

RAIL REPORT

February 2017 • No. 678



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Update On The UP Steam Program

Presented by Ed Dickens, Jr.

February 14th, 2017 • 7:30 PM

Ed is the senior manager of Union Pacific Heritage Operations and leads the team restoring the 600-ton Big Boy #4014 steam locomotive in Cheyenne, Wyoming. He will discuss the current progress on various projects, including details about the UP #4014.

Ed joined Union Pacific's steam team in 2004 and has led it since 2010. He was based in Denver with the Southern Pacific starting in 1993, and after the SP-UP merger, worked engine service on all of the U.P. lines from Denver. His previous steam experience includes time with the Georgetown Loop and the Durango & Silverton.

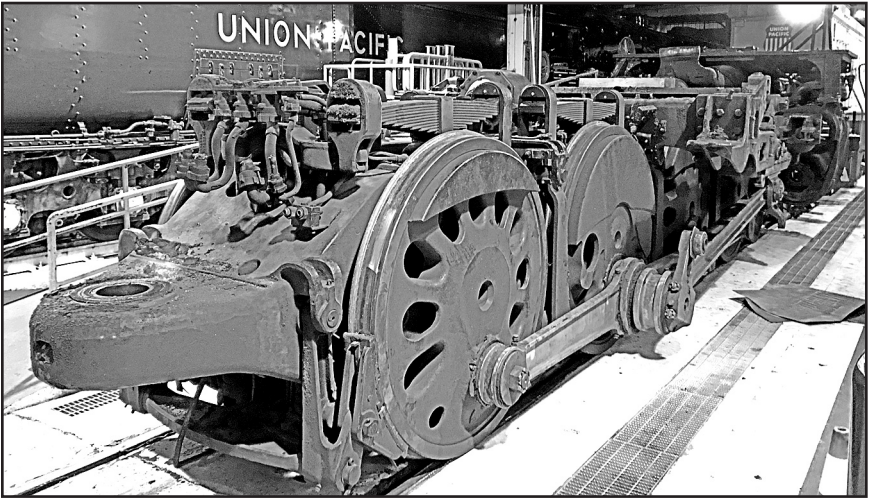
Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. 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.**

RMRRC 2017 Calendar

- | | |
|------------|--|
| March 14th | Monthly Meeting and Program, "C&S Clear Creek District," by Tom Klinger. |
| April 18th | Monthly Meeting on the third Tuesday and Program, "400 years of RR family," by Gary Emmons. |
| May 9th | Monthly Meeting and Program by Jeff Badger and Phil Johnson. |

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.

Update On The UP Steam Program



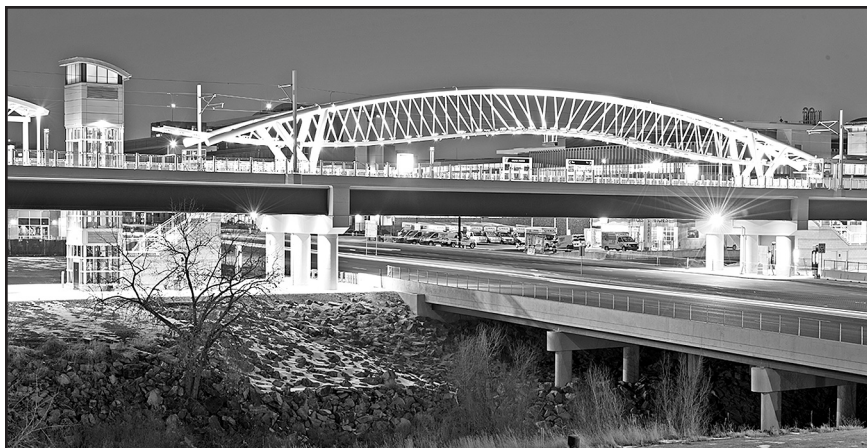
The front engine removed from the Big Boy. – Photo © 2016 Ed Dickens, Jr.



Most of the current U.P. steam crew. – Photo © 2016 Ed Dickens, Jr.

For Rail Report 678, the masthead photo features Union Pacific 678 at Council Bluffs, Iowa, on August 20, 1961.

– F.H. Bahm photo from the James L. Ehernberger Collection.



