



*Celebrating our 60th Year*

# *THE HERALD* eZine

Official Publication of the Sacramento Model Railroad Historical Society

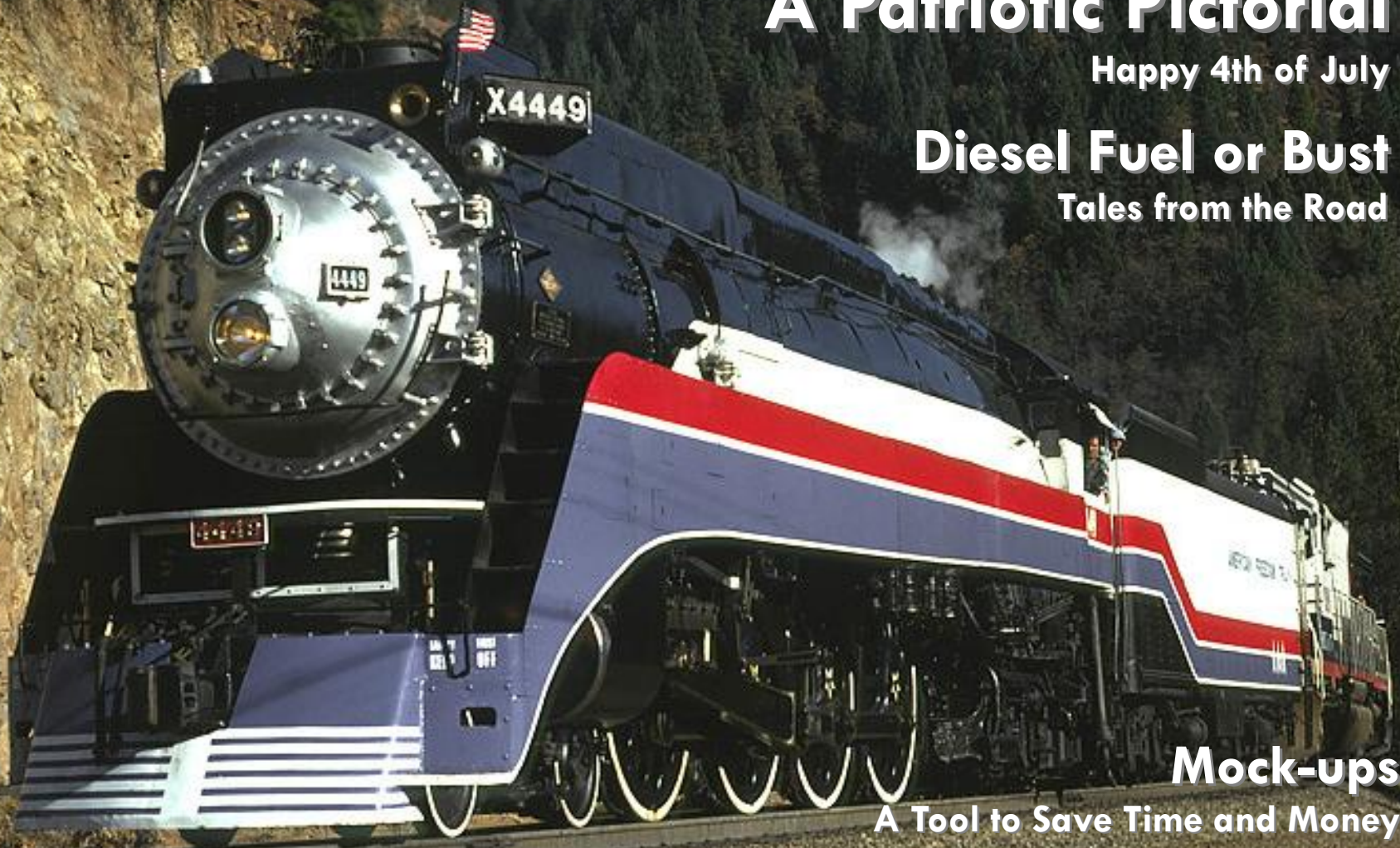
*July / August 2008*

## **A Patriotic Pictorial**

**Happy 4th of July**

## **Diesel Fuel or Bust**

**Tales from the Road**



## **Mock-ups**

**A Tool to Save Time and Money**



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THE SACRAMENTO MODEL RAILROAD HISTORICAL SOCIETY is a Non-profit Educational Organization under the tax section 501(a) as described in section 501(c)(3) of the IRS Code. The SMRHS is incorporated as a Non-profit California Corporation under section 23701d of the California Revenue and Taxation Code. We are dedicated to advancing the understanding of railroading and its history and impact on the development of our nation, as well as developing an understanding of railroad operations and technical skills through model railroading.

THE HERALD EZINE accepts advertising with the proceeds going towards the production of this publication and maintenance of the [Society's Web Site](#). Contact the [Editor](#) for advertising rates and mechanical requirements.

