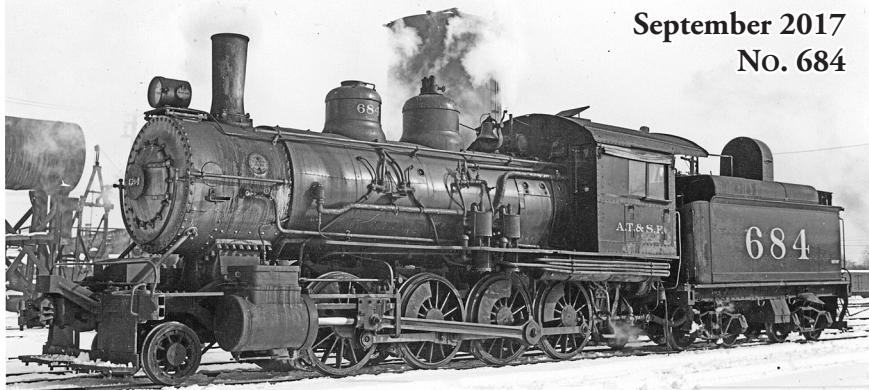


RAIL REPORT

September 2017

No. 684



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

U.P. Wyoming Division

Presented by Tom Klinger

September 12th, 2017 • 7:30 PM

The September program on the Union Pacific was put together by the late Rocky Mountain Railroad Club member, Robert W. Andrews. In this program, Bob Andrews followed the UP “We can handle it” railroad on the Wyoming Division from Laramie to Ogden. Most of the images are from the 1970s and 1980s, as well as a “dash” of images from the 1950s. Tom Klinger will be the narrator for Bob Andrews photographic work.

Please join us for an enjoyable, educational evening at Christ Church at 2950 South University Boulevard (University Boulevard at Bates Avenue) where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

RMRRC 2017 Calendar

September 16: Colorado Live Steamers Open House.

October 14: Annual Luncheon Banquet at The Denver Athletic Club.

November 14: Meeting and Program.

December 12: Annual Business Meeting, Program and Treats.

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.

U.P. Wyoming Division



UP #6901 near Bosler, Wyoming, in August 1978.

– Robert W. Andrews photo from the Tom Klingler collection.

A Club Trip To The Colorado Live Steamers Open House

NOTE DATE CHANGE TO SATURDAY SEPTEMBER 16th

We will run our Club field trip to the Colorado Live Steamers at Byers, Colorado, on Saturday, September 16th starting at 10:00 AM. We are changing the date one day to Saturday, the 16th as there will be more steamers running on Saturday. This is a nice family oriented trip with train rides. Please bring a hat and wear appropriate shoes (no open-toed shoes). No pets are allowed.

To get to the Colorado Live Steamers, go east of Byers from I-70, Exit 316 on US-36 east 2 to 3 miles and turn left on Calhoun-Byers Road. Go north 6-1/2 miles past 72nd Ave and turn left at the yellow farm house. If you cross a bridge

you have gone too far.

There is no charge for the trip. They will have concessions and beverages for sale or you can bring your own if you wish. Train rides will be free and they will take us over a steel bridge, wooden trestles, through a long tunnel and into the bottoms of East Bijou Creek. This is a 7-1/2-inch gauge railroad with steel rail and wood ties and a functional signal system. Please consider making a \$5.00 to \$10.00 donation for their graciousness and to help them.

The Open House is also Friday, the 15th and Sunday the 17th.

For Rail Report 684, the masthead photo features ATSF 684 at Topeka, Kansas in January 1948.

– F. O. Kelley photo from the James L. Ehernberger Collection.



The Denver, Boulder & Western field trip group at the Mt. Altos park picnic area.
– Photo © 2017 Bob Wilson.

President's Report

By Steve Mason

The Club has had an eventful summer. In June, we went over both branches of the Denver, Boulder & Western. We had lunch and supper in railroad settings with much fellowship. At the end of July we had Grand Parents Day at Tiny Town. The rain held off and we had a wonderful morning riding a Mason bogie around the grounds. This is the best the little buildings have looked, all painted and in good repair.

