

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 13, 1985 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Keith Kirby..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$16.00 (\$12.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

August, 1985..... No. 311
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

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

AUGUST 13 PROGRAM

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Our August 13th Tuesday meeting will NOT be held at our usual meeting place. Instead, we will be meeting at the Coors Brewery in Golden, Colorado.

Starting at 7:00 p.m., we will get a tour through the Coors Railroad Facilities using three buses. CAMERAS ARE WELCOME! There will be Coors beer served, but NO food, so please.....eat before you come.

Enter the Coors plant at 12th and Ford streets and proceed to the Sixth-Floor auditorium.

Al Smith will present a talk on the Coors Railroad operation in the auditorium after the bus tour so we can make good use of remaining sunlight for pictures.

REMEMBER..... Our regular Tuesday meeting, August 13th, will be at Coors in Golden!!! Starting time: 7:00 p.m. See you there!

JULY PROGRAM

A lot of "thanks" go to Darlene Edgerton for a truly fine program of "then" and "now" in Clear Creek Canyon from Golden to the Forks.

We were treated to a most interesting and informative program tracing changes in the canyon from the early railroad days to the construction of the present highway.

Again, our thanks to Darlene.

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Michael T. Heroy	Greeley, CO
David A. MacDonald	Merchantville, NJ
Northern Colorado Division--NMRA	Loveland, CO
Elbert D. Robeson	Riverside, CA
James & Klissa Rueschhoff	Lawrence, KS
J. Kelly Theisen	Denver, CO
Joseph J. Wagner	Huntington Beach, CA

The Club regretfully announces the passing away of the following members:

Carl Reich (#340) Cheyenne, WY

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: From the Francis Gschwind collection, original 116 and 616 negatives of steam locomotives of the UP, AT&SF, CB&Q, C&S, D&RGW, and Great Western Railway. Also, depots of the UP, CB&Q, and C&NW. For a list, send SASE to: Neal Reich, 204 East 4th Street, Cheyenne, Wyoming 82007.

FOR TRADE: Colorado Midland Conductor's cap badge for trade on other cap badges. Write: Tom Savio, Box 754, Davis, CA 95617.

MARSHALL PASS FIELD TRIP

Another fine field trip has been arranged for this year and will be held on Saturday, August 17th. We will be retracing the Marshall Pass Route of the Denver & Rio Grande. Some of the sites we will be seeing are Mears, Shirley, Shawano and Sargents, as well as the 10,846-foot summit of the pass itself.

The four percent grades and twenty-four degree curves are now easily passable in the family car, although some sections of the road may be rough. We will meet at the Poncha Springs Schoolhouse Museum (corner of LaPlata & Burnett Streets, Poncha Springs, Colorado) at 10:00 a.m.

Tickets are available by mail. A change in price has been effected as Jim Ranniger has volunteered to set up Ranniger's Road-bed Commissary. The new price is \$6.00 per person and now includes a hamburger lunch.

A coupon is included in this newsletter for your convenience. PLEASE, we must know if you are going on the fieldtrip no later than August 10th.

MARSHALL PASS FIELD TRIP

NAME _____

ADDRESS _____

ZIP _____ TELEPHONE _____

Please send _____ Tickets @ \$6.00 each. I

have enclosed a check or MO for \$ _____

Make Checks payable to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Rich Dais
1055 Logan, #706
Denver, Colorado 80203

A stamped, self-addressed envelope would be greatly appreciated.

AMTRAK/GLENWOOD SPRINGS EXCURSION

In an unusual move, the Club is having two Glenwood Springs trips this year due to the possibility of Amtrak being discontinued as of September 30th because of budget cuts.

While we hope this does not happen, the Club has decided to have its First Annual Farewell to Amtrak Trip to Glenwood Springs.

Included in this trip will be:

- * Round trip rail via Amtrak's California Zephyr.
- * TWO days swimming at the Hot Springs Pool.
- * Accommodations at the INN AT GLENWOOD.
- * Steak dinner and cocktail.
- * Sunday brunch.
- * Transportation to hotel (if desired).
- * Transfer of luggage between depot and hotel lobby.
- * All details handled by professionals.