Manuscripts and photographs dealing with model railroading or railroading in general are welcome. Materials submitted for publication are assumed to be gratis and no payment will be made to the author, or his representative. Articles and correspondence relative to THE HERALD should be directed to the [Editor](#).

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Visitors are always welcome.  
The Society's regular hours of operation are:

Tuesday nights 7:30pm - 9:00pm  
Friday nights 7:30pm - 10:00pm or later

**1990 Grand Ave. Sacramento, CA 95838**  
(916) 927-3618

## ON THE COVER

Heading South (SP West), the #4449 has the entire American Freedom Train in tow as it heads down the Sacramento River Canyon at Soda Creek Rd. in Castella, California, November 1975. Behind the #4449 is SP' Bicentennial unit SD45T2 #9389 .

Drew's gallery on RailPictures.net also contains a lot of other Southern Pacific images. Click his name and have a peek.

Photo by [Drew Jacksich](#)

# EDITORIAL

So here we are at our nation's most personal holiday: The 4th of July or Independence Day. This holiday marks the day when the colonies declared their independence and separating themselves from the British throne of King George back in 1776. On that day, a new nation was born.



Dave  
Good  
Editor

Two hundred years later, the United States celebrated its Bicentennial. Everyone, including the railroads, got into the swing of things with

various types of celebrations, commemorations and decorations. As railroads have often been used as rolling billboards, it came as no surprise that their efforts in the celebration consisted of painting various pieces of equipment in the nation's Red, White and Blue colors.

Some efforts were stunning. Others were rather plain. Some were, shall we say - "down right ugly but thanks for your patriotism anyway"!

Throughout this issue, there will be several samples of the various ways with which the railroads did their part in celebrating the 200th birthday of the United States of America.

I hope you enjoy this look back 32 years ago in railroading's history as we celebrate yet another birthday for the USA!

This is your Society! ~ This is YOUR *eZine*!

- THE HERALD



We begin with a look at Alaska Railroad's FP7 #1512. Shot sitting on the north side of the shops in Anchorage, Alaska, this is certainly a classy looking effort. September 3, 1976 Photo by [Sid Vaught](#)

Sid also has a large collection of WP images in his gallery. Click his name and check them out.



# INFORMATION BOARD

## NEW FEATURE:

To easily contact one of the Board Members or any of our Key Personnel simply click on their name and your e-mail program will do the rest!

## Society Officers

### Board of Directors

President	Bob Rohwer
Vice President	Scott Inman
Treasurer	Dave Good
Secretary	Don Butler

### Board Members at Large

(Terms Remaining)

1 year	Dave Launderville
2 years	Dave Megeath
3 years	Joe Melhorn

## Our next two Board Meetings

Will be held on  
**July 18, 2008**  
**August 8, 2008**  
At 8:00 PM  
Unless indicated otherwise.



## Our next general Business Meeting

Will be held on

**July 25, 2008**

At 8:00 PM

Please be sure to attend.

## Submissions for the September/October 2008

Issue of **THE HERALD**  
Are due no later than:

**August 15, 2008**

Contact Dave Good  
For electronic and content requirements.

## KEY PERSONNEL

These folks, along with our Board of Directors, are the key people in the Society who can best answer your question of...

### *“What can I do to Help?”*

#### STANDARD GAUGE LAYOUT:

Construction	Dave Megeath
Electrical	Don Butler
Scenery	Scott Sticksel
Operations	Scott Inman
Industry Committee	Tim Grover
Member Training	Joe Melhorn

#### NARROW GAUGE LAYOUT:

Supervisor	Dave Good
Construction	Lu Good
Electrical	Ken Martin
Sick Humor	John Lutz

#### OFFICIAL SOCIETY PHOTOGRAPHERS:

Dick Dennison	Dave Good
Bob Rohwer	Joe Minor

**OUTREACH PROGRAM:** Dave Megeath

**THE HERALD EDITOR:** Dave Good

**SMRHS AUXILIARY:** Penny Zine

# THE PREZ SEZ

The July 12<sup>th</sup> Open House is just one week away. Please get your train submission documents into Scott Inman right away. We will also post sign up sheets. This should be a terrific open house with all the new scenery and buildings. The SP roundhouse and Davis station are fantastic.



**Bob  
Rohwer**  
President

The next few meeting nights prior to Open House will be used to clean up the clubhouse, assure that the trains are ready to roll and prepare for our summer show.

Everyone is encouraged to help out with this effort. A renewed feeling of pride is sweeping through the members as we now OWN our home. So mundane tasks such as cleaning the bathroom, sweeping the floors and weeding our property takes on new meaning and hopefully, you will participate in all aspects of maintaining our clubhouse - our Society.

A note regarding construction projects around the layouts. With the process of closing the deal with Sierra Central Investments, we've utilized a significant portion of our savings and are operating for the next few months on a restrained budget. The BOD is tightening the belt until we get a clear view of our cash flow and have an opportunity to rebuild a portion of our savings.

