

RAIL REPORT

March 2016

No. 668



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

Romanian Steam Adventure

Video Presented by Dave Gross

March 8th, 2016 • 7:30 PM

Several classes of steam locomotives have been preserved and still run in the enchanting country of Romania. Enjoy the sights of Transylvania as these machines of iron, painted in gleaming black and shining brass pull classic passenger livery. Travel the Carpathian Mountain valleys resplendent in their fall foliage. Mingle with the people of Romania in their picturesque villages and ride along in the cabs of a 4-6-2, 4-6-0, 2-10-0 and the magnificent 2-8-4. End the trip on a narrow-gauge forestry line. Join us as we visit the land of Dracula!

Membership Cards Are Enclosed With This *Rail Report*

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

- | | |
|------------|---|
| April 12th | Monthly Meeting and Program, "Western Maryland Scenic Railroad – Restoration Of C&O 2-6-6-2 #1309," Presented by Michael Gresham. |
| May 10th | Monthly Meeting and Program, " <i>Trains</i> Magazine Colorado Railroads DVD," Presented by Jim Wrinn, Editor of <i>Trains</i> . |
| 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 ds2580@comcast.net or 303 988-3456.

Romanian Steam Adventure



CFR 142.044, a 2-8-4, on the Sebes to Sibiu line in Romania on September 20, 1996. – Photo © 1996 Dave Gross.



CFR 230.299 crosses a bridge on the on the Salvia to Viseu line in Romania on October 2, 1996. – Photo © 1996 Dave Gross.

For Rail Report 668, the masthead photo features Wabash 668 at St. Louis, Missouri, on April 10, 1940.

– R. J. Foster Photo from the James L. Ehernberger Collection.



Part of our 2015 grant provided these new Douglas fir roof ribs being test-fit into C&S caboose 1006. The rest went towards the roof slats themselves, but installation is on hold until carbody issues discovered in the teardown are corrected. – Photo courtesy of the Colorado & Southern Historical Society.

Notes From The President

By Nathan Holmes

While those of you that attended the annual business meeting got to see how our 2015 grant recipients were doing, I realize I haven't shared that with our newsletter readers. Here's a quick update on our five recipients from last year.

Our first recipient, the Ridgway Railroad Museum, successfully completed the scanning of 1000+ RGS dispatcher sheets last fall. These large desk blotter-sized sheets document how the RGS operated in exquisite detail, but they required specialized equipment to scan. They're still working on the logistics of making them all available from the museum's website and intend to do so, but for now CDs are available with all of the scans.

Our next grant went to the DSP&P Historical Society to help pay for an interpretive sign for the recently-restored Como Depot. This one is an unqualified

success and the first to be completed. The sign was completed and unveiled in time for Boreas Pass Railroad Days in August, and looks absolutely stunning. The sign informs those passing through about the historical significance of Como and its facilities year round, supplementing documents who will be around the depot in the summer.

We awarded the Colorado & Southern Historical Society a grant for repairs to the roof of C&S bobber caboose 1006. The caboose itself was thought to be in good shape, but leaks in the roof were allowing water to leak in and the car was in danger of serious deterioration. The initial expectation was that our grant would be used to rebuild the roof in the 2016 season and the car would be safe from the weather again. Like many restoration projects, unexpected issues popped up once the work got underway.

Notes From The President



Since the reefers rode on different archbar trucks than most D&RGW narrow gauge equipment and no usable spares are available, the DRHS has fabricated new sideframes to match the originals.

– Photo courtesy of the Durango Railroad Historical Society.

The group reports that the roof was carefully dismantled early this summer. New roof ribs have been made of Douglas fir and new tongue-and-groove slats were manufactured, both to match the original materials. However, in the process of reassembling the roof is on hold. During disassembly, the crew realized that the roof leaks were not entirely the fault of the roof, but also because of sagging in the underframe has caused the roof to distort and crack. So while our grant fulfilled its purpose, a State Historical Fund grant has been applied for to fund the unexpected carbody repairs. Once frame repairs are complete, the roof will be reinstalled. The caboose is currently stored safely out of the weather in a Silver Plume city maintenance building.

The first larger, multi-year project to receive a grant was the Como Roundhouse turntable restoration. Our grant went towards the engineering work done this summer to verify that the turntable pit soils, foundation, and drainage are in good shape and ready for turntable

bearing and bridge installation in the near future. This work is vital to making sure the restoration will last and work as expected when reinstalled. In addition, it also helped get all the pieces of the bearing together, cleaned up, and working once again. This was completed over the summer, and the next step will be to engineer the missing brackets to support the bridge on the bearing, and set the whole thing back in the pit as an operating turntable.