The dates for this excursion are Saturday and Sunday, September 21-22, 1985. Costs are as follows:

TWO PEOPLE/ONE ROOM..... \$142.00/person
ONE PERSON/ONE ROOM..... \$167.00/person

Make checks payable to ALPINE WORLD TRAVEL, and mail it with the coupon to: ROCKY MTN. RAILROAD CLUB, c/o Alpine World Travel, 1555 S. Havana, Aurora, Colorado 80012. If you have any questions, please direct them to Allen Miller at (303) 752-0900.

INDIVIDUAL NAMES, PLEASE (Print or Type)

Street _____

City _____

State _____

Zip _____ Telephone _____

TAKE A RIDE ON A TROLLEY

On Saturday, August 24, 1985, join the Rocky Mountain Railroad Club for a ride on the Fort Collins Trolley. We have made special arrangements for Club members to obtain a special 4-ride pass for only \$2.00. These passes will be good from noon to 4:00 p.m. Bring your own picnic lunch, enjoy it in the park, and ride the trolley with us.

Car 21 has been restored by the Fort Collins Municipal Railway Society who operate it. The restoration is outstanding! To get your special RMRR pass, good only on Saturday, August 24, 1985, send a stamped, self-addressed envelope along with a check for \$2.00 per person, made out to:

ROCKY MOUNTAIN RAILROAD CLUB
Trolley Ride
c/o Keith Kirby
2915 S. Locust
Denver, Colorado 80222

Reservations received after August 17, 1985, will be held for you at the trolley stop in City Park, Fort Collins. All proceeds will go to the Society to help them as they extend their track. The Society is also looking for volunteers and members. Don't delay. Join us for this fun-filled, inexpensive, family outing. (Keith Kirby)



1985 MILE HIGH RAILFAIR

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The Club received a good deal of fine public relations at this year's Railfair. Interest ran high about the Club and its activities.

A special thanks to all who helped at the Club's booth, especially Erwin Chaim, Sam Dougherty, Tom Caldwell and Darrell Arndt.

AMTRAK/MT. PLEASANT EXCURSION

Carl Carlson advises us that if you have NOT made your reservations for the Labor Day trip to Mt. Pleasant, now is the time! We still have space left and this unique event is well worth the effort to attend.

Billed as "America's Largest Steam Show," the Midwest Old Settlers and Threshers Association, Inc. was established in 1950 as a non-profit organization dedicated to the promotion and preservation of midwestern heritage. Nearly every aspect of our rural predecessors' experience is authentically recreated with museums, frontier towns, log village, interpretive displays, and live demonstrations. The Old Threshers Reunion is held on the 160 acre complex which includes large camping facilities. Among the attractions are over 100 operating steam engines in addition to antique cars, gas engines, old farm tractors and implements, trolleys, trains and steam and horse-powered threshing. Other highlights include Iowa's largest working craft show, antiques for sale, and music that abounds with old time bands, gospel, bluegrass, and country music by local and nationally known talent.

Of particular interest to Club members is the Midwest Central Railroad. Celebrating its 25th year of existence, the Midwest Central Railroad will be "puttin' on its best" as the 1985 Midwest Old Threshers Reunion, for the first time in its history, has named a steam locomotive as "Engine of the Year."

This little No. 6 mogul engine was built by Baldwin in 1891 and was eventually brought to Mt. Pleasant in 1960 to be the first operating locomotive at the Reunion. It was in service until 1971 when it was withdrawn from active duty for a very major overhaul. Work is in progress toward a complete restoration of this historic engine. The return to operation this year will be an exciting occasion after hundreds of hours of volunteer labor have been spent on its resurrection.

The dates for this excursion are August

29 through September 2nd, 1985. Costs are as follows:

TWO PEOPLE/ONE ROOM..... \$312.00/person
ONE PERSON/ONE ROOM..... \$358.00/person
3rd PERSON/ONE ROOM..... \$312.00/person

Additional accommodations and charges:

ECONOMY BEDROOM/AMTRAK.. \$122.00/ 1 or 2
DELUXE BEDROOM/AMTRAK... \$340.00/ 1 or 2
SPECIAL BEDROOM/AMTRAK.. \$216.00/ 2 only

Additional details and charges based on shorter stay, children or music programs can be obtained from Dick Lawrence, c/o TRAVEL EXPRESS COMPANY, 7007 Sandown Road, Denver, Colorado 80216. (303) 320-5711.

Time is short to obtain your reservations, so ACT NOW!!!

