

RAIL REPORT

April 2016

No. 669



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Western Maryland Scenic Railroad Restoration Of Chesapeake & Ohio 2-6-6-2 #1309 Presented by Michael Gresham April 12th, 2016 • 7:30 PM

Mike Gresham, the former General Superintendent of the Western Maryland Scenic Railroad (WMSR), will speak on the process of identifying, acquiring, and rebuilding the Chesapeake & Ohio #1309, a 1949-built Baldwin 2-6-6-2 Mallet for service on the WMSR.

Continued on Page 2

Please join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, 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 2016 Calendar

May 10th Monthly Meeting and Program, "Trains Magazine Colorado Railroads,"
Presented by guest speaker Jim Wrinn, Editor of *Trains*.

June 14th Monthly Meeting and Program.

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.



Chesapeake & Ohio #1309, a 1949-built Baldwin 2-6-6-2 Mallet.
– Photo courtesy of the Western Maryland Scenic Railroad.

Western Maryland Scenic Railroad Restoration Of C&O #1309

Continued from Page 1

C&O #1309 was the last steam locomotive Baldwin Locomotive Works built for a U.S. railroad. The locomotive operated on the C&O in freight service between 1949 and 1956. It was later stored at the Baltimore & Ohio Railroad Museum in Baltimore, Maryland, as a static display.

The WMSR received *Trains* annual Preservation Award with a \$10,000 prize. Jim Wrinn, *Trains*' Editor, presents the award each year to one rail preservation project of national or regional significance that can use the grant by the end of the following year.

The award will go to professionally

paint the locomotive, restore and install an appropriate bell and whistle on the locomotive, as well as restore in-cab gauges for operation.

Mike's presentation will also cover the challenges of operating a steam-focused, tourist railroad in today's environment.

In addition to his experience on the Western Maryland, Mike also served as the General Manager of the Western Region for Iowa Pacific Holdings, where he was responsible for the oversight of the San Luis and Rio Grande, West Texas and Lubbock, Texas-New Mexico, Mount Hood, and the start up and operation of the Santa Cruz and Monterey Bay railroads.

For Rail Report 669, the masthead photo features CB&Q Engine 669 at Garland, Wyoming, in 1910. – Photo from the James L. Ehernberger Collection.



The Flying Scotsman, a 4-6-2 Pacific, returning to service in the United Kingdom.
– Photo © 2016 Nathan Holmes.

Notes From The President

By Nathan Holmes

It's April, which means there's only one more month left before the application deadline for the Rocky Mountain Railroad Historical Foundation's 2016 grants! If you know of a railroad history or preservation-related project that could use \$1000 for a small summer project, be sure to let them know and remind them that the deadline is quickly approaching. The details of how to apply can be found on the Club's website:

<http://www.rockymtnrrclub.org/>

The first round of our fundraiser book auction closed in late March, and hopefully by the time you read this I'll have gotten all the winners contacted and books shipped. Given our deadlines on getting the newsletter together, however, we're going to take a month off between book auctions. We want to see how the

first round goes first so that we can tune out any problems before we jump right in again.

Now I'm going to switch gears and get back on my soapbox for a moment. My day job has kept me on the road more or less continuously since December. Recently I had the opportunity to be in the United Kingdom when the Flying Scotsman returned to service. For those who don't know, the Scotsman is a 4-6-2 Pacific built for the London and North Eastern Railway in 1923, and is quite possibly one of the best known steam locomotives in the English-speaking world. It was saved from the scrapper in 1961 by Alan Pegler, who restored the engine and then proceeded to take it on a world tour. The Scotsman subsequently ran in the US, Canada, Australia, and

Notes From The President



The Friends of the C&TS sponsored a snow plowing photo special on the weekend of March 12th and 13th, working west from Antonito, Colorado. While high drifts were few and far between, some reasonably deep snow was encountered on both sides of Sublette, New Mexico. – Photo © 2016 Nathan Holmes.

finally returned home to Britain. Most recently, it has been down for nearly a decade while being rebuilt and restored to service yet again. While I was glad to have the opportunity to see it the day after its inaugural run, what I found more interesting was the difference between railway preservation interest in the UK and the US.

