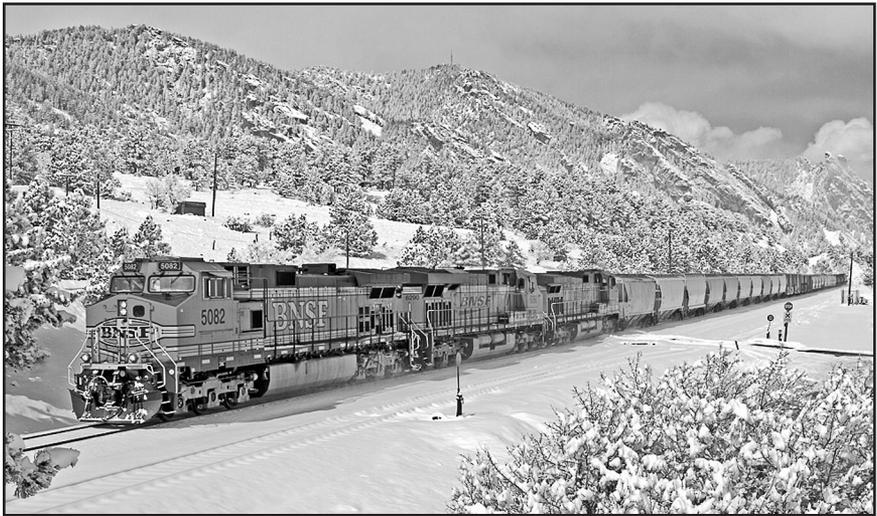
Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

RMRRC 2018 Calendar

- | | |
|--------------|----------------------------------------------|
| April 28: | Union Pacific Maintenance of Way Shops Tour. |
| May 8: | Monthly Meeting and Program. |
| May 19 & 20: | Cheyenne Depot Days. |
| June 12: | Monthly Meeting and Program. |
| June 30: | Steam at Como. |
| July 21: | Picnic At The Colorado Railroad Museum. |

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.

Colorado Railfan: From the Beginning to the Present



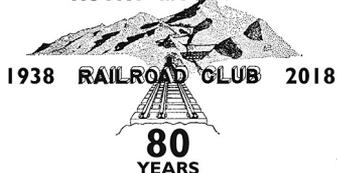
BNSF's Provo-Lincoln manifest rolls east through Plain on February 20, 2018
– Photo © Kevin Morgan.



The eastbound Zephyr is just east of Whitehouse, UT on June 10, 2005. Lightning strikes in the distance in the Utah desert during a summer storm.
– Photo © Kevin Morgan.

For Rail Report 691, celebrating the Club's 80th Anniversary, the masthead features Kennecott Copper Corporation #80 at McGill, Nevada, in September 1965. – Photo from the Tom Klinger Collection.

ROCKY MOUNTAIN



80th Anniversary Events

Union Pacific Maintenance Of Way Shops Tour – April 28th

This tour is full and is limited to members that have signed up at a Club meeting with their phone number. We will confirm you are going the day before the event. Maps will be available to tour attendees at the April Club meeting. Transportation is on your own.

Our group will tour the Union Pacific Maintenance of Way Shops at 5929 Pecos (Utah Junction) in Denver, meeting at 10:00 AM. There is ample parking in a parking lot just east of the main blue building. You should wear steel toed shoes if you have them otherwise stout shoes and long pants – no shorts or open toe shoes. Our hosts will provide safety glasses and hard hats if they need us to use them. No pets or concealed weapons are allowed.

RMRRRC Picnic – July 21st

Our BBQ picnic will be held in the pavilion at The Colorado Railroad Museum. This will be a family event so plan on setting aside time for bringing your kids and grand kids.

Steam at Como – June 30th

We are planning to ride behind 2-6-2, Klondike Kate #4, at Como. We will see two 80th celebrations since the last South Park train ran in Como in 1938.

Summer Work Day

We will go to Bailey in the summer and Pat Mauro will organize a work day for us.

Argentine Central Tour – August

This driving tour is limited to “four-wheel drive Jeep Wrangler or equivalent only – no exceptions” due to the grade, and short turning radius at pull-offs.