Our final recipient was the Durango Railroad Historical Society, for their efforts to restore a D&RGW 30-foot narrow gauge reefer car. Two of these unique cars - #39 and #54 – were located as part of a building being dismantled in Monte Vista. #39 will be fully rebuilt, whereas #54 was fixed up and moved to Silverton in September to be used as storage for the group's preservation efforts.

This is another multi-year project. This year, the DRHS has focused on running gear for the car. The reefers used slightly longer arch-bar trucks than oth-

Notes From The President



As part of D&RGW 39's restoration, the Durango Rail Historical Society obtained the necessary permissions to salvage hardware from the wreck of D&RGW 79, which went down the Ames Slide on the RGS in 1923. Dave Taylor, seen here, works out the details on how to get those parts.

– Photo courtesy of the Durango Railroad Historical Society.

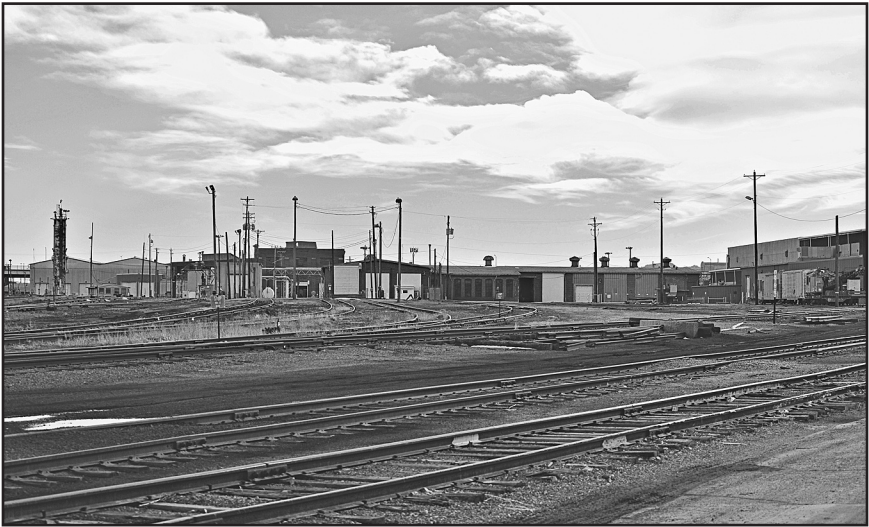
er freight cars. Unable to locate any appropriate vintage trucks, the group has taken to fabricating new ones. They've also acquired historic journal boxes, axles, wheels, and truck bolsters from an individual in Kansas. Most interestingly, they obtained permission to salvage parts of an old derailment at the Ames Slide on the RGS. From this, they obtained a bottom body bolster and other hardware off of the wreck of D&RGW reefer #79, which went over the edge in 1923 and was burned rather than winching it back up the hill. These will provide historic hardware for the car in some cases, and patterns for new parts in others.

That's what we accomplished with last year's grants, but now it's time to focus

on what we can do this year. The 2016 RMRHF Mini-Grant Program is now in full swing, with the Request for Proposals now available from our website. The deadline for applications is the end of April. If you know a railroad history or preservation-related project that could use \$1000 for the summer of 2016, please help spread the word and send them over to the website for more details.

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@endholmes.com, or by phone at 719-235-1286. Please don't hesitate to reach out to me.

Information For The Railroad Enthusiast



The Denver Burnham shops and yard were empty on February 10, 2016. All the tracks to the south of 8th Avenue were also empty.

– Photo © 2016 Greg Walz.



The gates were locked on the south side of Burnham Shops on February 15, 2016.

– Photo © 2016 Dave SchAAF.



AUCTION

UNION PACIFIC

Burnham Locomotive Shop Complete Liquidation

Wed., MARCH 23, 2016 At 9:00 am MST
8:00AM PST 10:00AM CST 11:00AM EST

Auction Held at Burnham Locomotive Yard
800 Seminole Road, Denver, CO 80204
























CONTINUED TO NEXT PAGE...

LIVE ONSITE and LIVE ONLINE AUCTION!

www.adamsauctions.com & BidSpotter.com



Adam's Auction
120 W Main St., Belleville, IL 62220
Toll Free: 877-366-8751
Office: 618-234-8751
Fax: 618-234-8604

When You Want It SOLD!!!
NATIONWIDE AUCTIONEERS

Adam Jakubik, AUCTIONEER
618-234-8751

Any announcements made day of sale take precedence over any printed materials




Burnham Locomotive Shop auction announcement.