When I arrived in the UK (by train through the Chunnel, of course), I had no idea the Scotsman was about to return to service. It was actually from the morning paper in the hotel that I learned it was being steamed up, and its inaugural trip would be a (sold out) pas-

senger run from Kings Cross to York. At first I was surprised to see such news in the regular paper, but the Brits still have a strong connection to their railways. Trains are still a vital part of everyone's life, so when a famous piece of their history returns to operation, it makes the news across the country and people connect with it.

More surprising was its reception at the National Rail Museum in York. I'd gotten in on a pre-opening photo session, so I had lots of time to get photos of the engine without the masses swarming it. However, the line of waiting visitors at opening time was wrapped around it-

Notes From The President

self multiple times and most of the way down the block. The place was packed with folks of all ages from all walks of life throughout the day, and even when I left mid-afternoon, admission lines were still out the door and down the sidewalk. Whenever I'd mention I went to York on Saturday, the first question from anyone's mouth was, "Oh, did you go up to see the Scotsman?" Surprisingly, I wasn't talking to fellow railfans – these were just random people from work who have no idea of my interest in trains.

That's where I believe the RMRRRC and similar organizations have a responsibility. We're essentially the railway evangelists here, spreading the word about our rich history and trying to ignite that spark of interest in others. We're fighting an uphill battle here in the US to keep the general public interested in America's railroad history. Trains to them are just something that occasionally delays their morning drive to work. My experienc-

es in England, however, show me that people are still inspired by the railways and the history that surrounds them. If we can get them interested, we can get more folks to care about history. When they care about something, they'll work to preserve it, and we'll have assured our past's safety for another generation.

So, with that thought in mind, have you invited anyone to one of our monthly meetings lately? Why not? Jim Wrinn's "Colorado Railroads" presentation in May would make a perfect introduction for someone who is interested in Colorado history but maybe isn't really a railroad enthusiast... yet.

I'm always available to answer questions, talk about ideas, or address concerns from club members. You can reach me through my personal email at me@ndholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

In Remembrance

Wendell Robert (Bob) Schaeffer

Wendell Robert Schaeffer, 89, was a club member for 61 years, joining in 1955. Bob held seniority number 13 at the time of his death on December 8, 2015. Bob was a founding member of the Montrose Amateur Radio Club, the Montrose Model Railroad Club, and the Ridgway Railroad Museum.

As a result of a vacation to Western Colorado and a ride on Galloping Goose 4 to Trout Lake on August 29, 1951, Bob and his wife Connie decided to move to Western Colorado, moving to Montrose from Oklahoma in 1952. They bought RGS 252 from the RGS scrapper and moved it to Trout Lake. Bob's wife, Connie, preceded him in death earlier last year. With resources his parents provided, Karl, their son, repurchased RGS 252 and it will be restored at the Ridgway Railroad Museum.



The Burnham Shops turntable was included in the recent UP auction.

Information For The Railroad Enthusiast

By Dave Schaaf

In late March, the Union Pacific auctioned off the equipment at the Burnham shops in Denver. This had formerly been the home base for the Denver & Rio Grande Western. We may never know the disposition of most of the hardware contained there, but one major component will be preserved by rail historians. The turntable was purchased by the Illinois Railway Museum, and will soon be moving there. The 130 foot table dates from 1941, but was just refurbished in 2012 at a cost of over half a million dollars.

The D&RGW sold the Silverton Branch narrow gauge line 35 years ago to Charles Bradshaw. It steams now un-

der the ownership of the Harper family as the Durango & Silverton NG RR.

The Golden Spike Chapter of the Railway & Locomotive Historical Society is restoring Rio Grande loco #223. This month, they will lift the boiler from the running gear and the tank will come off of its trucks to change springs. Ogden, Utah, is where this 1881 narrow gauge engine is located. Of all the locomotives built by the Grant Locomotive Works, only two remain, and the 223 is one of them.

New Mexico has approved \$615,000 in funding for the Cumbres & Toltec Scenic RR. Of that, \$300,000 goes to-

Information For The Railroad Enthusiast



Northward view of the new RTD Commuter Rail Maintenance Facility (CRMF) near 48th Avenue in north Denver. The commuter (heavy rail) line to Denver International Airport is due to open later in April. – Photo © 2016 Dave Schaaf.

ward locomotive work and \$315,000 will be for track work.