Denver RTD R Line Aurora testing is underway. Denver RTD 105 (at the far right end of the bridge), LRV, test run was stopped at the Colfax Station bridge over East Colfax Avenue on January 20, 2017, at 6:00 AM. R Line testing is with one car LRV. RTD's newest light rail line, the R Line, brings light rail service through the heart of Aurora. The 10.5 miles of new light rail connects the existing track at Nine Mile Station up I-225 to the Peoria Station on the University of Colorado A Line. The new R Line provides easy connections to the University of Colorado A Line and the H Line. The R Line is planned to open in 2017 but no date has been announced yet. – Photo © 2017 by Chip.

President's Report

By Steve Mason

Rocky Mountain Railroad Club Board Meetings are the first Monday after a regular monthly meeting. We usually have supper at Nicolò's Pizza at 7847 West Jewell Avenue at 5:30 PM. After we eat and visit, we have a short business meeting from 6:30 to 7:30 PM. We handle the Club and the Foundation business in that time. We have reports from the Vice-President on Programs, the Treasurer on state of our money and the Secretary reads the minutes. If any Board member has old or new business we handle that.

This is where members can participate. I personally urge you to attend a Board meeting if you have any concerns

you would like us to address. I will put you at the top of the agenda so you can leave early if you want to. We were elected to serve you, the members. We want input from you, in fact, we earnestly solicit it. Sometimes after the Board meeting we visit and you are welcome to join us for that too. Your concerns are our concerns.

Here are some notes from the last meeting as an example. Dave Schaaf listed some of upcoming programs including discussing our next program by Ed Dickens, Manager of the Union Pacific Steam Program and a friend to the local railfan community. Other potential programs were discussed. Keith Jensen,

President's Report



Amtrak passenger action on UP's Moffat Tunnel Subdivision. Amtrak 42, P42DC, Veterans unit, and Amtrak 156, Phase I, handled westbound Amtrak train 5, California Zephyr, in snow covered Byers Canyon near Hot Sulphur Springs, Colorado, on January 18, 2017. It is rare to see two Amtrak specially painted units on the California Zephyr. – Photo © 2017 by Chip.

our Treasurer, gave us a preliminary report, but we are waiting for the last of the renewals to close out the books so we can publish the final financial report in the *Rail Report*. We also had discussions on trips and events.

Trips discussed included a possible coach trip in conjunction with the Sherman Hill Modelers group. Pat Mauro agreed to lead the field trip to Como (see page 10). Denny Haele volunteered to lead a trip to the Corkscrew Gulch Turntable between Silverton and Ouray. I volunteered to lead a field trip on the Denver, Boulder & Western perhaps in the early autumn when we can enjoy the fall colors. We also hope to have a Cheyenne Shops tour to view the 4017 restoration progress from a technical point of view.

I must say after attending two Board meetings, the Officers and Directors are as fine a group as I have ever worked with and have my fullest confidence.

We have decided to do a member survey to determine what you want from the Club. The last survey was done by Jim Ehernberger 15-years ago so it is time for an update. We will get that to you in the coming months. We want to find out what your interests are, what your demographics are, what you would like the Club to provide for you.

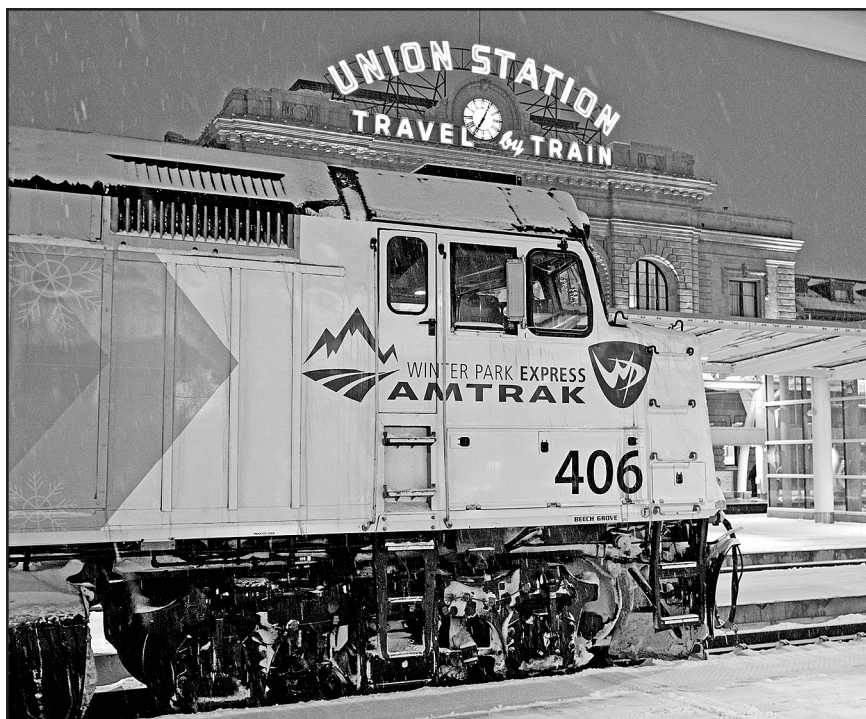
During my travels in town it appears there is more coal moving on the Joint Line and the Moffat. The "C&S" is always interesting as you can guess if lumbering is going well in the Pacific Northwest or houses are going up in Texas. You can see a lot by observing.