RTD testing on the A-line Denver Union Station to Denver International Airport. Denver RTD 4006 & 4005 on the A-line in the snow departed future Central Park Station east of Denver on February 2, 2016. The A-line University of Colorado route opens to the public on April 22, 2016. Smith Road is at left and Union Pacific's Limon Subdivision is at right. – Photo © 2016 by Chip.

Information For The Railroad Enthusiast

By Dave Schaaf

On February 6th, the last few U.P. diesel units were pulled out of the Burnham shop area in Denver. A complete liquidation auction of the Burnham Locomotive shop is scheduled for March 23, 2016. At this writing, crews were removing the electrical service from the former D&RGW tower in Pueblo, Colorado, Yard in what appeared to be preparation for demolition.

The U.S. dollar is strong, commodity

prices are low, and many industries are sluggish right now. Low fuel prices have helped the trucking industry, cheaper natural gas is cutting into coal shipments, and all of these factors are hurting the United States railroads. BNSF plans to spend about \$1.5 billion less in capital expenditures this year, while Union Pacific will reduce by half a billion. The Ferromex railroad in Mexico is set to increase their spending by 25%.

Information For The Railroad Enthusiast



A rare double-header ran on the Durango and Silverton Narrow Gauge on Saturday, February 20, 2016. D&S 473 and 478 pulled a 14 car train with 375 passengers on board from two large groups that had both booked for the same totally sold out trip. It has been four years since the D&S has run a doubleheader on the winter train and it is impressive to see these two K-28s on the head end.

– Photo © 2016 Yvonne Lashmett.

At Antonito, Colorado, D&RG steam engine #168 was recently used in the filming of a TV commercial. Though not under it's own power, it moved a short distance to simulate action. Income from the shoot will be used to further the restoration of this locomotive.

Starting in May, the Ringling Brothers and Barnum & Bailey circus trains will be about four cars shorter. The elephants are being retired, and most of the other animals will begin traveling by truck.

Super Bowl 50 led to record ridership levels for San Francisco Bay Area transit systems. The Colorado RR Museum and the North Carolina Transportation Museum had placed bets with each other on the outcome of this football game, and the winner in Golden received a batch of

local food, beverages, and more from the N.C. group.

The Grand Canyon Railway in Arizona plans to run steam at least once a month from March through October this year.

Richard Steinbrenner was a big fan of Alco locomotives, and had published a book of their history in 2003. He recently passed away at 79.

If you have internet access, look for updates and color photos on the Club website and Facebook page. We encourage you to share your photos on these web services. Please give it a try! Members may contact me by e-mail at ds5280@comcast.net or by phone at 303-988-3456.

Information For The Railroad Enthusiast



A Denver RTD Light Rail train passes the empty tracks on the north side of the Burnham Shops on February 15, 2016. – Photo © 2016 Dave Schaaf.



Bridge construction on a new RTD commuter line on February 20, 2016, seen here crossing Brighton Boulevard in the 5500 block in northeast Denver. This structure will also carry the RTD track over the BNSF Brush Subdivision and the U.P. Belt Line. – Photo © 2016 Dave Schaaf.



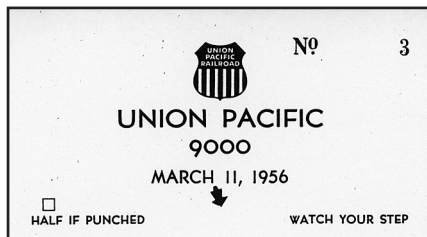
The Club's UP 9000 excursion train in Denver on a cold morning, March 11, 1956. – Neal Miller photo from the James L. Ehernberger Collection.

The 60th Anniversary Of The Union Pacific 9000 Club Excursion

On a cold March 11th in 1956, the Club ran a trip from Denver to Cheyenne. The standard gauge excursion ran via the Dent Branch

and La Salle and returned using engine #9000, a 4-12-2, which was enroute to Pomona, California, for permanent display. Wind chill was in the minus numbers for several runbys of this nine-car train. As someone said, "many are cold, but few are frozen!" 215 members and guests took this trip, despite the snow. The cost was \$6.00 for adults and \$3.00 for children.