Denver & Intermountain Interurban Car 25 Open House – August 11

Free Rides at the Denver Federal Center, weather permitting.

Leadville, Colorado & Southern Fall Color Train Ride September 8th (Tentative Date)

Colorado Live Steamers – September 15th (Tentative Date)



80th Anniversary Events

Annual Banquet – October

The 80th anniversary Annual Banquet should surpass last year.

Annual Meeting – December 11th

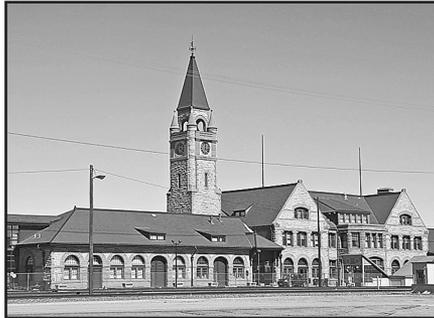
We will put out a nice spread of cake, punch, cookies, Debbie's delicious train chocolates. Oh yes, we will also have elections and a special program.

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.

Cheyenne Depot Days

Depot Days takes place at the Cheyenne Depot on Saturday and Sunday, May 19th & 20th, 2018, from 9:00 AM to 3:00 PM. There will be exhibits and tours of the historic UP roundhouse and Wasatch RR Contractors.



The Cheyenne Depot.
– Photo © 2018 Dave SchAAF.

with departures scheduled every 30-minutes from in front of the Depot. The Union Pacific Steam Shop will be open for public viewing. Those that didn't see 4014 in March will be able to see it here.

The best parking is at the Frontier Park Exhibition Hall. A trolley will escort people to and from the steam shop

The Sherman Hill Model RR Show is at the Frontier Park Exhibition Hall, Friday through Sunday.

For information call the Depot at 307-632-3905 or the Sherman Hill Model Railroad Club at 307-634-1617. The Depot Days website is:
www.cheyennedepotmuseum.org/depot-days

Tickets are available at:
www.eventbrite.com/e/cheyenne-depot-days-18-tickets-43950803035

Lunch is available in the Frontier Park building, in the Depot or "The Albany."

President's Report

By Steve Mason

After the end of our regular meeting in March, we found out from our Colorado Springs members that the Manitou & Pike's Peak Railway was to be closed "indefinitely." All of us on the Rocky Club Board were very disappointed with this news. The news was confirmed by the *Gazette-Telegraph* website. The big reason we were unhappy about this is we were going to run our "signature" trip on the M&PP in November.

We had gone to see the right people at the Cog Wheel Road in October to ask for a trip. They agreed. We asked for a round trip to the summit and they agreed. We asked for steam and they agreed. We asked for a shop tour and they agreed. We asked for photo run-bys on the steam trip and they agreed. We were going to try to get a tour of the Pelton wheel power plant at Four Mile by ourselves. We asked for a confirmation letter and that we never had.

We heard a lot of disturbing information regarding the M&PP. Right after we were there we heard that half the people had been laid off and all the gift store people were gone. The train would not run through the winter as they usually did. There were piles of new ties along the right of way. We were told that tie renewal would go on during the winter, but it did not.

One of my sources was Mike Doty of

the Cog Railway. He is/was in charge of maintenance of the cars. Most of his staff had been dispersed. He was uncertain if he had a job. He said The Broadmoor, who owned the railway have not decided what they want to do.

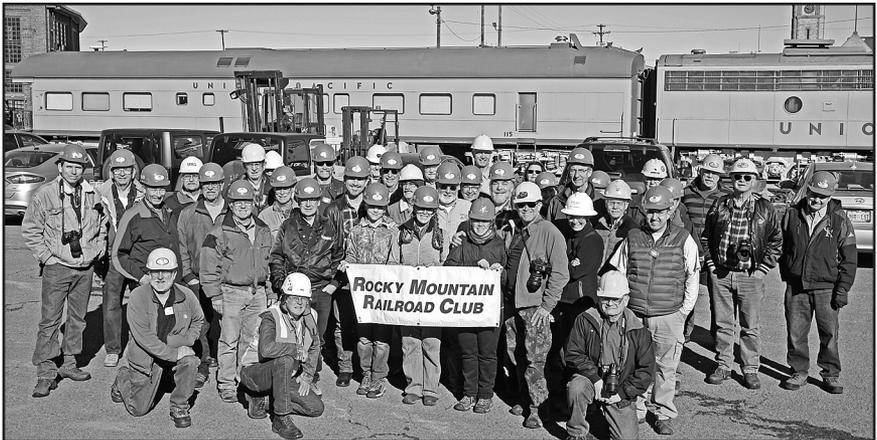
Last year the Manitou & Pike's Peak celebrated it's 100th year of service. Significantly, in all that time they had zero fatalities; a tremendous safety record. But the system was wearing out and much of the ABT rack had to be replaced. They felt they were pushing their luck on the safety issue. The rail was light. Mike and his crew diligently worked to keep the transmissions operable.