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. I am here for you. Many of you are my friends going back many years and it is a pleasure to serve you. – *All Good Wishes, Steve*

Current Railroad Happenings



The plow removed from Goose 6 is headed to Dolores so the Galloping Goose Historical Society (GGHS) can use it as a pattern to build their own replica plow for their Goose 5. They are running Goose 5 as part of the Durango & Silverton Narrow Gauge Railroad's winter photographers special from Durango to Cascade Canyon on February 18 and 19. This will be the first time since the RGS days that #5 has run in the snow. The plow will be returned to the Colorado Railroad Museum in a few months. – Two photos © 2017 Debbie MacDonald.



The Amtrak Winter Park Express operated by Denver RTD included Amtrak 406, a non-powered cab unit (NPCU). Amtrak 156, P42DC, Phase I scheme was assigned to Winter Park Express with eight Superliners that arrived off Amtrak train 5, the California Zephyr, on January 4, 2017. – Photo © 2017 Dave Schaaf.

Information For The Railroad Enthusiast

By Dave Schaaf

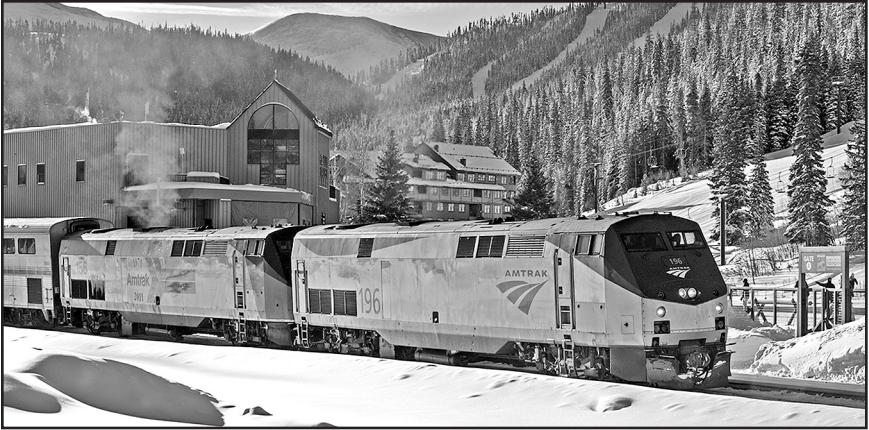
The Ringling Brothers and Barnum & Bailey Circus will be closing in May. High operating costs, declining attendance, and changing public tastes have all brought this to an end after 146 years. The company has two complete units that tour by rail, and there is no decision yet on where the more than 120 rail cars will go. Many railroad museums are tight on space for new acquisitions.

Denver RTD's "G" line through Wheat Ridge and Arvada has not opened yet. It was supposed to be op-

erational by the end of 2016, but is held up by technical issues shared with the "A" line to the airport. This commuter-rail system is the first in the country to combine wireless signaling with positive train control. These problems on the "A" line have caused the need for 24-hour flagmen at every road crossing, and until a solution is found, the new "G" route may not open.