This does NOT indicate that we are in any way at a loss for money. Our membership is at its highest level we've ever seen and as long as people keep current with their dues, there will be no troubles keeping the doors open and enjoying our time here as we've grown accustomed to.

What this DOES mean is we are reminding our growing numbers of construction helpers that we are keeping a tight reign on expenses for the time being and any further expenditures must be pre-authorized by the BOD.

Every effort to help the Society through this temporary time of adjustment while we get used to being "homeowners" will be of great value. This is, in fact, a temporary condition and with your help, we will rebuild our savings, we will return to normal regarding being able to provide for all our needs, and come out the other side successful and proud of our accomplishments.

Welcome to a new Era in the long history of the Sacramento Model Railroad Historical Society, Inc.!



## July Open House

This summer's one-day  
Open House is scheduled  
for

**Saturday, July 12, 2008**

10:00 AM to 4:00 PM  
Set up begins at 8:00 AM.



# BANK OF DAVE

As most of you know, the Board of Directors (BOD) have been making great progress in securing the ownership of the of the structure and property the SMRHS occupies. By the time this

newsletter is published, we shall have 100% ownership of our home for the first time in our 60 year history. This is a great milestone for us.

With ownership also comes responsibilities. Our **Raise the Roof and Put Up a Parking Lot**

fund raiser unveiled three months ago, has already brought in some respectable donations in its short life. But we need much, much more. Initially, we estimated replacing the roof and paving the parking lot would take about \$20,000. That was an educated guess. We have recently been visited by a roofer who inspected our roof. To replace it could take upwards of \$9,000 and he has indicated that he is willing to work with us on reducing that amount. But that doesn't even touch the parking lot so my original figure of \$20,000 may still be a reasonable goal.

In now comes the treasurer with yet another plea. Your donation to the Roof/Parking Lot fund is needed now more than ever. It needs to grow 5 times over what it has currently to reach our \$20,000 goal. The BOD will continue providing monies for the construction of our layouts through our regular resources, however, to raise the sort of capital needed for the roof and parking lot will take an extra effort on everyone's part.

For those who were fortunate enough to receive a stimulus check, how about donating 20% or more of it to the Society? This works well on so many levels:

- It builds our funds quickly which is what we need to do.
- Your donation is tax deductible as we are a 501(c)(3) charitable organization.
- Your donation comes with some pretty cool thank you gifts as described in the May/June 2008 issue of THE HERALD.

There have been several members who have contributed thus far, one multiple times! We even had our second corporate sponsor donate \$2000 to this project, beating out BNSF's donation of \$500. There's plenty of room for others to make their dedication known.

Please consider making a donation. With your generous help, we can have a new roof and parking lot sooner rather than later and with minimal interruption of the funding of our layout construction.

Our donation program is open to any individual or business who wishes to make a contribution. We are looking for licensed contractors, material suppliers and corporate sponsors to provide labor, material and financial donations. All qualified contributors will be provided with a letter for your tax preparer for the value of goods received.

We now need to take care of our home.

**Help us Raise the Roof and Put Up a Parking Lot!**



**Dave  
Good**  
Treasurer

# COMMITTEE REPORT

As this column is being written in early June, we are in the middle of a few weeks' shut-down on the standard gauge. Once we clean up the saw dust and debris, we should prepare for showing off some key elements on the layout:



**Dave Megeath**  
Standard Gauge Supervisor

- Feather River canyon scenery - you can really hold up a photograph and identify our scenery! Kudos to Scott Sticksel and the scenery gang.

- Davis - the station is in, scenery is pushing eastward from San Pablo Bay through Davis, headed to the Yolo Causeway. Jim Firehock and Dave Haehn have done the bulk of the work on Davis - good job!

- Sacramento SP Locomotive Works' turntable and roundhouse - lot's of people helping on this one - Greg Hauser overseeing the track work with Wolfgang Butsch as understudy, Tim Grover and Mike Beard doing the grunt work, and Dave Haehn's building. This is definitely an eye-catcher!

Summer is upon us and the layout should be inspected weekly for heat-related issues as we operate - take the time to sight down the tracks and look for kinks and let us know right away.

