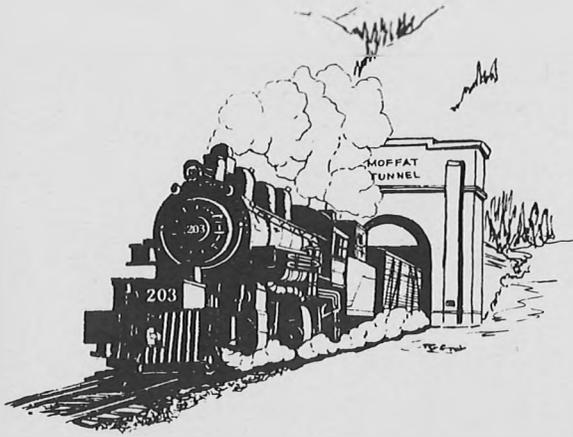


Rocky Mountain Rail Report

1981 MAY 08



The Rocky Mountain Railroad Club

P.O. Box 2391
May, 1981

Denver, Colorado 80201
No. 260

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor ----- Neal A. Reich
Contributing Editor --- Darrell T. Arndt

MEETING NOTICE: Date -- Tuesday, May 12, 1981
Time -- 7:45 P.M.
Place - Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use building's south entrance.

PROGRAM NOTES:

POTPOURRI II

The April 14th Potpourri program afforded club members a chance to exhibit their railroad slides to the assembled group, and now it is the movie-maker's turn. At the May 12th session, POTPOURRI II will be for those photographers of the moving picture. Regular 8, Super-8, and 16 mm, sound or silent pictures are welcome, so bring along about six to eight minutes worth of your favorite film. As with the slide program, the movies should be of a railroad topic, clear and sharp, and pictures from your camera or from your collection are just fine. There is no need to bring along your projector, as there will be machines at the meeting hall. With all the movie cameras that are seen at every club activity and excursion, there must be many good movie sequences just waiting to be shown. NOTE: To those folks whose slides were not presented at the April meeting because of the length of the program, don't forget to bring your pictures back to the May meeting for showing.

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There was steam and there were diesels, passenger trains and freight trains, tourist lines and club excursions, and a look at U.P. 3985 from storage, display and back to an operating steam locomotive. In fact, just about every area of railroading was covered by the wide variety of slides presented at the April Potpourri program. For example: A three-engine Midland Terminal freight train working up Ute Pass from Colorado Springs to Bull Hill; U.P. Challengers running singly and double-headed; diesel powered streamlined passenger trains of the C&S, U.P. and Rock Island; and shots of some of the beautiful passenger terminals of the west. And there were photographs from a club excursion on the C&S from Denver to Ft. Collins and Greeley in 1957, and shots of club members enjoying themselves on more recent trips. The show was topped off by Kent Bolerjack, with sound movies of U.P. 3985 on its recent impressive Cheyenne to LaSalle round trip run.

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KELVIN BOWMAN, of Henrietta, N.Y., will receive a copy of the book, COLORADO MIDLAND, by Morris Cafky, as grand prize winner of the drawing held at the April 14th meeting. Charles Gabel of Baldwin Park, California, had his name drawn for a copy of the MEMORIAL EDITION of DENVER SOUTH PARK & PACIFIC, by Mac Poor, - and UNION PACIFIC - 100 YEARS, is to go out to Alfred Hix, of Carbonville, Ohio, Laverne Lenzen, of Omaha, Neb., Foster Gleason, of Port Angeles, Wash., Hal Hutchinson of Laramie, Wyo., and Elbert Bidwell of Denver Colorado. Hearty congratulations go to the winners and our thanks to all those persons who contributed so generously to the club's equipment fund through their participation in the annual book drawing.

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THE TRIP COMMITTEE of the Rocky Mountain Railroad Club, continues to work with officials of the Union Pacific Railroad in an effort to secure UP 3985 for the club's July 11 Denver to Sterling excursion. As of this writing, the railroad has made no commitments to run the Challenger on any excursion trains, with indications that the UP will consider any requests to do so only after the locomotive has returned to Cheyenne from Sacramento, on May 15.