South Park Rail Society has announced a goal of restoring the roundhouse in Como, Colorado. They plan to re-lay

Information For The Railroad Enthusiast



The first Amtrak Winter Park Express Denver to Winter Park Ski Resort, Winter Park, Colorado, train on the UP's Moffat Tunnel Subdivision arrived ahead of the 9:00 AM scheduled arrival time on Saturday, January 7, 2017. Amtrak 196, P42DC, and 156, Phase I scheme, handled the eight Superliners and Amtrak 406, non-powered cab unit (NPCU) made the first run. – Photo © 2017 by Chip.

track and bring a working steam locomotive to town this year. There is a lot of information on the various pages of their web site at www.southparkrail.com

Amtrak is attempting to transfer half of its Denver-based crew to Lincoln, Nebraska. This would affect about 20 engineers and conductors on the California Zephyr east of Denver. The rest of the local crew would work west to Grand Junction.

The Georgetown Loop RR has had a six-axle Porter diesel for the last few years. Last fall, they sent it to Durango in trade for a 90-ton G.E. diesel. An additional center-cab unit may also be on the way to the Loop from another source. The GLRR had record ridership in 2016, carrying more than 153,000.

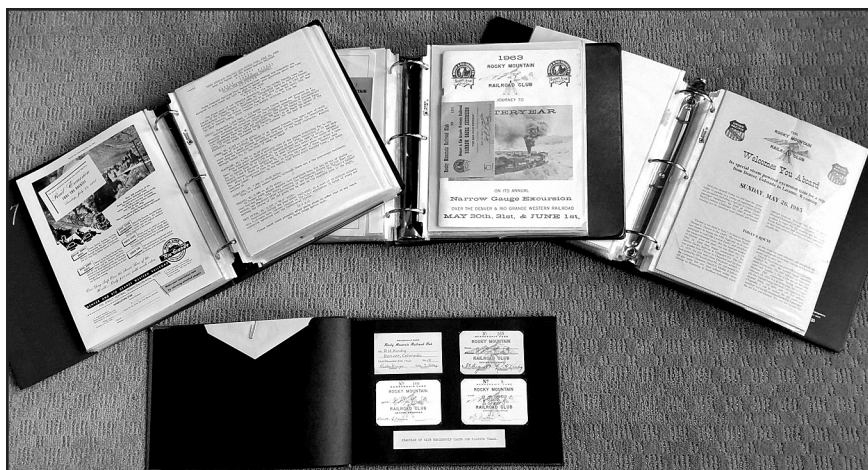
Our members have expressed a lot of

interest in the Denver-area closed hobby store, Caboose Hobbies. It was expected to open in December as “Caboose,” but has not yet opened as of this printing. We will give you an update when we know more. Watch www.cabooseshobbies.com for the opening date announcement.

Great Western Railway in northern Colorado celebrated their 115th anniversary in December.

Last year, American railroads carried more intermodal containers and trailers than carload freight. This is a first for the industry, and much of it is due to a 20% drop in coal traffic. It was a good year for hauling grain.

The SP #4449 is scheduled to make a trip in late June. This big steam engine should have a two-day run through Oregon.



Binders containing Club history organized and donated by Jim Ehernberger with the small Dick Kindig scrapbook Jim also donated below.

– Photo © 2017 Dave Goss.

RMRRC History Donated To The RMRHF

By Dave Goss

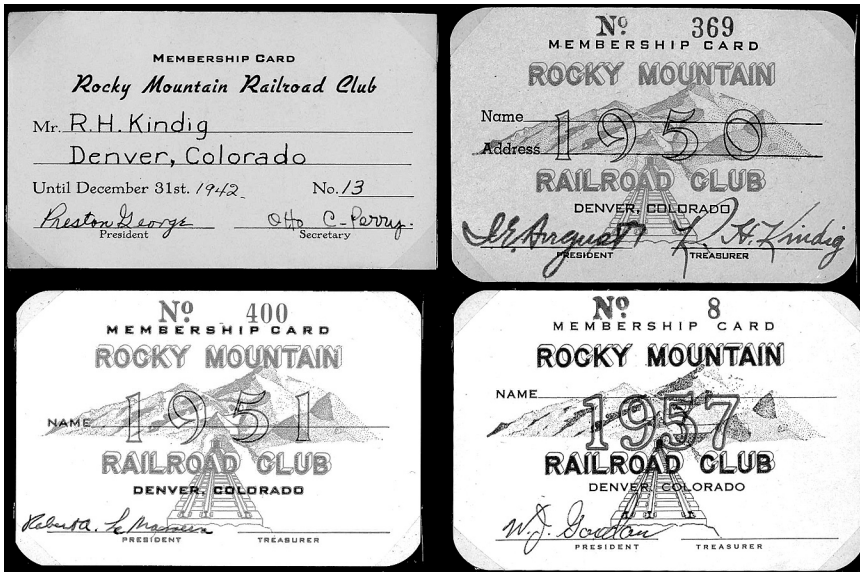
The Club owes Jim Ehernberger another round of thanks. In addition to the books he has donated to the Club and Foundation for fundraising, Jim recently donated his files of Club memorabilia (flyers, tickets, brochures, etc.) organized chronologically in three ring binders and protected by plastic sleeves.