Projects that are underway (contact the project owner if you want to help):

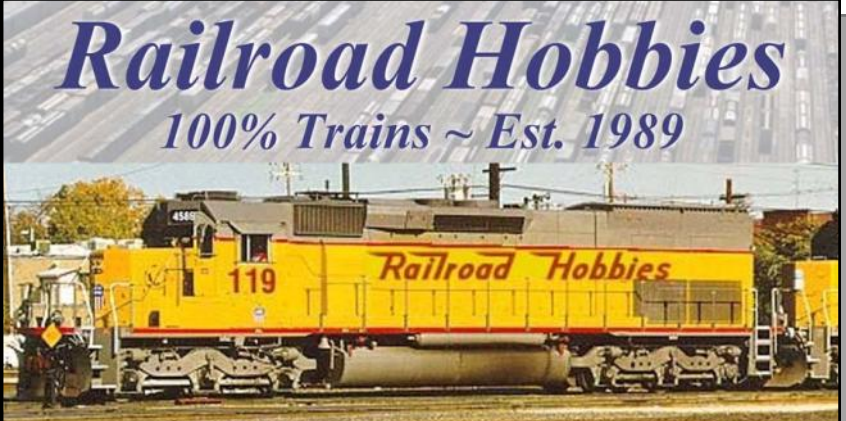
- Yolo Causeway - Mike Beard has the Southern Pacific detail drawings (thanks to Rick Hansen) and is planning this as an off-site construction project that can be cut in when ready.

- Davis - the tower at the wye - Dave Haehn/Jim Firehock; Davis freight depot, Jim Firehock.

- Revised yard lead tracks, west end of Sacramento 12th Street yard - design completed by Tim Grover; switches and track work Greg Hauser.

- R Street Sacramento - build up stock of switches - Greg Hauser.

- Expansion of C-MRI signaling system to the Southern Pacific Cal-P line - Don Butler



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California Western RS12 55 (ex-McCloud River 32) displays its patriotic colors on the day after the Bicentennial as it prepares to depart Fort Bragg, CA, with the eastbound "Skunk." July 5, 1976. *Photo by [Craig Walker](#)*



Grand Trunk Western's GP38AC #1776, was built in 1971 as #5808, painted in the bicentennial scheme from 1976-1979, it then became CV 5808 and then went to Locomotive Leasing Partners as LLPX 2210. April 1976. *Photo by [David Hedlund](#)*



Continental Grain at Gilman, Illinois, painted up their elevator switcher in red, white, and blue for America's bicentennial celebration in 1976. There seems to be a lot going on with that paint job! May 10, 1977. *Photo by [Kevin Piper](#)*



One of the nicest looking industrial bicentennial locomotives was this little Whitcomb 35-ton diesel operated by Railway & Industrial Services near Joliet, Illinois. January 6, 1976! *Photo by [Kevin Piper](#)*



# MOCK-UPS FOR YOUR RAILROAD

Like a lot of you, I built a few buildings for various home layouts. I have built some as kits (make it look like the cover of the box), done some simple kit bashing (buy two kits,



**Jeff  
Loose**  
Mock-up  
Maniac  
*Yes - He really  
looks like this!*

create one building) and even built a few from scratch (that is why they sell styrene in so many different shapes). But they all had something in common - the idea on what I wanted was freelanced with no real historical background or purpose. Looking at my home HO layout, I can see that basing your city

building design on what kits are on the shelf at the local hobby shop does not always give you a city that makes sense. Something was missing, something that I would discover on our vast R Street project.

Last spring, Dave Megeath was looking for a volunteer to lead the effort at building the mockups for R Street. Since I had no clue as to how to tackle the job but wanted to help with the club's effort on the wide gauge layout, I volunteered.

Being a rather impulsive kind of guy, I thought my first task would be to grab some foam board and start gluing. If I had gone off in that direction, I would have gotten lost very quickly. Fortunately, Dave Megeath provided some good coaching and direction preventing me from messing up immediately. To help get me started, Dave showed me the club's collection of R Street photos, some Sanborn maps of the area and some general coaching on how to focus on one building at a time. He also suggested that I go do some additional research at the [Sacramento Archives & Museum Collection Center](#), or SAMCC.

I was surprised at how much fun it was looking at photos and doing some digging through the archives at SAMCC. As some may already know, I am a history buff, so looking through all these photos and maps from the 40's, 50's and 60's was really cool. I was able to dig up additional photos that we didn't have for our project. Now, some club members may not fully agree that we need to get everything historically accurate. I totally respect their point of view in this area. But, I have found that historical accuracy, or at least some historical guidance, makes model railroading a lot more fun. It provides a purpose for what we are building not to mention guidance with modeling things we may not think of.

After gathering all the photos of the first few buildings I wanted to create mock ups for, I still had missing information on what a certain side of the building looked like. Spending a morning walking up and down R Street looking at the buildings that remained helped fill in the blanks on certain buildings such as the WP Fuller building, Dallman Supply, but most of the other buildings on the club's version of R Street are simply not there anymore. After some thought, I adopted this approach: If I did not know what a certain side of building looked like, I would make some educated guesses based on the sides where I had photos.

OK...now I had my info and it was time to do build some mockups. Some club members have experience with computer aided drafting (CAD) software and have built some beautiful mock ups such as the mill and railroad shops buildings on the narrow gauge, and the Southern Pacific shops and the Davis passenger station on the standard gauge. I checked into the mainstream CAD program, Auto Cad, and decided that plunking down big bucks for the program that has a steep

*(Continued on page 10)*

## MOCK-UPS - (continued)

learning curve did not make a lot of sense for me. What I needed was something simple...and cheap.