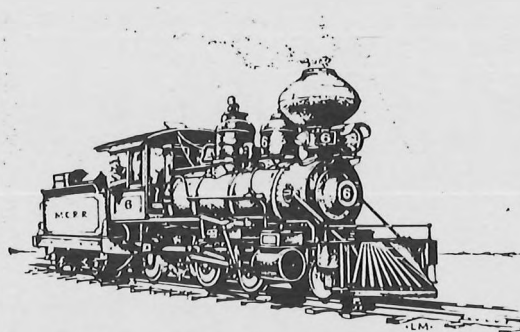
The enclosed coupon can be used to obtain your reservations:

NAMES _____

ADDRESS _____

CITY _____ ZIP _____

TELEPHONE _____



MT. PLEASANT, IOWA

EX-D&RGW K-36, NO 480 BACK IN SERVICE



The Durango & Silverton Narrow Gauge Railroad issued the following news release on July 1st:

Restoration of engine 480 is complete and the first week in July will mark the beginning of a new career for this 60-year old steam locomotive.

Number 480 was built in 1925 by Baldwin Locomotive Works and was one of the last narrow gauge locomotives acquired by the D&RGW. The engine was used primarily as a freight hauler between Salida, Gunnison and Alamosa, but occasionally pulled the San Juan passenger train between Alamosa and Durango. In 1964, the engine was retired and stored in the railyard at Alamosa.

The Durango & Silverton Narrow Gauge Railroad acquired engine 480 as part of the purchase of the "Silverton" from the D&RGW on March 25, 1981. It was trucked from Alamosa to Durango in May, 1981.

During the 17 years that 480 was stored in the Alamosa yard, much of the original equipment was stripped from the locomotive. The Roundhouse crew of the Durango & Silverton Narrow Gauge Railroad has restored the engine by designing and creating replacements for missing and worn parts.

The 480 (K-36 class) with loaded tender weighs 143 tons and pulls with 36,200 pounds of tractive effort. With the addition of 480, the Durango & Silverton Narrow Gauge Railroad now has six steam locomotives in service. (D&SNGRR)

The Club requested a photograph of 480 the first of July, but it has not arrived in time for this month's newsletter. We hope to have a photograph for the August newsletter as we hear that the D&SNG has done another fine job of restoration.

FROM THE PRESIDENT

When did you first become a railfan? I was six years old in Edgemont, South Dakota. I used to meet the passenger train every evening. The crews changed there and they used to buy me an ice cream cone. Whether it was the passenger train, or the ice cream cone, I don't know, but I was hooked for life. I remember in high school going to Union Station in Denver and seeing every track filled with passenger trains.

But what of today's youth? As you may know, I am an elementary school teacher. I took my 5th graders to Union Station during National Transportation Week. Over $\frac{1}{4}$ th of them had never been to the depot before. On June 5, we took the entire 5th grade for a trip over the Georgetown Loop, an excellent ride if you haven't taken it yet. For well over $\frac{1}{2}$ of them, it was their first train ride! Today's children are tomorrow's railfans. If our Club, not to mention our hobby, is to survive and grow, we must introduce today's youth to it. So, railfans, take a child to look at, or better yet, ride a train this week!!! (Keith Kirby)

RMRR CLUB EUROPEAN TRAIN EXCURSION

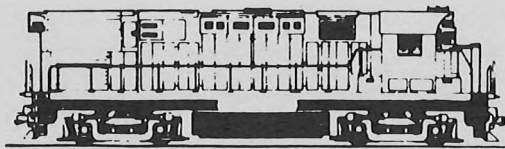
All reports suggest that the Club's European Excursion, June 19-July 4th, was a grand success. Many members extended their stay for another week in Germany and have only recently returned home.

We will have a complete commentary on the excursion in the September issue of the Rail Report.

ADDITIONAL NOTE ON THE D&SNG RR

Duplicates of old fashioned flip back seats are in the D&SNG railroad's newly constructed coach 291, named the King Mine. The coach was placed in service in June, 1985.