The owners of The Broadmoor, Philip Anschutz companies, want to evaluate whether they want to re-equip the rail, rack and transmissions to current state of the art designs or junk the road. The expertise is in Switzerland. So back to June 1938 when in our first year we ran a steam trip to the summit of Pike's Peak. We were going to do that again. We took the date they offered us. It did not work out. I think you'll agree with me in saying how very disappointed we are.

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!



Our large group enjoyed an extensive tour of the UP Steam Shops.
– Photo © 2018 Ed Dickens Jr.

St. Patrick's Day Cheyenne Trip Report

By Dave Schaaf

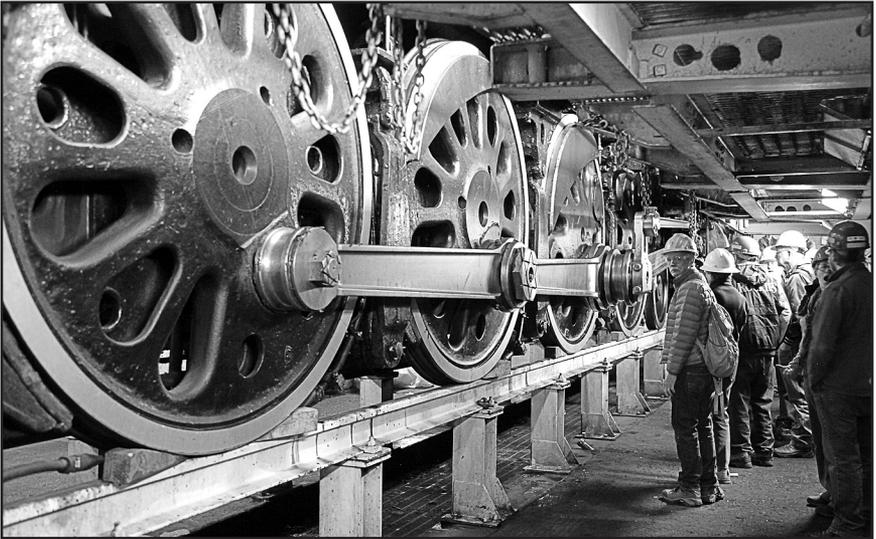
It has been a few years since our Club had done a group tour to Cheyenne, Wyoming. On March 17, several of our members and a few relatives had the opportunity to go.

We started at the Union Pacific steam shop and roundhouse. The railroad keeps a collection of heritage equipment here, along with their steam locomotives. We got a detailed explanation of the parts and methods used to rebuild and maintain the steam engines, given by manager Ed Dickens Jr. He showed us their “clean room” for precision machining, and the new overhead crane that makes it much easier to move large pieces around the shop. The Big Boy #4014 has no wheels under it at present, but we were allowed the fairly rare chance to go into the pit for a close look at the drivers and rods of #844. Also in the shop building were support cars and rotary snow plow #900082.