Jim also included a small scrapbook that had been put together by Dick Kindig in his donation. Dick began collecting information about the Club, such as newspaper clippings, in 1938. He had articles about the early formation of the Club as reported in Denver newspapers as well as some photographs of early trips and reviews of the Club's books. Although small in number, these items help demonstrate his love of the Club as well as his pride in being part of an historical organization. Over the next few months, we will include some of this in-

formation taken from Dick's scrapbook in the *Rail Report*.

We particularly thank Jim for taking the time to organize this information and place it neatly in binders for easy retrieval. The Club has similar files at World Headquarters, but that material is in file folders.

Later this year, we will integrate the Club files into binders, using Jim's work as the example to be followed and amplified. When finished, the binders will represent more than 75 years of memories. Our files are also duplicated at the Colorado Railroad Museum, preserving for Club members our history and providing the public access to review the many accomplishments of the Club since it was first formed. We thank Jim for this generous gift and preservation of irreplaceable times.



Most Club members will recognize three of the membership cards shown from the Dick Kindig scrapbook that Jim Ehernberger donated. However, the card in the upper left corner is the oldest membership card that the Club has in its file and was signed by then President Preston George. In 1942, Dick was member number 13 as of December 31st of that year. The card is slightly larger than a typical business card and was probably hand lettered by Secretary Otto Perry.

Membership Cards Will Be Mailed With The March Rail Report

The 2017 membership cards will be mailed to each individual member with the *March Rail Report*. You will receive an envelope with the *Rail Report* and your membership card(s). Please do not forget to remove the membership cards from the envelope. This combined mailing saves the club a significant amount of money.

The club uses a desktop printing approach. The cards are a micro perforated synthetic grade paper integrated card. The membership cards are a 3.375" x 2.125" with rounded corners.

Members always ask why it takes so long to receive the cards. The answer

is two fold. The first is the compilation and sequencing of the members cannot take place until all renewals received on or before the January 31 are processed by the treasurer. When this is completed, the one person desktop printing operation begins. First the mailing labels are printed and affixed to the envelopes. The next step is printing the cards. Each sheet contains six cards, so after the sheet has been printed, the individual cards are separated. The longest time consuming operation is assuring the member's cards go with the correct pre-labeled envelope. You should receive this mailing just before the March meeting, but it could be later due to time of processing.



It was not all work during the work days at Como in 2015. Hand car exercise was included. – Photo © 2015 Dave Schaaf.

Como Project Update

By Pat Mauro

In addition to the ongoing track laying project we've been working on the past two years, Dr. Brantigan, owner of the Roundhouse, and recipient of a RMRRRC grant in 2015, has completed work on 501(c)(3) approval. The South Park Rail Society is registered as a Colorado non-profit 501(c)(3) and as such all donations are tax deductible, and receipts can be provided. More information on the projects and goals can be found at the website: <http://www.southparkrail.com>

Dr. Brantigan and the board have been able to make progress on the roundhouse. The big news is that they are acquiring a locomotive that is currently under repair and will soon be moved to the growing rebuilt railyard of Como to run on the new track, which is being expanded this

summer. A gondola will also be brought in for riders.

With all the new activities coming together in Como, the South Park Rail board hopes to have the locomotive completed and operational in time to offer rides during this year's Boreas Pass Railroad Day in August.