A big group of 15 went on the Corkscrew Gulch Turntable trip mid August. We drove all three Mears Railroads, toured the Old Hundred Gold mine, and saw a bear. Best of all on all three of these trips were young railfans including Ethan Hessong on the San Juan trip.

We have been able to get Club members from Gunnison, Palmer Lake, Colorado Springs and other western slope areas to participate and that is an important outreach. Although we are not charging for these trips I am aware members are laying out plenty for gas, meals and lodging. It is important we have fellowship, eating together, education, and actually seeing what the crews and passengers saw so long ago when these lines were running.

I am easy to reach. The best way is by phone at 720-371-8536. My e-mail is stevemason647@gmail.com. If something is of concern or if you are pleased about something let me know.

Rocky Mountain Railroad Club And Historical Foundation Board Meetings

Board meetings are usually held the first Monday after a regular monthly meeting at Nicolò's Pizza, 7847 W. Jewell Ave. in Lakewood. We eat dinner at 5:30 PM and the Board meeting starts at 6:30 PM followed by the Foundation meeting. Meetings last to around 8:00 PM. Any member / visitor wishing to address the Board will be inserted first into the agenda. I personally urge any of you to attend and tell us what we need to address or tell us what we have done that pleases you. We earnestly solicit your input! Before and after the meetings we informally visit and you are welcome to participate. You are always welcome!



Tiny Town's 7-1/2 inch gauge Mason Bogie. – Photo © 2017 Steve Mason.

Tiny Town Grand Parents Day

By Steve Mason

We all met at Tiny Town on Saturday, July 29th at 10:00 AM when they opened. It had rained most of Friday night and rain was predicted for most of Saturday but the overcast sky light was perfect for photography. Debbie MacDonald brought her family, Andy Dell brought his family, Pat Mauro was there, and I brought my grandson.

Tiny Town wheeled out their Mason Bogie and a pair of Rio Grande FT diesels all in 7-1/2-inch gauge. Tiny Town has two tracks side by side at the loading area so they can handle large crowds. Alternating trains, first it was the Bogie, then the Rio Grande engines running. Rain held off for us and we all ran the first run behind Tiny Town's Mason Bogie. It is gas engine operated, but makes appropriate smoke timed to the wheels.

The track is a simple loop, but it crosses South Turkey Creek twice on bridges

and goes through a short tunnel on the west side. They style themselves, "Tiny Town & Railroad," established 1915, making them 102 years old!

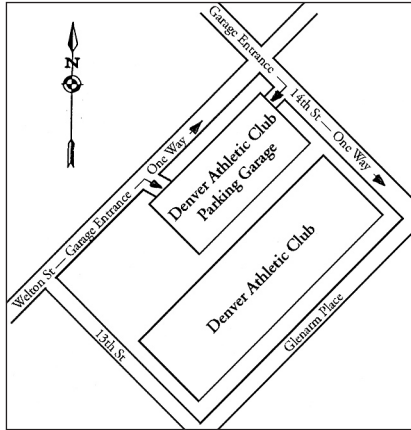
There are lots of flowers all over the grounds. All the miniature buildings are in good repair and painted in multiple colors. All the locomotives and passenger cars are in good shape, well maintained. There is a nice playground with relatively new equipment. They have a nice picnic ground that people were using. In spite of the weather the parking lot was full of visitors.

Two trains tag teamed and they ran full each time. Pat, Debbie, myself and my grandson, Hyatt had lunch there and visited. We had a very nice time. Temperature was just right and only when we left at 12:30 PM did rain start in earnest. If you haven't been in awhile I would recommend a visit to Tiny Town.

The Dinner Chimes Announce the Banquet

October 14, 2017

Many of you remember a time when a dining car waiter would enter your coach, heralding “First call for Dinner” by striking his mallet on the multiple tones of a J. C. Deagan Dinner Chime. Yes, rail travel was an elegant affair, a set of dining chimes was carried through the train and chimed the dinner hour.



Denver Athletic Club Parking

Station to the stop nearest Welton or Glenarm, then walk over two blocks to 14th. It is easy to get there so don't stay home.