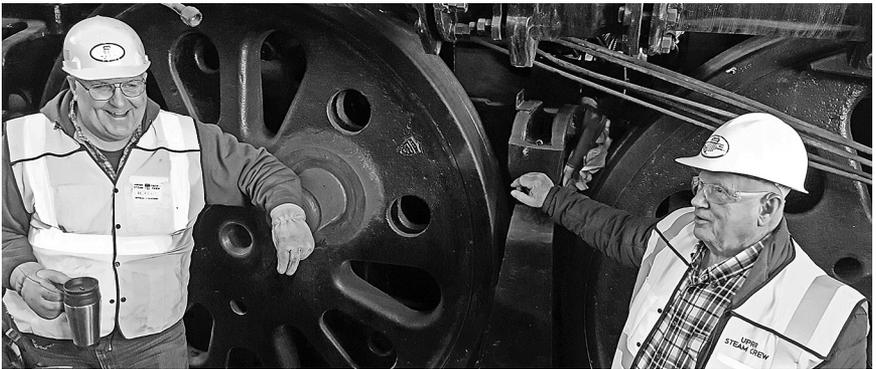
Club members and retired U.P. men Bob Fryml and Jim Ehernberger then showed us around the roundhouse. Inside were diesels 6936, 951, and 949 as well as steam engines 3985, 5511, and 838. The Challenger #3985 has had to take a slow path to steam again, but as new parts have been made for the 844 & 4014, some have also been made for it as well. Ed has told us that they do plan to run it again, there are just other projects ahead of it in the budget. Engine 838 has been saved as a parts source for sister 844, and the 5511 is a 2-10-2 that is not expected to run again for a variety of reasons.

We did not have much time to look at some older equipment stored outside, but a few pieces visible near the turntable were a C&NW F-unit, various cabooses, a couple of tank tenders from the turbine fleet, and the U.P. business car Selma.

St. Patrick's Day Cheyenne Trip Report



Our organization has a long history of working with the Union Pacific steam program. Not many groups get the chance to tour below ground level in this facility. – Photo © 2018 Dave Schaaf.

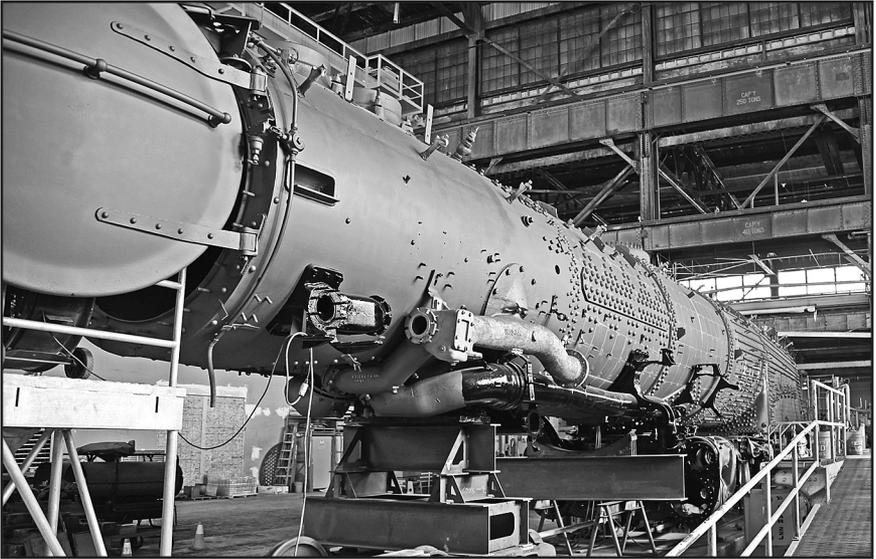


U.P. retirees Bob Fryml (Left) and Jim Ehernberger were tour guides. Both of these men are long-time members of the Club. – Photo © 2018 Dave Schaaf.

As an un-announced bonus after the tour of the U.P. facilities, some of the group were able to visit the Cheyenne shop of Wasatch RR Contractors. Michael Pannell showed us a few of the smaller steam projects that they are working on, and told us that Wasatch is

currently doing a cosmetic restoration of Big Boy #4004 in local Holliday park. Last year, Wasatch did some of the work on Klondike Mines narrow gauge steam engine #4 that now resides in Como, Colorado.

St. Patrick's Day Cheyenne UP Steam Shops Trip Report



The "Big Boy" UP 4014 boiler in the UP Steam Shops.
– Photo © 2018 Dave Schaaf.

In Remembrance

Desmond Paul Sainsbury

Desmond Paul Sainsbury, 84, of Denver, Colorado and Hobart, Tasmania, died on January 21, 2017. He joined the club in 1990 and held seniority number 174 at the time of his passing.