After doing some Googling on “drafting programs” and “Auto CAD” on the internet I found [DIA](#). It is a freeware program that allows a person to create simple shapes, lines and flowcharts. Hmmmm....simple and free! DIA hit my two key requirements on the head.

DIA is pretty sweet. Here is a quick list of why I like DIA:

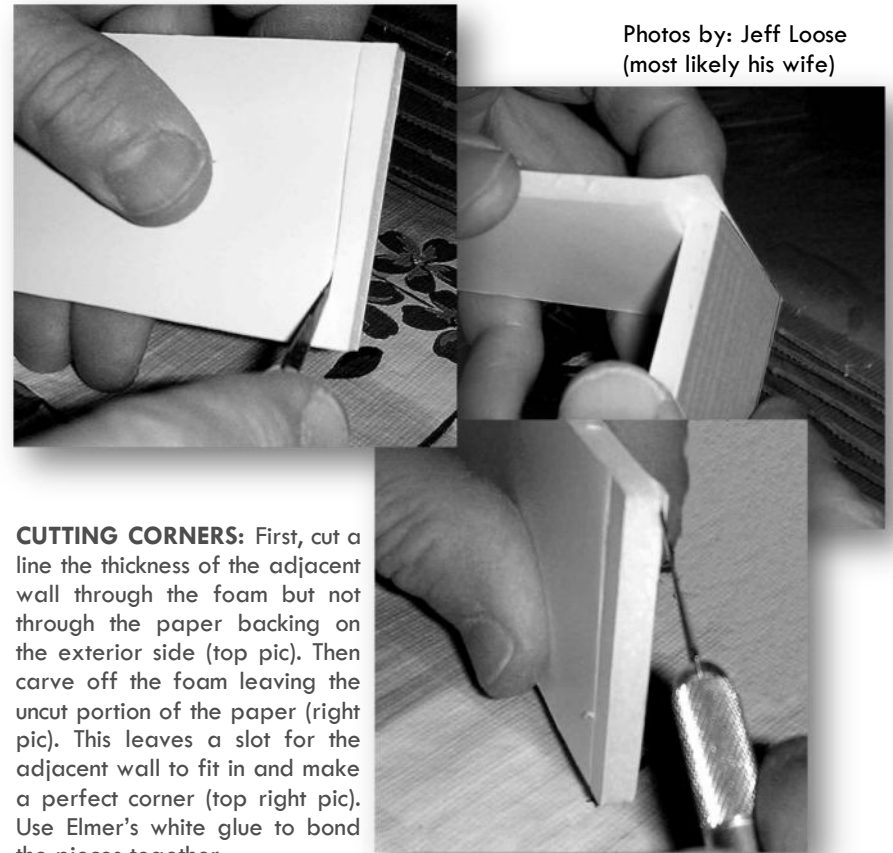
1. It is free and simple to learn
2. It allows you export the finished work to a JPEG, which makes printing the images easier.
3. It allows you to apply a huge palette of colors to your projects.
4. It allows you to import images (like a JPEG). If you wondered how I got the brick on the mockups down at the club, I simply found an image of the brick wall, did some clean up with Photoshop, then imported the image as perfect square into DIA. Then, I copy/pasted that image over and over again to “brick up” the wall.

JPEGs can grow, did you know that? I learned it the hard way. I created a building in DIA, exported it as a JPEG, then printed it out. I looked like something better suited for O-Scale or S-Scale. I discovered that I had to make adjustments to size of the JPEGs after exported them, to get them to print out in correct size.

After printing the images out, I built a building with using foam core and Elmer's Glue. I have the light touch of German polka band when it comes to using glue. The walls of the mock up had these funky waves in them after the glue dried. I was at [Michael's](#) with my kids and found this really awesome foam board with adhesive already on one side. Wow...what

will they think of next? The Elmer's foam board with adhesive is kind of pricey at \$5 for a 20" x 30" sheet, but after you peel off the backing, you can reposition the image until you get it where you want it.

CORNERS....how the guys in the club get the corners so square with 45 degree cuts is beyond me. I had better luck with making these cuts and gluing the corners as shown in the photos below.



Photos by: Jeff Loose  
(most likely his wife)

**CUTTING CORNERS:** First, cut a line the thickness of the adjacent wall through the foam but not through the paper backing on the exterior side (top pic). Then carve off the foam leaving the uncut portion of the paper (right pic). This leaves a slot for the adjacent wall to fit in and make a perfect corner (top right pic). Use Elmer's white glue to bond the pieces together.

(Continued on page 11)



## MOCK-UPS - (continued)

**Roofs:** Probably not the easiest thing about a mock up, but certainly the frosting on the cake since we tend to view our layout buildings from above. My wife is an artist, so we have lots of scraps of mat board lying around. I spray painted one side flat black, then cut and glued them together. I learned to not get too fancy with the roof, keep it simple.