The Pike's Peak Cog Railway will celebrate 125 years of operation on June 30th, 2016. On that date in 1891, the first steam train climbed from Manitou Springs to Pike's Peak, altitude 14,110 feet. This year's event will have four steam trips with engine #4 running about a quarter mile up the track with one coach, since there are no water tanks along the route any more. There will be other special events this season, and information can be found online at www.cograilway.com

The Denver RTD system is running test trains now on both the Northwest (B) and Gold (G) commuter lines. These will open later this year, while the airport (A) branch opens this month.

In California, an 11 mile light-rail line opened in Los Angeles County on March 5th, with 20,000 boardings at six new stations. The next day, a tractor-trailer crashed and burned on a nearby freeway, throwing debris and causing closure of their Gold Line. This track was built on a former AT&SF grade between Pasadena and Azusa.

In Washington state, the Northwest Railway Museum is transferring former Weyerhaeuser Timber 2-6-6-2T #108 to the Black Hills Central RR in South Dakota where it will be made operational. The Seattle area recently saw the opening of a 3-mile subway line, ahead of schedule and under budget.

We mentioned last month that the Grand Canyon Railway would run steam more often this year. They've now

Information For The Railroad Enthusiast



During February and March 2016, the D&SNG replaced 620 feet of rail and ties on the main track in front of the Durango depot. Although track has been replaced through the years as needed, it is thought that a full track replacement has not been done since Denver & Rio Grande Western days (pre-1981). The 57# rail that was removed is being replaced by heavier 75# rail. The wood ties were replaced with about 350 composite ties made from 100% recycled material. Composite ties have longer life cycles, are extremely strong, durable, and low maintenance making them a highly cost-effective choice. – Photo © 2016 Yvonne Lashmett.

announced that engine #29 has been taken off of display status and should be running later in the season. It is an Alco 2-8-0 that was built in 1906 for the Lake Superior & Ishpeming, and has been parked for the last 8 years.

The Budd Company built the dome car “Silver Veranda” for the CB&Q Denver Zephyr in 1956. It recently was rebuilt in Topeka and joins the BNSF business fleet as the “Canyon View”.

Since 2008, Amtrak had promoted a “National Train Day” on the Saturday nearest to May 10, the anniversary of the Golden Spike in the first transcontinental railroad. Events were held at Amtrak stations and tourist railroads and muse-

ums from coast to coast. With financial challenges, Amtrak will not continue the program this year.

The eastbound Amtrak Southwest Chief was derailed in mid-March west of Dodge City, Kansas. There were minor injuries in the crash that was likely caused by an agricultural truck that had knocked the track out of alignment.

Employees of Union Pacific reached a new low personal injury rate in 2015, making it the safest Class 1 railroad in the U.S.A.

Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Current Railroad Happenings



On March 3, 2016, a BNSF V-KCKBLG “Kansas City to Big Lift” autorack train moved the pair of new EMD Tier 4 emission demo units from the DOT Test Center near Pueblo, Colorado, to Denver. These locomotives feature many new designs. The cab, long hood, prime mover and trucks which are no longer a cast steel, they are fabricated from steel beams. During the second week of March, the Union Pacific tested the pair on the ex-DRGW Moffat Tunnel Route near Winter Park. – Two photos © 2016 Nathan Zachman.



The cosmetic restoration of Atchison Topeka & Santa Fe 4-8-4 #2912 continues at the Pueblo Railway Museum. – Photo © 2016 Nick Valdez.

Pueblo Railroad Museum AT&SF Locomotive #2912 Restoration

By Nick Valdez

Work continues on the cosmetic restoration of Atchison Topeka & Santa Fe 4-8-4 #2912 at the Pueblo Railway Museum. Recent work consisted of re-mounting the locomotive's massive cylinder heads weighing over 300 pounds each.