At the last minute, the Union Pacific notified the Club that it was taking En-

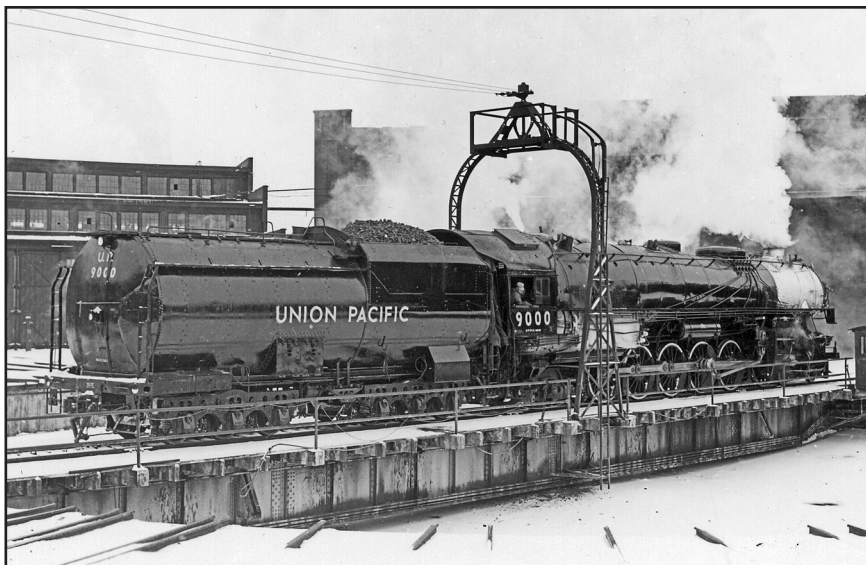


gine #9000 off the train and substituting a 4000 Class Big Boy instead. Then president Robert LeMassena contacted the UP immediately and

convinced them that since a large number of out-of-state visitors were already enroute to ride behind this specific locomotive, it was necessary to leave #9000 on the train. The UP agreed. Members also had a chance to visit the roundhouse and shops area while in Cheyenne.

Locomotive #9000 ran light from Cheyenne to Denver on March 9, 1956, via Speer, Wyoming, and then returned the day following the trip at the head of a manifest freight.

The 60th Anniversary Of The Union Pacific 9000 Club Excursion



Engine 9000 being readied for the return trip to Denver, on March 11, 1956. The tenders on these locomotives held 18,000 gallons of water and 22 tons of coal. The main reason this locomotive was chosen for the Club trip was because the Union Pacific had 88 of these three-cylindered locomotives and the 9000 was the last one and was scheduled to go to Pomona, California, for display, where it is today. The unique thing about these locomotives is that they had the longest rigid wheel base of any single expansion locomotive in the world. The three cylinder exhaust also produced a unique sound, unlike any other locomotive.

– George Trout photo from the James L. Ehernberger Collection.



On March 9, 1956, UP 9000 was near Speer, Wyoming, on its way to Denver for the Club excursion. Two days before the trip, the weather was quite warm, then two days later there were near-zero temperatures due to a Canadian cold front.

– Photo by James L. Ehernberger.



At the La Salle photo stop on the return trip to Denver, Neal Miller is in the foreground with his hooded jacket and camera on a tripod. Fans were hurrying to the opposite side to get a better photo in the sub-zero weather on March 11, 1956.

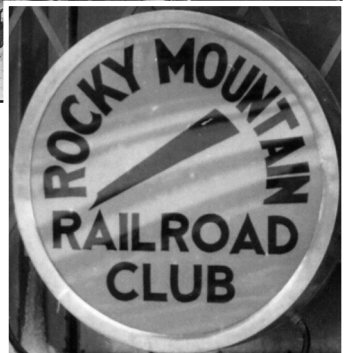
– George Trout photo from the James L. Ehernberger Collection.

The 60th Anniversary Of The Union Pacific 9000 Club Excursion



The Club's traditional drumhead was placed on the front of engine 9000 because the UP furnished a nice "art deco" style standard electric lighted drumhead for the excursion. This image is at Cheyenne, Wyoming, just prior to the return to Denver.

– George Trout photo from the James L. Ehernberger Collection.



The 60th Anniversary Of The Union Pacific 9000 Club Excursion



On the return to Denver, two photo stops were made, the first leaving La Salle, and the second at Dent. This view of UP 9000 making a photo run-by at Dent, Colorado, on March 11, 1956. The temperature during this trip was about ten above zero. The 215 passengers did not hesitate to take photographs at these locations. – Photo by James L. Ehernberger.