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THE RIO GRANDE ZEPHYR has received a few minor appearance changes recently. The F-9 No. 5771 sports a new "homemade" pilot to replace its original one that suffered damage when an auto tried to occupy the same space as the engine out in Utah, a few months ago. Alco PB Unit 253, now a steam generator car on the RGZ, has had its massive six-wheel trucks replaced with comparatively diminutive 4-wheel Blomberg "B" type trucks. Repairs sometimes necessitated custom-making parts for the old trucks, hence, the benefit of installing more modern ones. The unit looks a bit different with all that open space underneath.

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ENGINE 346 WILL BE STEAMED UP and operating at the Colorado Railroad Museum over Memorial Day, May 23, 24, and 25. Also, a reminder that the locomotive will celebrate its 100th birthday on July 9. To commemorate the event, the engine will operate July 9 through July 12 - an opportunity to ride behind standard gauge steam to Sterling on the 11th, and behind narrow gauge steam on the 12th.

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THE CLUB'S WORK DAY AT THE COLORADO RAILROAD MUSEUM will be Saturday, May 16. Equipment Chairman, Darrell Arndt, is expecting better weather than last year for the occasion and hopes that local members will set aside this one day to lend a hand. Helping out is a good way to get to know fellow members, share in the responsibility of maintaining these historic pieces of rolling stock, and see the museum. Several projects will be undertaken, including the painting of Caboose 0578, and PCC Car 3101, platform work on the RICO and some general cleaning. Don't bring a lunch. Ranniger's Roadbed Commissary will provide good eats to all participants. So put this newsletter down right now, and go circle the 16th on the calendar!

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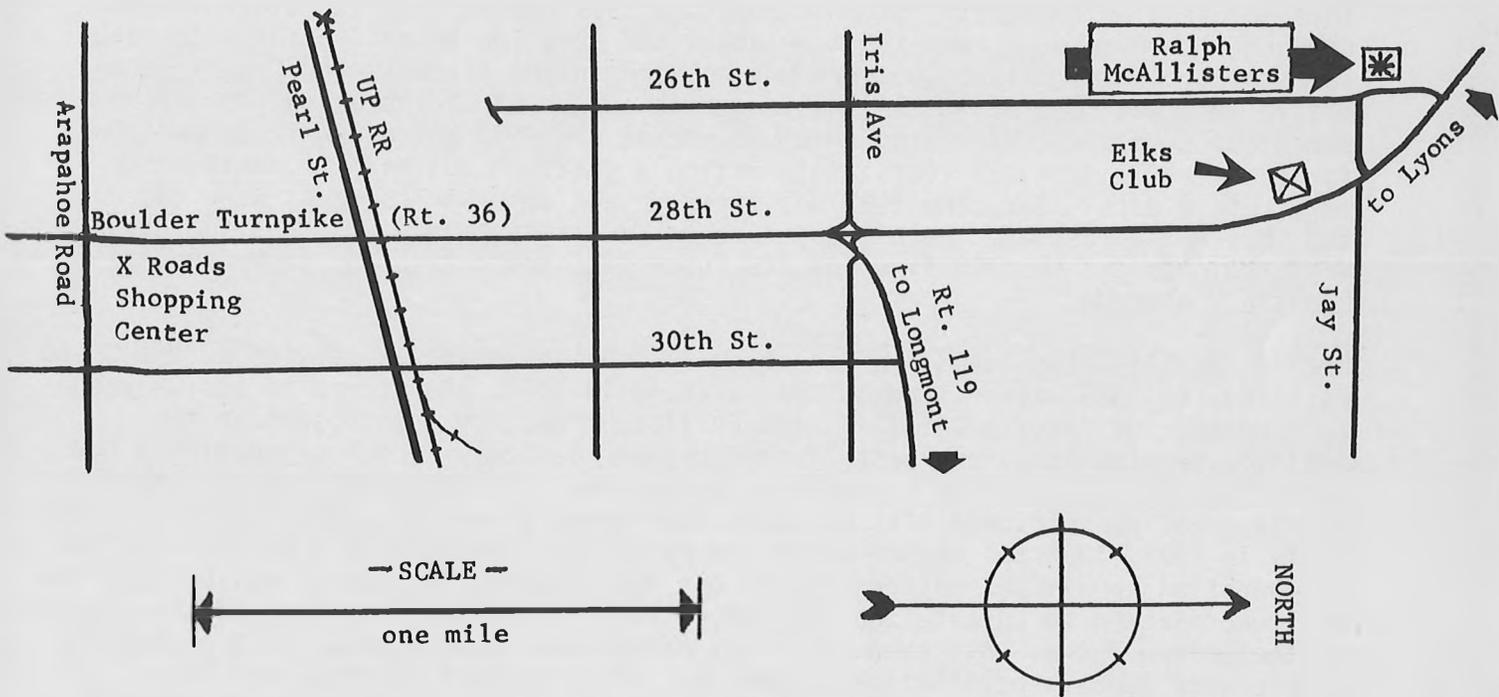
THE NEEDLE'S EYE TUNNEL ON ROLLIN'S PASS, will remain closed again this summer. It was closed in July of 1979, when rocks fell from the tunnel roof, and although public sentiment has been in favor of restoring the tunnel and trestles, the cost has been a formidable stumbling block. Tunnel repairs alone are estimated at \$100,000. Unfortunately, studies have determined that the nearby trestles have substantial deterioration and to replace them with similar structures would run about \$1 million. Temporary repairs are a possibility at an undetermined cost. Several proposals for financing include donations or a toll to be charged to users. The last year the road was opened almost 26,000 vehicles drove over the old Moffat road grade.