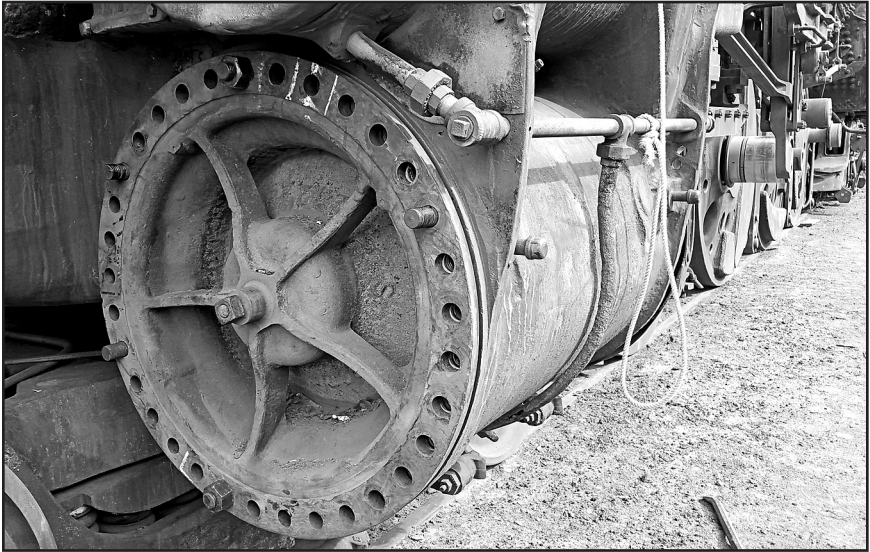
Volunteers Paul Brown and Nick Valdez developed a meticulous way of lining up the cylinder heads as close as possible to the studs lining the front end of the cylinders. Paul and Nick are two of the youngest volunteers at the Society. When they pay a visit to Pueblo, bringing their energy, the heavy lifting gets done! First they suspended the heads via chain off of a fork from a bobcat. They then proceeded to heave the heads on the studs and fit them in place gently. The job took a lot of heavy lifting and planning, but after a couple of hours, the cylinder heads were successfully mounted!

This small yet heavy job is one of many that are needed for 2912's cosmetic restoration to continue. Other work that has happened over the year includes re-mounting many of the locomotive's restored appliances, cleaning and re-painting of side rods, and careful sandblasting the locomotive's drive wheels in preparation for painting which should occur later this year.

The Pueblo Railway Foundation has been working at a good pace to get the locomotive ready not only for a new life on display, but for the exciting railroad-related activities which are to occur within the region this summer.

Among many of this summer's events is Amtrak's famous Museum Train visiting Pueblo. The train will be in the Museum's yard during the weekend of August 6th and 7th to advertise the

Pueblo Railroad Museum AT&SF Locomotive #2912 Restoration



Recent work included mounting the heads on the locomotive steam cylinders.
– Photo © 2016 Nick Valdez.

possibility of rerouting Amtrak's Southwest Chief from La Junta westward into Pueblo.

In addition to Santa Fe 2912, the museum has a small fleet of fully operational GP-7 locomotives from the Colorado & Wyoming Railway and a fleet of equipment ranging from locomotives to cars.

They are always looking for dedicated people that can help run special event trains which usually run monthly.

There's lots going on at the Pueblo Railway Foundation, and any help is greatly appreciated. If you'd like more information on the Pueblo Railway Foundation, visit www.Pueblorailway.org.

Railroad History: Engineer Will Survey Western Slope Line

The Republican-Advocate, Sterling, Colorado, Wednesday, September 28, 1910

Contributed by Jim Ehernberger

Montrose, Colo., Sept. 26. — M. D. Barrett, late construction engineer for a big Kansas City road, arrived today to make the preliminary surveys for the line of the Uncompahgre & Gunnison Valley Electric railroad, which is to run from Montrose to Delta through one of the richest sections of this valley.

Local men and Denver capitalists are furnishing the money to build the road. It will tap the rich section of potato land which is now too far from the railroad to be profitably cultivated.

Current Railroad Happenings



Army 4611, GP9R, moved flatcars loaded with D7R high track bulldozers at Fort Carson Railhead south of Colorado Springs, Colorado, on February 26, 2016. An engineering battalion was returning from the National Training Center in California. The Caterpillar D7 is a medium bulldozer manufactured by Caterpillar Inc. The first D7 appeared in 1938. The D7R replaced the D7H in 1996 with the current D7R Series 2 replacing that. The Locomotive at upper left was Army 4653, GP40-2 rebuilt by National Railway Equipment (NRE) from ex-Louisville & Nashville unit. The Army operates only eight (8) GP40-2 units. – Photo © 2016 by Chip.