Once you've done your research to whatever degree you wish; made some drawings or used photographs to make the sides; glued, cut and assembled the pieces together, you'll have a fairly inexpensive place holder for your layout until the final, craftsman kit version is built. This is a great and cheap way to assure that what you want will in fact fit where you want it. This is the time to make alteration to the mock up until it's just right. Better now than having to alter an expensive kit or scratch built structure.

I hope that you have enjoyed this article and maybe learned something new about doing mock ups. If you have any questions about the R Street mock ups, please feel free to ask me. I would like to thank Darryl Muck, Deb Joyner, Rick Hansen and Mike Knoles for their help in assembling the mockups you see around the layout!







Santa Fe's hot eastbound "Super C" piggyback train pauses in Barstow, CA to set out a troublesome SD45-2 #5698. The consist: SD45-2s 5700 (Bicentennial), 5699, 5698 and 5702 (Bicentennial) and 15 cars. July 20, 1975.

Photo by [Craig Walker](#)



Conrail is less than two weeks old and things are starting to get interesting when visiting Indiana Harbor Belt's Blue Island Diesel Facility. The Bicentennial SDP45 #3638, matched with it's cousin SD45 #3632 would soon become Conrail #6669. April 10, 1976

Photo by [Kevin Piper](#)



Southern Pacific's 3197 is one of three GP40P-2s on the roster, but the only one in Bicentennial paint. All three were assigned to San Francisco - San Jose commuter service. 3rd & Townsend, San Francisco, Ca. August 27, 1975 Photo by [Craig Walker](#)



Western Pacific painted two bicentennial units for our nation's 200th birthday. Seen here are both of them, 1776 and 1776, leading an eastbound freight into the Feather River Canyon. James, Oroville, Ca. August 1976.

Photo by [Paul Greenfield](#)



# DIESEL FUEL OR BUST!!

A few years ago when I was working the coast route from San Luis Obispo to L.A., I was called to “patch” a train that had been stranded out at Surf for the last three days. Surf is the old station name and the present name of the siding out behind Vandenberg Air force base. This is the story of how the train became stranded and what it took to get it going again.



**Mike Beard**  
Member &  
UP  
Conductor

First I should explain what “patching” a train is. It’s a term used when another crew is sent out to take over a train that hasn’t made the scheduled terminal. In this case it only made it about a third the way to L.A. from SLO. Unless the train gets to about 25-30 miles from L.A. they send another “Pool” crew out from SLO to finish the run to L.A.

When trains get close to the final terminal but not quite there they will send an L.A. crew out to drag it in the rest of the way. This is usually an extra board crew and they may drag multiple trains in during a 12 hr. shift. This job has another name, “Dog Catching”. Of course this is all reversed for a northbound train. With SLO crews rested in L.A. called to “Patch” north and SLO extra crews for the Dog Catching.

Anyway, back to our stranded train. This short manifest of about 3,000 tons arrived in San Luis Obispo with three units on the head end. The crew that boarded included a borrow-out engineer from Dalhart Texas. He was working here for six months during the crew shortages we were having during the 2004-2005 time period. This Hoghead was of the crotchety ill tempered persuasion and apparently didn’t feel it necessary to inspect his power before he left SLO. Normally before you depart your train the engineer is supposed to walk through the

power to make sure everything is operating as it should. This guy had an artificial leg due to a motorcycle accident many years before plus he wasn’t too happy about UP’s new no smoking policy on company property which includes the cab of the locomotive. Needless to say he wasn’t going to walk the power no matter what anybody said.

Well he and his Conductor got what they needed from the inbound crew and took off for LA. Somewhere out around the beach at Vandenberg, approximately 50 miles into their trip, they got the alarms in the lead unit that the two trailing units had shut down. They stopped the train and went back to check. Low and behold, both units are out of fuel. Upon further inspection they discovered that the lead unit was about to do the same. These units were put on in Oakland and shouldn’t have left town with less than 2500 gallons each. Now keep in mind that the coast is single main, when a train stops the entire coast comes to a halt. They managed to get the train a few miles further south and between switches at the Surf siding. They are still on the main since the siding has been out of service for a couple of years.



Southern Pacific depot at Surf, Calif. 1963.

by [Steve Eshom](#)

*(Continued on page 14)*

## ***DIESEL FUEL OR BUST!! - (continued)***

At this point phones start ringing in faraway places like Omaha, San Bernardino and Grover beach. The decision was made to put the siding back in service so that trains could "walk around" the dead train. This required the maintenance of way track foreman for this subdivision to drive out and inspect the siding and make what repairs would be needed to get it back in service ASAP.