In Remembrance

Robert "Bob" Harrison Riley

Robert "Bob" Riley, 74, passed away on March 6, 2018. He was a contributing member of the club for 53 years. Due to Alzheimer's, his last active year with the club was 2013 at which time he held seniority number 41.

In Remembrance

Edward Roy Lewandowski

Ed Lewandowski passed away on March 14, 2018. He was a 63-year member of the club, joining in 1955. He held seniority number 7 this year.



The Club area at the Rocky Mountain Train Show.
– Photo © 2018 Debbie MacDonald.

Rocky Mountain Train Show Report

By Steve Mason

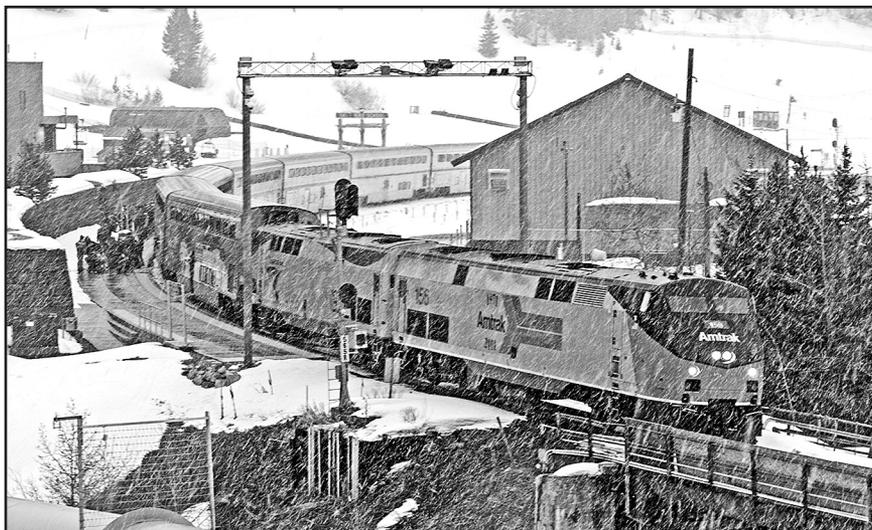
We had a Jeep load of goodies from World Headquarters donated back as far as 1961. The material ranged from HO trains to books. We had a little of everything. We had two goals. One was to introduce ourselves to the public and tell who we are. Two, was to sell the goodies and raise funds for Club activities.

The Rocky Mountain Train Show was open Saturday and Sunday. Debbie MacDonald worked both days and signed up two new members! Nathan Holmes worked Saturday and Andy Dell worked Sunday. I am glad they all worked the show. We raised about \$300 towards the Club's goals.

We talked to many people including several members and former members. Many were the general public and we

need to reach out to inform who we are and what we do. Many people we knew and we visited with them.

One family from Kansas brought their 7-year old boy. Coming to the train show was his Christmas present. We sold him a complete HO train set with engines, cars, cabooses, track, all for \$1.00! His eyes were big as saucers. The Mother was very grateful and made a substantial donation to us. This sort of thing is fun and spreads good will all around. We cleared out a lot of stuff on Saturday so we don't have to deal with it later. Sunday was slower, but we made a lot of contacts. We gave out a lot of Club brochures. As these have a membership application perhaps we will get some back. For sure we will look forward to welcoming the new members.



The snow was falling on February 2, 2018, for the Friday trip as Amtrak 156, P42DC in Phase I scheme, waited for skiers to board at Winter Park Ski Resort, Winter Park, Colorado. Amtrak train 1006, the Winter Park Express (WPE), had waited for Amtrak's train 6, the eastbound California Zephyr, to pass at Fraser, Colorado. Running only a few minutes behind the advertised time, soon the train was diving into UP's Moffat Tunnel for the trip back to Denver.

– Photo © 2018 by Chip.

Winter Park Express Trip

By Steve Mason

Eight Club members and guests rode the Winter Park Express on Saturday, February 24th. When we had discussions about this trip, it was pointed out that next year could be the end of the line for the Winter Park Express. Last year, in spite of sold out trains, Amtrak said, “they barely broke even.” Your Board thought it would be a good idea to ride the Winter Park Express while we can. I walked our train and it did appear sold out.