All this means there will be more work days in Como, so please plan on that this summer. The Club is planning a tour and work day in Como. We will update with actual dates as they come together.

For those who are interested in assisting with the project, please contact Pat Mauro at 303-838-7740 (phone preferred) or pkmauro77@gmail.com.

Fifty Years Ago

By Michael M. Bartels

Fifty years ago, the February 1967 *Rail Report* confirmed growing fears among Club officers and members. The Denver & Rio Grande Western said it would not allow any more fan excursions between Alamosa and Durango. Aware of the rumors, the board had authorized the Club's traditional three-day Memorial Day weekend excursion earlier than usual and directed trip chairman E.J. Haley to contact the railroad as soon as possible.

After considerable correspondence, a letter from Rio Grande President G.B. Aydelott said maintenance on the narrow-gauge line had been reduced in response to lower freight traffic. He said the current level of maintenance will accommodate the few necessary freights but doesn't assure the level of safety the road believes reasonable for a passenger train. He also said heavy mainline freight traffic was putting more demands on supervisory personnel. (The November 1967 *Rail Report* said there would be no standard-gauge excursions either.)

Pleas for a farewell excursion, which would have been the 16th over the line, were unavailing. In retrospect, the last D&RGW-operated public trip had been on October 9, 1966, when 620 rode an

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DESTINATION SHOWN HEREON**

Alamosa to Cumbres 16-car special train behind 2-8-2 No. 487, sponsored by Epsilon Sigma Alpha philanthropic sorority. The Alamosa Kiwanis Club had operated a three-day excursion each fall, the Kolor Karavan, for 10 years. And beginning in 1959, the Illini Railroad Club had fit in a trip on its "Journey to Yesterday" from Chicago between our Club's trip and start of the

Silverton season. (Tourist season started later in those years.)

The dreaded but expected abandonment application for the narrow-gauge freight lines was filed in September 1967 and D&RGW operation ended in December 1968, leaving only the now-isolated Silverton. In February 1967, most fans probably thought they had taken their last ride over Cumbres Pass and that it would soon join Marshall Pass in history. But in 1970, Colorado and New Mexico bought the most scenic segment between Antonito and Chama and since 1971, the Cumbres & Toltec Scenic RR has welcomed passengers each summer.

A new book, *Three Days—20 Bucks* by Stan Rhine, published by White River Productions, chronicles the happy days of the Club's Memorial Day weekend excursions from 1954 to 1966.

Events of Railroad History: Enthusiastic and Proud Father of Speed Train

Denver Post, May 26, 1934

Contributed by Dan Edwards

Have you ever listened to a proud father telling the virtues of his first born? Well then you have the proper atmosphere for an interview with Edward G. Budd, president of the Budd Manufacturing company.

During the last three days, almost everybody in Denver has paid a visit to his brain child—the Burlington's gift to modern transportation, which under the banner of the Zephyr will speed Saturday from Denver to Chicago. The Zephyr was built in Budd's Philadelphia factory.

There he assembled the workmen from the 107 companies whose products went into the making of this great train—men from the drinking cup company at Worcester, Mass., which supplied the paper drinking cups, to engineers from the Winton Engine company of Cleveland, Ohio, which furnished the power plant.

Budd breathed a sigh of relief after workmen had been engaged for hours in the task of replacing a damaged bearing on the Zephyr. Through the long night as the workmen went about their task, Budd would ask first this one and then another, "Is she going to be all right?" With the job done and the Zephyr pronounced in "perfect trim" for the record-breaking try, Budd relaxed. "She's the greatest bit of transportation equipment on earth," he said.

Asked how the train came into be-

ing, Budd said, "The loss of railway passenger traffic during the last decade has been caused by a shifting of travel from the railways to the highways and not from a decline in total travel. The total passenger one-mile units of travel have greatly increased. But the percentage of the total which has been handled by the railways has been greatly diminished, and only 20 percent as much local traffic by rail was performed in 1933 as in 1920.

"Ralph Budd of the Burlington— we're not related by the way—was the first railroad executive to do something practical about the situation."

[Pointing to the Zephyr, Budd continued,] "Conventional lines had been followed in the design of passenger equipment for many years. This had to be changed. So when we departed from convention and began the undertaking to make improvements that would result in lower train operating costs with added travel comfort and speed, our idea was to call upon the industry, which had taken from us much of our traffic—the automobile industry.