For those not familiar with this area let me give you a bit of background. This section of coastline is breathtaking with wild surf crashing into rocks, sandy beaches, and giant sand dunes: Critters on two and four legs running on the shore with seals, dolphins and whales in the surf. Absolutely perfect except some moron decided to run a railroad thru the middle of it. I say this not from the esthetic point of view but from an engineering standpoint. From about 20 miles south of Guadalupe to Santa Barbara you couldn't pick a worse spot to lay track. The ground is unstable with shifting sand, the cliffs and shorelines are constantly collapsing and every time it rains hard the land sinks beneath the rails or spills over the top of it. Salt air and fog so thick you can't see the nose of your locomotive from the cab rusts everything in minutes. It's mostly old jointed rail

since it's easier to fix 40' sections vs. quarter mile sections of welded rail. I have picked up date nails from the 20's and 30's. That's how old most this section of line is.

I also forgot to mention, Vandenberg AFB is the home to the 9<sup>th</sup> strategic missile wing. That's ballistic missiles! Ground zero and numero uno for a first strike... BOOM! That will fix the railroad..... There are launching towers on both sides of the track where they also send up satellites and test missiles. The mothballed "Slick 6" platform where the shuttle was supposed to launch from is also there. In other words, a pristine location for everything except what mankind put there.



Southern Pacific GS-4 "Daylight", running as X4449, eases eastbound at Surf along the California coastline to Los Angeles to take part in filming sequences for the movie "Tough Guys" in 1986. Note the rusted tracks making up the siding. This was 22 years ago, imagine what it looks like today!

Photo By: [Herb Iske](#)

Greases the hell out of the rusty switches and the trains begin the slow roll around the dead train. The crew has to cut the train in two due to a pedestrian crossing with automatic gates that allow people beach access. They secure the train and board the carry-all for the hotel in LA.

*(Continued on page 15)*



## ***DIESEL FUEL OR BUST!! - (continued)***

Now the fun begins. They won't send power up from LA to drag the train out. They decide to send a fuel truck out to refuel the train. Sounds logical, except that the access road is sand mixed with ballast. It can only handle a small truck at best. The next day one is sent out and he splashes about 500 gallons in each unit. They later call a crew to "patch" the train out of there. The crew takes one look at the fuel tanks and "Bad Order's" the power for low fuel. 500 gal. is barely enough to get the tanks wet, let alone get them to LA. If they start they will die in a worse spot. The crew goes home and they send another truck out the next day, and the day after that. When they finally get about 2,000 gallons in each unit they call another patch crew. That's where I come in.

I get the call for this train about mid day not knowing any of the details since I've been off a couple of days. When I get to the yard office I find out from the dispatcher that we are taking the van out to Surf where we will put the train back together and get it to LA. We will also have a Manager of Train Operations (MTO) out there to assist since I have to perform a complete class I air test on the rear portion of the train that has been "off air" for three days.

My engineer for this trip is named "Smokestack Jack". His lip is hardly without a cigarette hanging off it. Usually when he can't stand it anymore I take the controls and he steps out the back door on the "porch" to suck down a couple. This happens quite a lot so I usually get plenty of stick time with this guy. Jack and I arrive at the train and load our grips on the power. I go back and meet the manager that's going help me put the train together. The problem is that its early afternoon and we have a number of beach goers moving back and forth across the tracks. Why is it that people look at a moving train and think it's going slow? At the last minute they have to jump and they look at you like "why didn't you

stop for me". We try to wave them off as I have Jack shoving 30 cars back against the 20 that were cut off. I have to stop him twice since the idiots with beach chairs won't get out of the way. If it wasn't for the kids they're dragging along I would have considered mowing half of them down! It's probably too late by then since they've already reproduced.

Well we finally get the train together, tested and ready to pull away. Our next problem is we now have people crawling thru the train at the blocked crossing! Again the thought of greasing the wheels crosses my mind but then the vision of my mother comes in view with that "MICHAEL" look on her face and I smile and tell the nice people to "please get the hell off my train before you die"! My mother taught me to be polite, so I said please.

I decide to have Jack pull the train ahead until it clears the crossing while the manager and I protect each side from the NICE people. Once this is done, he try's to give me a lift to the head end. Well due the soft sand and the excellent traction ability of the company Ford Explorer this is an exercise in futility. I tell Mr. MTO thanks for the help and hop out for the 30 car walk to the locomotive. I then board my chariot and off we go to LA with Jack on the back porch and I on the throttle doing my best KC Jones imitation.





Norfolk & Western seemed to have everything coordinated well for their Bicentennial efforts. From their SD45 flagship #1776, to their hopper representative...also #1776, right down to their motor freight sample...ummm... yet again #1776 - the art department was either very smart in making sure that all their efforts looked like they were coming from the same corporation, or, they were quite lazy and designed one paint job to fit all applications. Knowing the N&W, I'd say they were clever.