Amtrak announced this winter's trains last September. Typically there are eight Superliner coaches per train. So that would be roughly 800 seats per train. We

decided in November to run this trip and no matter which train we checked there were only about 40 seats left at that time. Most of the seats had sold out early, very early. It was difficult to gauge how many from the Club would go, so we did not buy seats and run it traditionally due to the fact that Amtrak said they were not making any price breaks for groups. As a way to run the trip and not incur cost to the Club we ran it the way we did, buy your own seat from Amtrak. This worked well.

The train ran open seating so you sat where you wanted. Our people were scattered throughout the train. I thought I

Winter Park Express Trip



Our Winter Park Express train. – Photo © 2018 Debbie MacDonald.

was going to be limited to the lower level due to my knee replacement at Christmas but it was working well enough to climb the stairs. The view from the upper windows of the gangplank through Arvada was superb.

Just after crossing Indiana Street, the train used to be in open country until CO-93. Now on the South side is Leyden Rock housing. After CO-93 is the Big Ten Curves and that is still wide open. We left Denver at 7:30 AM, a half hour late, but the P-42s were pulling hard. We crossed the new fill between Tunnel 2 and 3 which washed out in 2012. Word was it took 7,500 semi loads of rock to fill that back. Around the bend and into South Boulder Canyon high on the North Wall. It never ceases to amaze me that before the train even gets into the mountains it is about 7,500 feet high. We moved through the Tunnel district at a steady 30 mph. Soon we were in the Moffat Tunnel so everyone headed for their seat. Two blasts on the horn and we

slowed for the platform at Winter Park. We arrived on time at 9:00 AM.

About a half hour later #5 came through for Winter Park/Fraser. We went to the base lodge for breakfast. After that we laid our plans for what to do for six hours. Two new members, Bob and Jim Scoville, tried to see Clint Eastwood's movie, *The 15:17 to Paris* but it had just left the theater. Debbie and Bob MacDonald along with Nathan Holmes went "shopping" in town. Linda Fike bought a non-skier lift ticket and went to the mid-mountain lodge and rode down on the chair lift. Keith Jensen bought a tow ticket and actually skied. I stayed in the lodge due to my knee. All afternoon our people trickled in and we visited for a long time having fun.

At 4:00 PM, #6 came roaring through. Soon after that we loaded up and went through the Moffat and down the Hill to Denver.

Nuts About Trains

Compiled by Dave Goss

I am guessing most of us have encountered someone who called us a train nut (sometimes not in a very loving way). In the February 8, 1953 *Empire Magazine* (an insert of the *Denver Post*) long time Post writer, Bernard Kelly, wrote an two page color article “Nuts About Trains.” And the subject was our Club. An awesome color rendition of Otto Kuhler’s image of a Rio Grande #3700 helping a Diesel up a grade was the Post’s selection for a color illustration. A Kuhler black and white sketch of the Montezuma, Rio Grande’s first locomotive, was also included.

Kelly interviewed a number of Club members and included some humorous statements that hopefully we can laugh at, as perhaps we have over the years:

Members of this club are to railroads what fire buffs are to fire departments. They love trains, they worship trains, they eat, sleep and live anything that runs on rails. They may seem a little nuts to normal folk, but then, normal folk seem a little nuts to them, too. So what if they are a little one-sided on the subject? Go watch television. They’ll watch trains.

Members take trips on trains, seeking out lines that are remote, unusual, or about to be abandoned; they publish books, they take pictures, hold meetings and talk fondly of Johnson bars and valve gear. They look at railroad movies (plotless pictures are preferred); they buy engines and cars and they hope to establish a Colorado railroad museum.

The club was organized in 1938 by Carl Hewett. Guess what line Hewett is in. Trucking. He’s employed by the Gallagher Transfer company of Denver, but after the day’s trucking is done, Hewett likes to look at trains.

These men – and women and young gals, too – are all frustrated engineers, you’ll find. When they look at a movie of a train moving through the high mountains, you can tell they are dreaming of coal smoke and cinders and not fresh mountain air. If they had their way, most of them would pilot a choo-choo up and down the steel rails of the land for the rest of time, with the high eerie wail of a steam whistle for a theme song.