We detailed the succulent menu in last month's *Rail Report*, but the entree choices are London Broil (marinated and broiled flank steak topped with

mushroom Madeira sauce) or Sesame Crusted Salmon seared in sesame oil.

We are now chiming for the RMRRC 2017 Luncheon Banquet. The Denver Athletic Club is our venue again for this year. On October 14th, the doors will open at 11:00 AM. All members, family, significant others, and care givers are invited. Enjoy a pleasant day socializing with your fellow rail aficionados, savor an adult libation discussing the rail events of the day. Rule G is suspended for the event.

A map is above so everyone can find their way there. The DAC has a parking garage on the corner of 14th and Welton. There are entrances on 14th as well as Welton. For special events such as ours, the parking fee is \$7.00. If you desire a little exercise you can ride light rail, get off at the Convention Center Station and walk two blocks up 14th through the parking garage to the entrance of the DAC. Those coming in on the A, B, G, and W lines take the shuttle from Union

Jim Ehernberger, a member of the club since 1953, was an acquaintance and friend to many of the Club founders. He will present a program featuring William Van Patten's slides. These slides of trips from the 1940s and 1950s have never before been seen at Club meetings.

The insert in the *Rail Report* is your reservation form. If you have not already returned your reservation, make reservations for your party by completing the insert. Please do not delay, complete the insert and mail it to club address listed at the bottom of the form. A great way to turn in your reservation is give it to our treasurer at this month's meeting. There is PDF version of the reservation form on our web site. Simply complete the form and email it back as an attachment to rails@www.rockymtnrrclub.org

All reservations must be received by October 8th.

2017 Membership Survey Results

By Steve Mason

The Club ran a membership survey in May and June 2017 to see what the members want the Board to do for them. Currently we have 409 members total, 170 members in the Denver metro area, 90 Colorado non-metro members, and 149 out of state and foreign members who are rarely able to attend meetings. This year we have had an attendance of 50 to 60 per meeting. Of the 170 local members, about 1 in 3 are attending our meeting every month. We had 70 surveys returned and tabulated or 17% of the membership.

1. Rank choices from 1 to 4 as to main interest as a railfan. The smaller the number the higher the ranking. Some members did not rank the choices so that would result in four "ones" arbitrarily:
 1. Narrow gauge: 1.5 of 53 replies.
 2. Steam: 1.7 of 63 replies.
 3. Heavy Haul: 2.2 of 32 replies.
 4. Diesels: 2.4 of 34 replies.
 5. Passenger trains and commuter trains: 2.4 of 31 replies.
 6. Trolleys: 2.5 of 25 replies.
 7. Heavy Electrics: 2.9 of 8 replies.
 8. Signals, Stations and Facilities: 3.0 of 16 replies.
 9. Non U.S. rail: 3.0 of 13 replies.
 2. Should we pay for outside presenters? Yes 24 and no 37.
Note - We will not do this.
Pay more in dues for outside presenters? Yes 24 and no 28.
 3. Maximum possible costs for trips and excursions:

\$0 to \$50:	3
\$51 to \$75:	7
\$76 to \$100:	22
\$101 to \$150:	16
\$151 to \$200:	18

Other: 4 (1 at \$500, 1 at \$499, 1 at \$250 to \$500, 1 at \$700 to \$1200).
Note - We should have stated if this was annually or for each trip. For our purposes, we will choose \$150 annually.
 4. To facilitate car pools are you willing to list on the Club website? Yes 19 and no 19.
Note - we will not list on Website.
 5. Continue luncheon banquet? Yes 46 and no 10.
Note - we will continue the banquet.
 6. Have an Annual Picnic at Colorado RR Museum? Yes 47 and no 11.
Note - We will do this in 2018.
 7. Should we have Annual Work Days? Yes 36 and 11 no. *Note - We will do this. But when we scheduled a work day this year in Como only two attended.*
 8. Leave meeting at day and time as is? Yes 48 and no 5.
Note - We will leave as is.
 9. Would you consider a Dinner Meeting venue? Yes 37 and no 24.
Note - We will study this further.
 10. Are you satisfied with the Foundation grant program? Yes 48 and 1 no.
Note - overwhelming support and four comments amplifying this.
-