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COAL SMOKE AND STEAM IN BOULDER
Ralph McAllister's - Saturday, May 30

ON SATURDAY, MAY 30, Ralph McAllister will roll out the welcome mat for Rocky Mountain Railroad Club members and friends, with operation of his 14-1/8" gauge miniature railroad. Under steam will be his beautiful 4-4-2 locomotive, the RS-1 diesel, and on display will be Mac's latest addition, his indescribable Shay locomotive, a real work of art. As Mac did not have the patience to wait for the restoration of UP 3985, to enjoy the ultimate in steam power, he elected to build his own super power. His fantastic 4-8-8-4 single expansion Mallet masterpiece will, undoubtedly, capture the spotlight during the day's operation. In addition to operating locomotives, Mac's six-stall roundhouse, with turntable and water tank, will be available for inspection along with his saw mill equipment and various other pieces of machinery. Kids will enjoy the free rides that Mac will provide around the track. Hours of operation will be from 11:00 A.M. to about 5:00 P.M. Plenty of free parking adjacent to the track.

Bring a picnic lunch if you like, refreshments will be available, otherwise many good restaurants are located in the nearby Boulder area. We would appreciate a \$1.00 donation per adult to help offset some of Mac's expenses in steaming up and operating this monumental railroad. Mac's railroad is located adjacent to his home, at 4105 North 26th Street, Boulder, Colorado. This map will assist in finding his address. His railroad can be seen fairly easily, from Route 36, and is located about two miles north of Pearl Street.





The Rocky Mountain Railroad Club excursion, on September 13, 1964 included a stop at Cheyenne, where UP 3985 had been moved from its roundhouse stall for the enjoyment of photographers and steam aficionados. (R. H. Kindig)

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IT WAS FRIDAY THE 13TH. Friday, March 13, 1981, to be specific. But it was not a day of misfortune, especially for the members of the "3985 Committee." For on that morning, Union Pacific Steam Locomotive 3985 backed from its stall in the Cheyenne roundhouse, across the turntable, and into the bright sunshine to pose for photographers. Although there was no fire in the firebox, and Diesel Locomotive 3021 was coupled to the Challenger to supply air for braking, it was a momentous occasion. Operating on house steam, the 3985 moved under its own power for the first time in 22 years, culminating a year and 363 days of restoration work. Five days later, the 3985 was fired up and several test runs were made in the Cheyenne yards; and the big day came on Wednesday, March 25, when the 4-6-6-4 ventured onto the UP main line for its successful round trip run from Cheyenne to LaSalle, Colorado.