Events of Railroad History: Man, Wife and Child Rough It for 1,600 Miles in Box Cars

Denver Post, May 8, 1932

Contributed by Dan Edwards

Twenty days of adventure on the "iron trail" were described in *Denver Saturday* by L.H. Moreland of El Centro, Calif., who traveled 1,600 miles across four states with his wife and 2-year old son in a "sidedoor Pullman."

Moreland lost a job with the Pacific Fruit Company at El Centro which he had held for four years. His savings soon disappeared. With only \$1 in his pocket, he embarked for Denver with his wife and child.

"Well, we've got \$3 now, so I guess we didn't do so bad," he said. "It was a hard trip."

Moreland said they were snowbound two days in a stalled freight train west of Truckee, Calif.

"The Southern Pacific train crew certainly treated us fine," he declared. "We moved into an express car that was being deadheaded to Chicago. The train crew brought us food. There was a stove in the car, and we got along fine."

When the train finally broke thru the snow blockade, the Moreland family rode on to Reno where they spent two

days.

"We were met at the station by a group of citizens who took us to a hotel," Moreland said. "They gave us everything we needed. After we rested two days, we boarded another freight which took us as far as Ogden, Utah."

"There were fifteen hoboes in the car with us. They passed the hat and got together enough money to buy food for us. They also obtained several quarts of milk for the baby in one of the towns where we stopped. Those fellows were a great bunch of men. Some of them were well-dressed and like us were just down on their luck. There were a few old-time hoboes in the gang, and they kept us amused all the way across the Nevada desert by recounting their experiences."

"We spent a day in Ogden and then got on a freight bound for Cheyenne. My wife and baby became very tired, so we left that train at Laramie. After spending several days there, we came on to Denver."

Moreland, who is a carpenter, said he worked in Denver several years ago.

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, March 16, 2016-5:30 PM. – Dinner Meeting at Red Lobster

Publishers Statement — Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club and the Rocky Mountain Railroad Historical Foundation.

First class postage paid at Denver, Colorado.

Postmaster, send address changes to:

Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

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	Nathan Holmes
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nathan Zachman.

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 April Rail Report should be sent by March 18th.

Rocky Mountain Railroad Historical Foundation

Book Auction

The book auction is here! After talking about it for several months, the first 43 books for sale are listed as an insert in this month's *Rail Report*. This is a great opportunity to get a number of rare railroad books and help fund the grant activities of the foundation at the same time. Unsold books will be sold or auctioned to the general public.

Here are the key points you need to know:

- **Bids must be received by March 28, 2016, to be considered.**
 - This is a mail auction. You can bid any amount equal to or over the minimum bid on as many items as you like. If your bid wins, you agree to pay what you bid plus shipping charges, plus sales tax if you live in Colorado.
 - Unfortunately shipping large heavy items like books can be rather expensive, particularly if they're well packed. Most of these books are 9" x 12" and weigh 2-4 pounds. They'll be shipped via a method that provides timely service and tracking information, such as USPS Priority Mail. To give you an idea, a USPS Medium Flat Rate box that can accommodate 2 to 4 books costs \$13.45. Books may be picked up at a regular monthly meeting to save shipping charges.
 - You may email us your bid if you would like. Email bids should go to info@rockymtnrrclub.org, and should include your name, address, email or phone number, the item number, and your bid amount.
 - If you're the high bid, we'll contact you in the week after the auction closes. It's critical that you include current contact information. I would sincerely appreciate email if at all possible, as my time to make phone calls can be somewhat limited, but I understand that some of you either don't have email or don't check it regularly. In that case, a phone number will be fine. If we don't hear from you within three days, we'll contact the next highest bidder.
 - We've listed the titles and descriptions in the newsletter, but if you'd like to see pictures, images of each book will be posted to the Club's website. Condition notes follow:
 - New:** The book is in the same immaculate condition as when it was published. This could be the description for a book that has been in a warehouse for years, never shelved, thumbed or even opened yet may still be some years old.
 - Fine:** A Fine book approaches the condition of New, but without being crisp. The book may have been opened and read, but there are no defects to the book, jacket or pages.
 - Very Good (VG):** Describes a book that shows some small signs of wear - but no tears - on either binding or paper. Any defects are noted.
 - Good:** Describes the average used worn book that has all pages or leaves present. Any defects are noted.
- This is my first time trying something like this, so I'd ask for some patience if things don't go smoothly the first time. We'll continue to list books in future issues of the *Rail Report* until the collection is gone, so keep an eye on future newsletters.