2017 Membership Survey Results

Demographics

11. How many meetings have you attended in the last year?
The average is 4.
Note - The maximum number is 10 since we don't meet in July or in October due to the banquet. 18 zeros make the average misleading, but we are glad for the response. It is apparent more are coming to meetings and the out-of-state zeros skew the number.
12. How many years have you been a member? Average is 27.3 years!
13. Have you worked for a railroad?
Yes 24 and no is 46.
14. Are you retired? Yes 50 and no 20.
Note - We are all getting older.
15. What is your age group?
- | | |
|-----------|----|
| 0-30: | 0 |
| 31 to 40: | 3 |
| 41 to 50: | 0 |
| 51 to 60: | 7 |
| 61 to 70: | 25 |
| 71 to 80: | 25 |
| 81+: | 10 |
- Note - Most of us are retired and fall in a 61 and above age group.*
-

To all of you that wrote comments, I read every one. Many were quite poignant. I wish I would have thought to ask for your address, phone number, and email so I could have answered you. So I am now. I thank you for taking the time to write comments as they are greatly appreciated.

One member wrote an entire separate page and I especially thank him for his comments. We had many out-of-state responses. One comment was to return to running 844 / 3985 trips. The Union Pacific is not running their excursion trains the way they did in the past. They are in business to serve big shippers and other customers. I am in contact frequently with Ed Dickens, UP Steam manager. I have asked for a Big Boy trip of some sort in 2019. We visited when the CFD train was in Denver the third week of July. No promises, he said. Fair enough, but we will stay in touch. I am sure UP will make a big splash for the 150th anniversary of the driving of the Gold Spike at Promontory Summit in 2019 as they did in 1969 for the 100th anniversary.

Railroad Web Sites of Interest

Starting this month, we will feature three railroad related web sites per month.

The Trains magazine website: trn.trains.com

The Trains magazine Facebook page: www.facebook.com/TrainsMagazine

The Official Union Pacific web site: www.up.com

The Official Union Pacific Facebook page: www.facebook.com/unionpacific

Union Pacific steam web site with updates by Ed Dickens: www.upsteam.com

Corkscrew Gulch Turntable And Silverton Area Field Trip Report

By Linda Fike

Although the focus of our trip was to visit Otto Mears Silverton Railroad's Corkscrew Turntable area, drivers of 4-wheelers got an early start on their trip content on Friday with an "in-context approach" to Silverton from the east over Engineer Pass, while drivers of regular cars enjoyed the more conventional, though still narrow-gauge-authentic, Million Dollar Highway route through Ridgway and Ouray from the north.



Dan Edwards hiking ahead on the Silverton Railroad grade away from turntable. – Photo © 2017 Linda Fike.

Officially starting our trip on Saturday morning, we headed directly up the route of Otto Mears Silverton Railroad to the focus of our trip: a hike to see the Corkscrew Gulch turntable, a unique approach to the problem of what to do about a too-tight curve. After a brief (and level) hike along the right-of-way complete with still-existing and relatively well-preserved railroad ties, we came upon the remains of the turntable: lots of wood, ties, and the metal center pivot. Our trip leader, Steve Mason, provided a handout of useful photos and maps to help us better appreciate what we were seeing.

After a picnic lunch on the fenders and tailgates of our vehicles, our itinerary was group choice, utilizing the extensive experience of our trip leader Steve who has been exploring the Jeep trails in the Silverton area for over 30-years. Our explorations chosen for that afternoon and the next day included a tour of the Old Hundred Gold Mine south of Howardsville, the routes of all three

of the Otto Mears railroads fanning out of Silverton, and wrapping up with an exploration of the protectively stabilized town of Animas Forks and its surrounding area.

We also drove by the site of the 2015 Gold King waste water spill and saw what looked like huge plastic pillows that are part of the wastewater treatment put in place following the spill.

The scenery was spectacular, and meals together, either the picnics on the road or breakfasts and dinners in town, served to help us all get better acquainted beyond our shared interest in Colorado railroads. We look forward to more opportunities to explore Colorado's Narrow Gauge history.