One of the 215 articulated 4-6-6-4 steam locomotives that saw service on the Union Pacific, the 3985 was retired by the railroad in 1959, and stored in the Cheyenne roundhouse. On January 22, 1975, the Challenger was moved to a spot in the employee parking lot, just west of the Cheyenne passenger depot. Sporting a new paint job, and enclosed by a high wire fence, the 3985 was displayed as a memento of the great age of steam. It was with some skepticism that reports were received early in 1979, that the engine was to be moved from its display area and returned to operating condition. After all, it had been rumored ten years earlier that the railroad planned to operate the Challenger for the 100th anniversary of the driving of the Golden Spike. But then, activity around the depot display area picked up. People were seen inspecting the locomotive, and a hydrostatic test was made. Finally, the fence came down, and on September 24, 1979, UP 3985 was moved from the parking lot to the roundhouse area.

The moving force behind the restoration of UP 3985 is a Union Pacific trainman named John Boehner. A slight, redhead, with a ready smile, Boehner tells how he was working the Cheyenne extra board, and naturally was catching a lot of night

calls and odd-hours jobs. "I always parked my car in the lot where the 3985 was on display," Boehner says, "and I made it a point to walk past that magnificent piece of machinery." One night in October of 1978, the lingering idea that the engine should run again, became more than a fantasy to John Boehner, and he decided to take some action. The first step was to consult with some friends, also, UP employees and interested in model railroading. They agreed that the project was possible, not without a lot of hard work, and that the first phase could be the most difficult, for they would have to sell officials of the railroad on the idea that the 3985 could be restored to operating condition by a group of volunteers who had little experience working with steam locomotives.

A specifications sheet on the locomotive was obtained, and a search of the 3985's maintenance record showed that the engine had received a Class 3 overhaul in 1956. The excellent condition of the locomotive was a strong selling point in making the group's case with the railroad. UP President, John Kenefick was contacted by the committee, and he was receptive to their proposal. On February 15, 1979, a meeting was held with railroad officials, and the ground rules for the project were drawn up. Inspections of the locomotive were made, the hydrostatic test completed, and on March 15, 1979, it was determined that restoration of Union Pacific 3985 was possible and the project began.

The 3985 Committee began work with 42 volunteers, few tools, little know-how, and a lot of determination. The locomotive was moved to the old passenger section of the roundhouse, which had no heat, lights, nor steam or compressed connections working. Steam and air were finally made available to the workers, and the necessary tools were often "borrowed" from the regular roundhouse forces when available. In spite of the handicaps, work progressed and the engine was cleaned up and thoroughly checked out. Needed repair was made to piping systems, superheater units, pumps, stokers, injectors, and all the workings of the engine. The number of active volunteers dwindles from the original 42, to a hard core working force of 8. In addition to committee President, John Boehner, and Project Mechanical Foreman, Don Ringstead, others who contributed greatly to the over 4,000 man-hours of work include Craig Ringgenberg, Tim Grather, Lynn Nystrom, and Bob Krieger. Also, contributing mightily to the effort were Bob Fryml, Rick Steele, and Howard Nath. All of these people are Transportation Department employees of the Union Pacific.

The Union Pacific Railroad furnished great support to the project from President, John Kenefick and Vice President of Operations, Bob Richmond. Cheyenne roundhouse Foreman Gill Haley assisted greatly from his mechanical and steam experience as did Bob Marquart, Jim Duncan and Art Lockman. In addition to the excellent cooperation from the railroad, the City of Cheyenne made its presence known. Mayor, Don Erickson authorized much needed parts being obtained from UP 4004, on display in Cheyenne's Holiday Park. A Nathan injector, 3 rod dope pins, and the whistle were appropriated from the Big Boy. And Rich Stone, of the Cheyenne Fire Dept. did the initial hydrostatic test on the 3985, using one of the Department's fire engines. In March of this year, the Challenger was tested by federal inspectors and found to be in excellent condition. With the boiler and interior of the locomotive in such good shape, a two year flue extension was granted. The coming 2,300 mile, round-trip between Cheyenne and Sacramento will give the 3985 a chance to stretch its legs and surely, the best is yet to come.

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UNION PACIFIC STEAM LOCOMOTIVES 8444 and 3985 are now scheduled to depart Sacramento, Calif., on Monday, May 11, after being on display at the California State Railroad Museum from May 2 to 10. Listed below is the schedule for the return from Sacramento to Cheyenne at the conclusion of the Rail Fair.