A “New” Building For The Moffat Road Railroad Museum

By Dave Naples

The wedding chapel building from Golden Colorado’s Heritage Square was moved to their lower parking lot prior to the process of removing the roof and cutting the gable ends short so the building can be moved to the Moffat Road Railroad Museum.



The Heritage Square Chapel Building

Once at its new site, the museum will set the building on a temporary foundation until a permanent one can be built. The cut gable ends will be repaired and a new roof will be installed. They will install electrical and gas utilities. They hope to salvage the oak Victorian moulding from the Heritage Square Depot for use in the building.

Events of Railroad History: Total Destruction of the South Park Car Shops

Denver Tribune, September 25, 1881

Contributed by Dan Edwards

At 11 o'clock last night the city was alarmed by the terrific sounding of whistles and the musical chiming of bells. A lurid light that illuminated the city was seen on the West side. Soon the information came through telephone that the South Park railroad shops, situated in the square between Lawrence and Arapahoe, Fourth and Fifth Streets, were on fire. The fire department started out in full force and at full speed. The paid department made good time, but in crossing the mill ditch bridge the grate in the steam engine fell out, and there was a delay both in the trip and in raising steam. The volunteer companies, without horses except such chances as they found to catch a pull on the way, jogged along and came after a while. When the department arrived on the grounds, the several steams of water obtained at first were too feeble to rise to the roof of a cottage. But whatever might have been the efficiency of the fire department or the water works, neither could have been of much effect except to save the buildings adjacent to those on fire.

About one-half of an entire block was a solid mass of flame enveloping the car shop and lumber sheds connected with the yards of the Denver & South Park railway. Everything in this department was totally destroyed. The fire originated in a small wood work shop and the large lumber shed which contained an immense amount of lumber and materials for car building. It

was discovered by the watchman, who at once turned on the steam whistle and set the pumps to working. Soon a number of employees were on the ground, but the flames spread rapidly. A number of workmen attached two lines of hose to the company's [water] work, while another large force was engaged in removing the locomotives from the roundhouse. The buildings that were on fire were left to their fate, as it became apparent at once that there was no possible chance to save them.

The car shop was a building measuring 40 by 90 feet and contained, besides materials and tools, two Pullman cars. One was saved, but the other, the handsome, new San Juan, was totally destroyed.

The lumber shed was a light pine structure 20 feet wide by 200 feet long, containing 20,000 feet of oak, 10,000 feet of ash and 15,000 feet of Chicago-dressed lumber.

The loss was estimated last night by the Master Mechanic at about \$20,000 including the Pullman Palace car. All the property destroyed was insured, the companies the Home of New York and others being represented by Anthony Sweeney of this city.

Surrounding the burnt buildings were the machine shop, the blacksmith and pattern shop and the roundhouse, none of which sustained any damage. The roof of one of the water tanks was burned off but no serious damage done.

Current Railroad Happenings



On March 5, 2016, many Union Pacific engines passed milepost 14.5 near Leyden Siding, Arvada, Colorado, moving to MEI at East St. Louis, Missouri, for auction. Lead unit 7919, E GJASA-05, Engine - Grand Junction, Colorado to Alton & Southern - Auction, UP 7919, 6837, 7128, 7163, 5946. Switchers: UPY 1437, UPY 1484, UPY 1436, UPY 1440, UPY 1453, UPY 1480, UPY 1447, UPY 1457, UPY 1477, and UPY 1410 (MP 15N and MP15AC switchers). Power move between Rocky and Leyden sidings, Arvada, Colorado. After the upcoming auction, there will be no MP15s of any variety (MP15, MP15AC, MP15N) left on the UP. The UPY 1410 is ex-Milwaukee Road 459/Soo Line 1525. Other switchers were ex-Southern Pacific. – Photo © 2016 by Chip.

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, April 20, 2016 – 5:30 PM – Dinner Meeting at Red Lobster
Movie Night — The Hurricane Express

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

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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.

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 Rail Report should be sent by April 15th.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