Corkscrew Gulch Turntable And Silverton Area Field Trip Report



The 2017 field trip group on the Corkscrew Turntable. Standing from left: Bob MacDonald, Dan Edwards, Ethan Hessong, and Doug Hessong. Sitting from left: John Finch, Sarah Finch, Steve Mason, Linda Fike. – Photo © 2017 Linda Fike.



Mac Poor (on left) and Ed Haley at the Corkscrew Gulch turntable on September 3, 1951. – Dick Kindig Photo from the James L. Ehernberger Collection.



Restored ex-Klondike Mines Railway #4, renamed “Klondike Kate,” posed at the restored Como depot during Boreas Pass Railroad Day activities on Saturday, August 19, 2017. – Photo © 2017 Bruce Nall.

Steam Returns to Como

By Pat Mauro

On Tuesday, August 15, 2017, “Klondike Kate” arrived in Como! This was the first time since 1938 that a steam locomotive has been in Como, 80-years since the last passenger train ran there. She was off loaded from the lowboy trailer, onto the freshly laid track on the main line heading towards Gunnison. Some assembly was required to attach the smokestack, headlight, cow catcher and whistle. She was fired up the next day, and was moved to the front of the

Como Depot. More testing and preparations were made for her maiden voyage in the Como yards.

On Friday, August 18th, after Kathy Brantigan (who named ex-Klondike Mines Railway #4, “Klondike Kate”) finished touch up painting, she was fired up again, with steam being generated in 2 to 3 hours. With a good head of steam, #4 made its way down the track to the Como Roundhouse. Work was

Steam Returns to Como



Built in 1912 for the Klondike Mines Railway, the 2-6-2 Baldwin was restored to operating order and bought to Como for the August 19th Boreas Pass Railroad Days. After a delay of over an hour to make a few last minute repairs, it moved north on newly laid track to the restored Como depot to the delight of a crowd of over 100. – Photo © 2017 Kenneth Jessen.

still underway to gain access to the newly restored turntable. The first run was successful, but did confirm some repairs were needed. Overall #4 ran fine.

“Kate” was ready for her worldwide debut on Railroad Day the next day, August 19th. On Saturday, “Kate” was steaming, and headed up the line from the roundhouse to the depot. The track on the turntable was completed, but the track connecting the turntable into bay #5 still had to be done. Kate made the climb from the roundhouse to the depot without a hitch, as the large crowd admired her, taking pictures as the whistle rang loud and proud throughout Como.

We had the whistle from engine #74 on loan for the special occasion. Denver TV Channel 9 was filming for a report on the event. After checking out the locomotive, she started another run down to the round house, as we watched her make the way through the stub type switch. The switch worked fine, but as she started to go through the frog, the pilot wheels jumped off the track, with one wheel going to Gunnison the other to the roundhouse. Luckily, we stopped before any other wrong movement made the issue worse. The crew hastily worked to devise a way to get Kate back on track. We had setup a ramp to back her up, and get her back on the rail. We had to put some power to get her to backup, but it

Steam Returns to Como



Work on the Como roundhouse turntable was completed just as visitors arrived for the start of Boreas Pass Railroad Day activities on Saturday, August 19, 2017.
– Photo © 2017 Bruce Nall.

worked, as the large crowd cheered, as she again stood straight and proud on her new track in front of the depot. A guardrail was repaired, and we made our way back to the roundhouse. We made more runs through the day.

The first trial of the new turntable was successful. A passenger gondola was moved onto the turntable at the roundhouse and the gondola rotated on it for the first time since the roundhouse was closed in 1937. After moving the gondola back to the mainline, Kate was ready for a test on the turntable. While standing at the depot, we watched as Kate spun around on the turntable! More cheers came from the crowd. There were approximately 800 attendees through the day.

The volunteers were laying the last rail to connect bay 5 to the turntable, as Kate waited on the turntable to rest



A narrow gauge passenger gondola, GB&L 1020, was first to test the operation of the new turntable.
– Photo © 2017 Steve Mason.

after her busy day of work in the Como yards. The always ready crew completed the track, and she backed into her new home, the Como roundhouse. While there are always needed repairs, overall the day was labeled a success. Como is a railroad town once again. We thank everyone for their support, in a project that seemed insurmountable, but we found it wasn't!