But don’t get the idea it’s a high toned organization. Probably in no fellowship is there less cleavage along lines of birth and wealth. The important thing is, do you love railroads enough to be a little crazy about them?

Writer Kelly passed away in March this year, at the age of 93. His humor and observations were pretty accurate 65-years ago. His information concerning plans to create a railroad museum were as true as his comments about Herb O’Hanlon, Irv August, Carl Hewett and others of the 342 members in the club in 1953. I would wager that many of us still reflect the nuts he noted as well as a few of the normal folk.

Events of Railroad History: Work of the Demurrage Associations

Contributed by Dan Edwards

From the files of History Colorado, September 21, 1893

To: N.W. Sample, D&RGRR; W.A. Deuel, UP & UPD&G.; H.U. Mudge, AT&SF; A.J. Hitt, CRI&P; H. Collbran, Colo. Mid.; O.A. Derby, Mo. Pac.; G.W. Vallery, B&M Ry.

Dear Sirs:

Referring to the financial part of the Colorado and Denver Demurrage Associations. We have reduced our pay roll from \$1120.00 to \$900.00, or 20 percent since the hard times have struck us, and yet we have the same number of tracks to check and must make several trips to collect disputed bills where one or two trips was usually successful heretofore. At Denver, Pueblo, Colorado Springs, Trinidad, Leadville and Aspen we get all our own records and information and have Inspectors at all these points. At the last four points named, Inspectors are now working on part time. At Pueblo one man now does the work of that station and furnishes his own horse and buggy. Our four Denver Inspectors, who receive \$70.00 and daily check every car in the Denver yard from the Globe Smelter and 40th St. to Overland Park and the Cotton Mills, are not receiving as much money as the railroads are now paying their employees occupying positions as responsible. It was no easy thing to find men suitable for our business. Men as a rule who have the ability and

can stand the walking, the abuse, and many disagreeable things connected with this business command better salaries. While I stand ready to carry out the wishes of my superior officers, yet I would like to see the salaries of my men stay where they are now, and as to my own salary, I leave that to the members of the Association. I never desired from anyone a greater salary than they thought I was worth. While the [Demurrage] Bureau was not organized for a direct revenue, yet I have always made sure that the expenses were less than our receipts, and we now have a surplus over expenses of \$32,000.

Our net earnings during June, July and August, the panic months, were greater than in 1892. Our net earnings for August were \$776.00. The records will not show another Association out of the forty in existence with such large net earnings according to cars handled. With business as it is our net earnings for 1893 will be a little more than for 1892.

Will you kindly advise whether you desire any further reduction.

Yours truly, E.E. Hill

Rocky Mountain Railroad Historical Foundation 2018 Mini-Grant Program Applications Are Due By April 30th

By Nathan Holmes

The 2018 Foundation Mini-Grant Program is now in full swing. If you know a railroad history or preservation-related project that could use \$1,000 for the summer of 2018, Please help spread the word and send them over to the website for more details. The deadline for applications is the end of April. Application details are available from our website at www.rockymtnrrclub.org/rmrhf-grant-2018.pdf.

Colorado Live Steamers Calendar of Events

April 14th – Scheduled “Work” day.

April 21st – Scheduled “Run” day.

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

May 12th – Steampunk At The Station

Day Out With Thomas:

July 18th – Dinosaur Express Train

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

October 27th – Trick Or Treat Train

The Polar Express Train Ride:

November and December

Colorado Rails and Cocktails – An Evening of Colorado History

May 4 – Otto Perry, Master Photographer

Two of the Colorado Railroad’s Museum’s own, Charles Albi and Larry Dorsey present this program on Otto Perry. Perry, a mailman by trade was a photographer who specialized in railroad photos. At the time of his death, his collection included more than 20,000 photographs from all over the United States. Join Albi and Dorsey as they share some of the highlights of Perry’s collection as well as the man himself!

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>.

Dinner Meeting at Red Lobster, 4455 Wadsworth Boulevard, Wheat Ridge, Colorado

Wednesday, April 18, 2018 – Dinner at 5:30 PM – Meeting begins at 7:00 PM

Publishers Statement — Rocky Mountain Rail Report

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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	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 May 2018 Rail Report should be sent by April 13th.



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