- May 11 - Sacramento to Sparks
- May 12 - Sparks to Carlin, with service stops at Ocala and Winnemucca
- May 13 - Carlin to Ogden, with service stops at Wells and Montello
- May 14 - Ogden to Green River, with a service stop at Evanston
- May 15 - Green River to Cheyenne, with service stops at Rawlins and Laramie

The 2 locomotives will travel a total of 1,142 miles each way, from Cheyenne to Sacramento, 470 miles on the UP, and 763 miles on the Southern Pacific.

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UP 3985 NOTES ... BY FAR THE YOUNGEST RAILFAN chasing the Challenger on its Cheyenne to LaSalle run March 25, was 1-month-old Zeb Wolff, who made the trip with his parents Jack and Terri Wolff of Cheyenne. Although he did not take any photographs during the day, young Zeb was fascinated by the big locomotive, especially the whistle ... After the Union Pacific Railroad officially announced that the 3985 would make the trip to the Sacramento rail fair, the superintendent's office in Cheyenne was deluged with telephone calls from people wanting details of the trip. An unofficial estimate was that 5 calls an hour were received from all over the United States ... The whistle now on #3985, and which was "borrowed" from UP4004, was originally on Big Boy #4017 ... On the March 25, Cheyenne to LaSalle run, members of the 3985 Committee, UP officials, and representatives of the media, rode the train on the locomotive, in the diner-bunk car, and on the two cabooses. One reporter from a Cheyenne newspaper declined the offer of a crisp \$100 bill, for her press pass, which would have enabled the wearer to ride the special train.

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March 25, 1981 saw #3985 running on the Union Pacific Mainline for the first time since 1959. Here, the Challenger rambles through Lucerne, Colo. on the southbound leg of its Cheyenne to LaSalle round trip. (Neal Reich)

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UNION PACIFIC 3985

Class: ----- 4-6-6-4 Challenger.
Built: ----- In 1943, at the Schenectady Works of the American Locomotive Company
Cylinders: ----- (4) 21" in diameter, with a 32" stroke
Drivers: ----- 69" in diameter
Operating Boiler Pressure:- 280 pounds per square inch
Tractive Effort: ----- 97,350 pounds
Weight on Drivers: ----- 404,000 pounds
Total Weight: ----- Total weight of engine and tender is 1,063,500 pounds.

Tender: ----- "Centipede type" built by General Steel Casting
Tender Capacity: ----- 25,000 gallons of water and 28 tons of coal
Stoker: ----- MB Type
Capabilities: ----- The UP specified that these locomotives be capable of
operating continuously under maximum horsepower out-
put up to 70 mph, on 3% grades, and be able to pass
20° curves.

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THE SILVERTON BRANCH OF THE DENVER & RIO GRANDE WESTERN RAILROAD was sold on March 25, to Mr. Charles E. Bradshaw, Jr., of Orlando, Florida, ending 2 years of rumor, speculation, and waiting. Sale price for the 45-mile-long, narrow gauge line was reported at 2.2 million dollars. While an ICC ruling that Bradshaw did not have to accept the contracts of union employees of the D&RGW in purchasing the branch is being appealed, union officials did not move in court to block operations on the line this summer. Mr. Bradshaw has indicated that several improvements can be expected, most notably the removal from locomotives of the phony "diamond" stacks the use of larger locomotives handling more cars, new facilities, and a longer operating season. His Durango & Silverton Narrow Gauge Railroad Company plans to retain the traditional name of THE SILVERTON for the tourist train, which annually carries over 100,000 passengers through the rugged Southern Colorado mountains.

Amos Cordova, D&RGW agent at Durango for many years, has been named Vice President and Treasurer of the Durango & Silverton, and will be in charge of station operations, and Jim Mayer, Rio Grande trainmaster, will be Vice President and Superintendent of Operations and Maintenance of the new company. Word out of Durango indicates that these two veteran railroad men will be "on loan" by the Rio Grande for one year. the 1981 SILVERTON schedule calls for the first train to run on May 23, with operations continuing through the fall, with a reduced schedule late in the year, dependent on the whims of the weather. Ticket prices for 1981 are set at \$18.50 for adults, and \$11.00 for children (5 through 11 yrs. of age) for the day-long round trip ride.