Steam Returns to Como



The South Park Rail Society “Klondike Kate” Number 4 is now operating. The ex-Klondike Mines Railways, a Baldwin 2-6-2 built in 1912 was delivered to Como, Colorado, on August 15, 2017. The steamed up wood burner operated on August 19, 2017, for Boreas Pass Railroad Day.

Klondike Kate #4 borrowed an original Colorado & Southern locomotive whistle originally worn by C&S 74 for operations on August 19th. The whistle’s current owner has been gracious enough to loan the whistle for use by Klondike Kate.

Bill Kazel bought the ex-Denver, South Park & Pacific (DSP&P) roundhouse in 1984 and stabilized the roundhouse during the time he owned the property. Bill and his son, Greg, began restoring the building and by 1995 the roundhouse roof was replaced, windows were installed and the engine bay doors were repaired or replaced. In 2001 Dr. Chuck Brantigan (at right in photo) and his wife Kathy became the new owners of the roundhouse property. #4 was nicknamed “Klondike Kate” by Kathy Brantigan.

The turntable was installed on August 11, 2017, and was ready to operate with a load on August 19th. The test car was passenger gondola, GB&L 1020. Breckenridge Crane Services performed the lift into the turntable pit for Colorado Summit Construction. – Photo © 2017 by Chip.

An Intermountain Chapter, NRHS Invitation To Ride The Leadville, Colorado & Southern Saturday, September 16th

The Intermountain Chapter-NRHS and ColoRail proposed a charter bus trip to ride the Leadville Train during fall color season on Saturday, September 16th. However, there is no availability, so far, of a charter bus during this exceptionally busy period. Rail enthusiasts can still meet, as a group, in Leadville for the 2:00 PM afternoon trip by way of individual travel and carpooling. If a sufficient number of people reply, the LC&S group rate of \$32 will be honored.

Should a bus become available thru Labor Day, that option will be evaluated if there is sufficient interest. The bus rate

would be an additional \$17 for Intermountain Chapter and ColoRail members and \$27 for non-members.

Please email Bob Brewster at railbob2@gmail.com to reserve a spot for the group rate and please specify if you would be interested in the bus option should it become available. If you have further questions, you can also call 303-642-0555 and leave a message.

Field trips are enjoyable when shared with those of similar interests – and we get to support our world class tourist railroads at the same time!

Colorado Railroad Museum Polar Express Tickets Are On-Sale

November 9-12 & 16-19

Show Times: 5:00 PM, 6:30 PM & 8:00 PM

“Early Bird” \$10 discount – Tickets Prices: \$25 to \$90

November 24-26 & 29-30, December 1-3, 6-10 & 13-23

Show Times: 5:00 PM, 6:30 PM & 8:00 PM

Tickets Prices: \$35 to \$100

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, September 12, 2017

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

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

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391
Web: <http://www.rockymtnrrclub.org>
Facebook:
www.facebook.com/rockymtnrrclub

Club and Foundation Officers

President	Steve Mason
Vice President	Dave Schaaf
Secretary	Roger Sherman
Treasurer	Keith Jensen

Club and Foundation Directors

Andy Dell, Nathan Holmes, Dennis Leonard, Pat Mauro,
Debbie MacDonald, Michael Tinetti, Nick Valdez.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the Club address listed above.

Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00.

Contributing membership is \$50.00. Sustaining membership is \$70.00.

Patron membership is \$100.00. Golden membership is \$500.00.

An associate membership for spouses and children is \$25.00 additional.

Members joining after April may send a payment of \$3.00 for each month remaining in the year. New members who join in-person at a meeting will be given a free copy of the Club history book

Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Board Meetings

Members are always welcome to attend any board of directors meeting. Please contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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

E-mail: selectimag@aol.com

Items for the October 2017 Rail Report should be sent by September 15th.



BOX 2391
DENVER, COLORADO 80201

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