98-FOOT DIESEL IS ON TRACK FOR DISPLAY IN NORTH PLATTE



Club member, Bob Andrews of Denver, provided an article from the Omaha World-Herald and thought it would be of interest to fellow Club members as UP Centennial Diesel No. 6922 was used on the Denver-to-Speer part of the Club's May 27, 1984 excursion behind Challenger 3985. The article deals with the engine's retirement and exhibition in, North Platte:

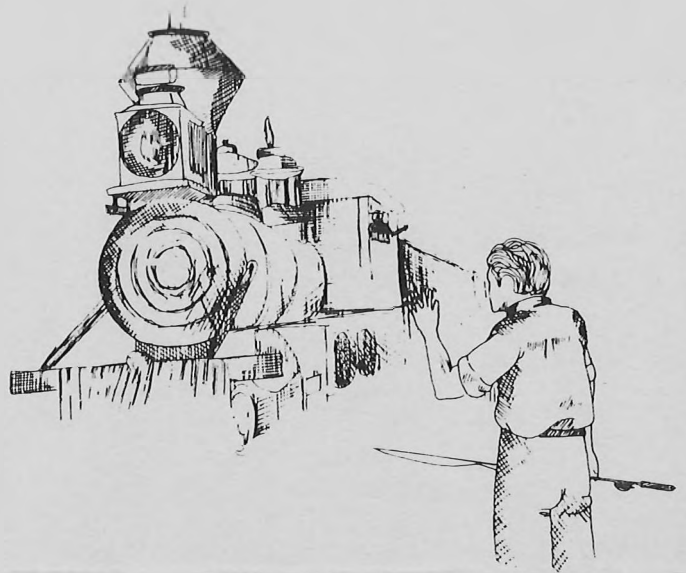
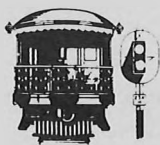
North Platte, Neb. (AP)--A retired Union Pacific Railroad diesel locomotive, the Centennial Class, No. 6922, has arrived in Bailey Yards for paint touchup and other cosmetic work before being put on display in Cody Park.

The 6922 is expected to be added to the park's railroad display, which already contains a Challenger steam engine. A City Council committee endorsed that location over a proposal to put it in another park. The full council still must vote on the location.

The 6922 is a member of the largest class of diesel locomotives in the world, Union Pacific officials said. It is 98-feet long and weighs about 450,000 pounds.

Forty-seven Centennial class locomotives were built for U.P. from 1969 to 1971. They are no longer in everyday use.

The U.P. has used the 6922, which was retired about two months ago, for promotions. It was reserved for display in North Platte at the urging of North Platte Rail Buffs, a railroad spokesman said.



STEAM LOCOMOTIVE BOILER REPAIRS- WHAT DOES IT REQUIRE?

Everett Swan of Oklahoma City, Oklahoma sent along his copy of The Dispatcher, a newsletter for the Central Oklahoma Railfan Club, Ltd. They are repairing the boiler on their 0-6-0T locomotive. The work required and the methods of repair might be of interest to our Club members:

The work has been tentatively divided into four phases: flue removal, firebox inspection and repair, smokebox repair and flue replacement.

The procedure for flue removal is relatively straight forward.

A man located in the firebox grinds off enough weld metal to uncover the seam between each old flue and the supporting tube sheet. Several carefully placed blows with hammer and chisel collapse the old tube and thereby loosen it from the rear tube sheet.

An assistant, located in the smokebox, carefully cuts the flue with a specially adapted cutting torch. A small cut off segment is removed from the front tube sheet and provided a convenient open hole. The old flue is passed through the hole and removed from the front of the boiler.

All smokebox apparatus as well as the front

smokebox cover was removed so that work would be unhampered.

When enough flues are removed, fans are used to force air through the open holes in the flue sheet. With adequate ventilation, a third workman can enter the boiler through the steam turret to facilitate the work. Once the flues are gone, the boiler can be cleaned and inspected from the inside.

The next two phases involve replacing metal damaged by years of exposure to acidic waters formed by moisture, coal dust and heat. The inside wall of the firebox is dangerously thin at several spots once concealed by the old coal grates. Repair may be accomplished by cutting out the wasted metal and replacing it with material compatible to the original.

Since the new metal is placed in the stayed portion of the boiler, it may be welded in place and new stays installed as needed. At this time, several crown bolts, which support the roof of the firebox will also be replaced.

Up front, acidic waters have also been effectively eroding the base of the smokebox for many years.

Presently there are two concerns. The lower third of the cylindrical smoke box is in very poor condition due to wasting. The boiler shell has also been thinned at its base inside the box. Repair of the damage, however, is possible.