"That is why the Burlington railroad came to us and to General Motors and the Massachusetts Institute of Technology for a new train design. We called in the architectural firms of Paul Crete and Holsbird & Root and told them to design us a train.

"The Burlington gave us carte blanche in designing and decorating

Events of Railroad History: Enthusiastic and Proud Father of Speed Train

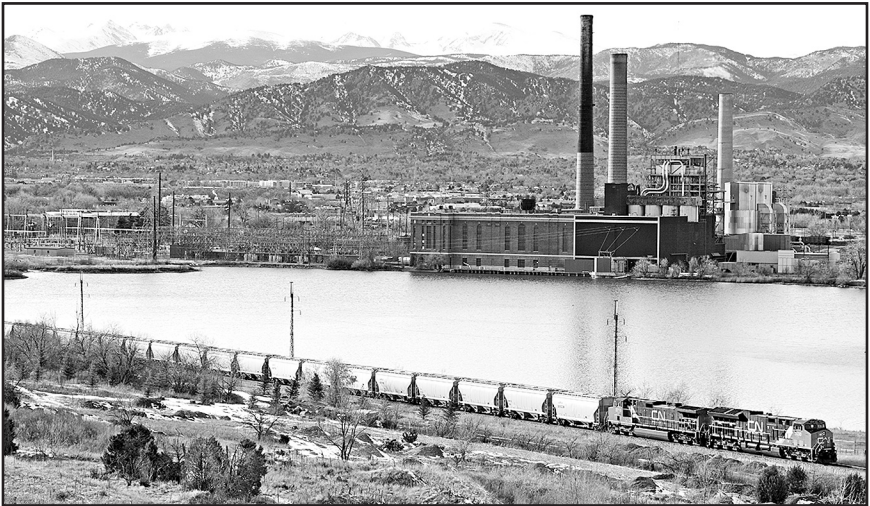
the Zephyr without any restrictions other than those which are inherent to railway equipment, namely, the gauge of the track and the clearances within which the outside dimensions must be kept.

“Let me introduce you to the man whose firm made all our work possible—this is H.L. Hamilton of the Winton Engine company, makers of the [Zephyr’s] Diesel engine.

Hamilton talks of horse power and water jackets, scavenging blowers and compressors with great rapidity. [The Zephyr’s] engine weight has been reduced about 22 pounds per horse-

power by what is known as the Lukenweld process. This process welds a steel plate to form a single-piece engine block to which a light oil pan is attached. A nine-bearing crank shaft is carried on main bearing seats fastened to the end of individual cross members cut to form frames for the fabricated engine block. In this manner combustion stresses are transmitted directly to the bearing seats through the solid frames held rigid by the various patterns of welded plates, which form the air-intake passages, top and bottom of the cylinder block and webbing.

Current Railroad Happenings



BNSF unit frac sand action on the Front Range Subdivision. Canadian National (CN) 3030, ET44AC, and CN/Illinois Central 2716, were rear DPUs on a northbound BNSF train U CNGFCL0 01t, CN interchange to Fort Collins, Colorado, passed Xcel Valmont Generating Station at Boulder, Colorado, on January 22, 2017.

– Photo © 2017 by Chip.

Reader Comments and Additional Information



Thanks to Bill Robie for these additional close up photos of one of the One-Way, Low-Speed diamonds or OWLS at the BNSF 23rd Street, Denver crossing as shown on page 11 of the January *Rail Report*. The left photo shows the track on the low-speed line (Buck main) where the wheels ramp up and run on their flanges across the railhead of a higher-speed line shown in the right photo. The advantage of the OWLS is that the mainline track has no running gap at all (except for a very small groove worn into the railhead by the crossing flanges). The disadvantage is that the low-speed traffic has a few inches where the flanges are totally unconstrained. – Two photos © 2017 Bill Robie.

Colorado Railroad Museum

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

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>.

Wednesday, February 15, 2017

Dinner Meeting at Red Lobster, 4455 Wadsworth Blvd., Wheat Ridge, Colorado

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

New Zealand's South Island

Program presented by Bryan Bechtold

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	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:

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

E-mail: selectimag@aol.com

Items for the March 2017 Rail Report should be sent by February 17th.



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