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THE FORT COLLINS CITY COUNCIL HAS APPROVED a contract with the Ft. Collins Municipal Railway Society, for construction of a trolley line on West Mountain Ave., in that city. Originating at either Meldrum or Howes Streets near downtown, and terminating in City Park, the line is expected to be completed in six construction phases. As each phase is completed and inspected by the City, that portion of the project will be sold to the City for \$1.00. At this point, the City will lease that segment of the line back to the society. The first phase calls for construction of the trolley storage barn in City Park, and the laying of a short section of track. Meanwhile, restoration work on the Birney Trolley Car #21 continues. The frame and floor of the car have been renovated, and the traction motors and air compressor motor are being rebuilt. The Fort Collins Municipal Railway Society is an organization of volunteers working to restore and operate Birney Trolley Car #21 of the old Fort Collins Municipal Railway. Persons interested in joining the effort are urged to contact the Society at: 2 Wimbledon Ct., Ft. Collins, CO 80524.

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ONE OF THE WELL-AUTHENTICATED YARNS that comes down to us from the days of wholesale railway construction deals with the foreman who estimated that his gang should be able to lay 1 mile of track per day. He, forthwith, made an agreement with the Italian gang boss that as soon as 1 mile was completed any day, the gang could quit. Things went smoothly for awhile, and the men would finish ahead of time on most days. Then came the orders to finish the track laying to a point we shall call Ashby, before the following Sunday. The Foreman was somewhat at a loss, since Ashby was 5 miles away, and 4 days only remained until Sunday. But he was resource-

ful! And that same night, he and a few cronies dug up the intervening mileposts and reset them in such a way that, according to the newly arranged mileposts, Ashby was only 4 miles away instead of 5. Of course, the gang was obliged to put in considerable overtime, but they finished before Saturday night. When the gang boss complained that the miles seemed unusually long, the Foreman admitted that they were longer in that locality, because of the climate, and he got away with it.

("A Treasury of Railroad Folklore," edited by Botkin & Harlow)

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KNOTTS BERRY FARM, IN BUENA PARK, CALIFORNIA, has sold ex-D&RGW narrow gauge #464 to the Huckleberry Railroad, operated by the Genessee County Parks & Recreation Commission in Flint Michigan. The 2-8-0 "Mudhen" had been acquired from the Rio Grande in 1973, overhauled, and began operating on the Ghost Town & Calico Railway in 1974. Recent reports indicated that the 464 was too heavy for the track of the Knott's loop, and the popular Calif. tourist attraction will, once again, operate their 2 C-19, Class 2-8-0 engines, #40 and #41 (ex-D&RGW #340 & ex-RGS #41).

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SWAP 'N SHOP - Personal ads are accepted from Club members for items to be listed for sale or trade, or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space available basis only.

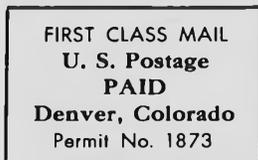
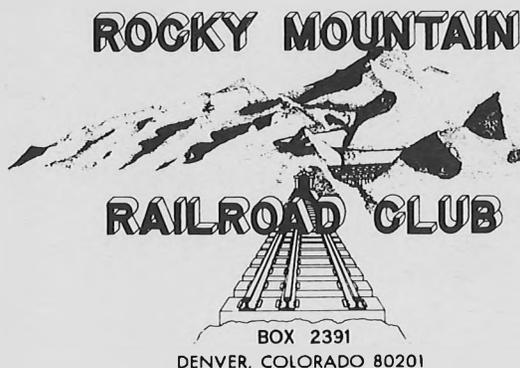
FOR SALE: From the Charles Ryland Coll., 5"x7" & 8"x10" photos printed from H.H. Buckwalter's original glass plates on the following subjects:
Sets of 9, 16, & 18 photos on the Colorado Midland.
Sets of 10 photos on the Denver, Northwestern & Pacific (Moffat Road).
Sets of 8, 9, 11, 16, and 18 photos on the Colo. & Southern, the Union Pacific, Denver, & Gulf, and the Denver, Leadville, & Gunnison.
Sets of 4 photos on the Colo. Springs & Cripple Creek Dist. RR.
Sets of 3, 4, and 5 photos on the Denver & Northwestern (electric) & the burning of old Denver cable car bodies.
Photos are \$2 each. Contact Elsie Ryland, 1914 19th St., Golden, CO 80401, Telephone: (303) 279-3437.

JIM RANNIGER, President

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