Since it is the major support of the front of the boiler, the box should be removed and repaired by welding in a new lower section. While the box is off, wasted boiler shell may also be removed. New metal compatible with the original material may be welded on with double butt welds. The repaired and pre-bored smoke box may then be reinstalled and shell rivet holes bored to match those in the box.

Rivets may then be installed and the completed unit may be bolted to the cylinder yolk supports.

With the above repairs successfully com-

pleted and all excess metal removed from both tube sheets, new flues may be installed.

The above information certainly shows that repair and restoration and maintenance on railroad equipment just doesn't happen. It takes money, material and, most important, volunteer help to keep an organization's equipment in first class shape.

The Rocky Mountain Railroad Club's equipment at the Colorado Railroad Museum is no different. While we schedule a general work day at the museum each May, many Club members arrange to volunteer many other days during the year to continue to work on the Club's equipment. Still, there is a great deal of work needed to be done on a regular basis. Jobs range from simple cleaning and light repair and repainting to major restoration such as has just recently been completed on the RICO where old side and end sills were replaced, siding removed and braces installed in the walls and new clerestory windows installed, based on the original configuration. Currently, new end platforms are being installed on ex-D&RGW caboose 0578. Our Los Angeles Railway P.C.C. car is being completely repainted.

If you can arrange to volunteer some time to work on Club equipment, give our Equipment Chairman, Bill Gould, a call at 666-9809. There is always work to be done! Why not set some time aside to help out NOW!!!

THE ORIGIN OF THE SANDBOX

A back issue of Mixed Train Monthly (Carson City Railroad Association) quoted a rather interesting article, originally printed in the Rogue Valley Model Railroad Club's publication, The Passing Track. We believe you will enjoy the information.

"If adhesion of locomotive wheels is less than the resistance of the train, the wheels will turn without moving the train."

Adhesion varies with the conditions of the weather, wheels and rails. The locomotive's capacity to draw loads is dependent on adhesion. In ordinary weather, it is equal to about one fifth the weight of the locomotive

supported by the driven wheels. When perfectly dry and rails and wheels are clean, adhesion can be as high as one fourth and with sanded rails, up to one third. In damp or frosty weather, adhesion is considerably less than one fifth.

It was a grocer, stovemaker Jordon L. Mott who gave the railroad industry its first locomotive sander in 1841. Born in Manhasset, N.Y., two years before the turn of the Nineteenth Century, Mott began his career as a shopkeeper at the age of twenty-three, turned his attention to iron founding in 1829, and quickly won fame as the inventor and manufacturer of the first anthracite-burning cooking stove. The success of that

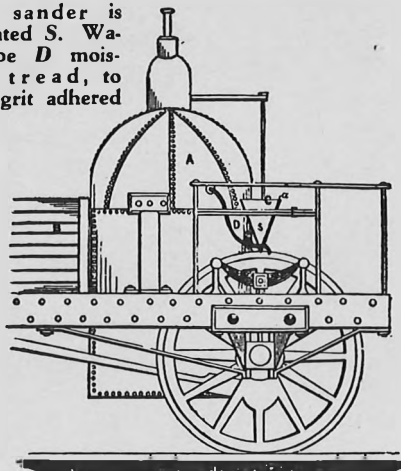
product led the enterprising young iron-master to leave his original plant on Water Street, in lower New York City, and move to new and larger quarters erected on grounds of the old manor of Morrisania beside the Harlem River, and adjoining the bridge at 3rd Avenue.

Mott developed and patented a little funnel-shaped box to pour sand on slipping drive wheels. It was a crude device, yet it pointed the way to the hugh sand domes which are a basic part of all modern locomotives. In his specifications, Mott even suggested the present method of application to the rails, though apparently without conviction.

"Although I prefer to discharge the sand upon the wheels," Mott wrote, "it may be directed with like effect on to the rails in advance of the driving wheels."

On many roads, prior to 1890, the locomotive sandbox occupied very nearly the position indicated in Mott's drawings, being placed directly beneath the running boards and above the drivers. The boiler top dome, however, had the advantage of keeping sand dry, and allowed for greater angling of pipes to reach the widely-separated wheels.

Mott's sander is designated S. Water pipe D moistened tread, to which grit adhered



ROCKY MOUNTAIN



RAILROAD CLUB

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