**Above Left:** Photo by, Norfolk & Western RR.

**Left:** NW Bicentennial coal hopper 1776 arrives in Williamson, west Virginia on a train of mts. November 1977.

**Above:** Not only did NW have a bicentennial locomotive, they had a bicentennial coal hopper AND a bicentennial truck trailer, as seen here. Roanoke, Virginia along Shenandoah Ave. October 1980. Both photos: [G. R. Harper](#).





July 3, 2008

## Thieves Steal Historic Railroad Tracks

### Real News about Real Railroads

For those who enjoy learning about what's going on in the realm of Rail Transportation.

HUNTINGDON COUNTY, Pa. Police have been dealing with more copper and scrap metal thefts lately in the Alleghenies, but in Huntingdon County thieves have gone as far as lifting a quarter-mile stretch of railroad tracks right off the ground.

It's not something thieves could steal discretely. Officials at the

[East Broad Top Railroad](#) said the thieves had it all planned out, right down to the bogus letter that said they had the rights to pick up the track.

The general manager of the railroad said he was on vacation for two weeks when the thieves stole the track. They showed a fake contract to some neighbors who stopped by to ask what they were doing. It even had the manager's signature on it.

The missing piece is worth about \$25,000.

Some people who live along the railroad between Cooks and Robertsdale said they assumed the contract was legitimate. Others said they heard some banging and thought maybe the three men were just building a road. However, they were shocked to learn that the tracks were stolen.

State police said they do have suspects, but their investigation is ongoing.

The railroad wasn't in service. However, it is part of a national historic landmark. Officials said that means the thieves may have committed a federal offense.



July 4, 2008

## Museum Tells Tale of Railroad

Moffat Road brought commerce, changed county's history

STEAMBOAT SPRINGS, Co. - [Tread of Pioneers Museum](#) couldn't just build an exhibit about the Moffat Road. It would have been way too much.

"I worked pretty steadily on it for about two months, just compiling information," museum curator Katie Peck said. "There are just books and books."

Instead, the museum's new exhibit focuses on the railroad only as it pertains to Steamboat Springs. The display honors the 100th anniversary of the [Moffat Road](#), which brought the railroad to Routt County. It's called "Cows, Coal and Commerce: 100 Years of the Moffat Railroad in Steamboat Springs."

The exhibit tells the tale of [David Moffat's](#) dream. The banker, gold mine developer and railroad builder financed a significant chunk of the road, taking out a \$22.5 million mortgage on his house and putting up \$4 million in stocks. He

(Continued on page 18)

wanted to connect Denver with Salt Lake City, but the railroad leg he pushed for made it only as far as Craig.

In December 1908, the railroad pulled in. In January 1909, it carried its first passengers. The railroad took strawberries, sheep, cattle, coal and other goods out of Routt County. It brought in tourists.

"I think people think of the railroad as a thing that goes through town," museum Executive Director Candice Lombardo said. "But there was this period of time when it changed history in one fell swoop."

Before the railroad, travelers from Denver to Steamboat typically traveled to Wolcott first and then took a stagecoach here. The second leg of the trip took two days, Peck said.

The exhibit, which opened June 18 and will stay up for a year, includes ice tongs, railroad ties, milk canisters and other tangible artifacts. It also includes maps, tickets and other paper items. The contents came from the Tread of Pioneers collection, local families and the Colorado Railroad Museum. Anyone who wants to lend an item still can do so, the museum staff said.

The display tells of a road that wasn't easy to build or navigate. The original Moffat Road wound its way over the Continental Divide, topping out at Corona, 11,600 feet above sea level. It navigated through Rollins Pass, chopping through feet of snow to make it across. Then came the Moffat Tunnel.

Construction of the 6-mile tunnel began in 1923 and took 19 workers' lives. The first train passed through in 1928.

"The [Moffat Tunnel](#) was probably one of the biggest feats in

American history," Peck said. It cut the trip over the divide by two hours, she said.

The railroad carried its last passengers in 1968. The line still carries coal — and a full load of local history.

"I don't think people really understand the giganticness that the railroad brought," Peck said. "It's kind of an annoyance today — you hear the whistle; you can't cross the road. But it was a huge opportunity. ... People don't understand the impact it had on the town."



### Did You Know?

The BEST WAY to become more involved with projects going on around the society is to ask one of our  
KEY PERSONNEL...

*"What Can I do to Help?"*

See [Page 4](#) for a list of these helpful folks.



## AFT Coin



Issued to help fund the bright red-white-and-blue painted American Freedom Train that traveled the country as part of this nation's bicentennial celebration. For those of you who never had the joy to go aboard, the train exhibited a vast collection of original historical documents, artifacts, and memorabilia that included Benjamin Franklin's draft of the Articles of Confederation, the first bible printed in America, Lincoln's preliminary Emancipation Proclamation, and moon rocks. Bronze, 3" diameter, serial #1742. Sculptured by the renowned Marcel Jovine. Struck by the Medallic Art Company. Included is the original box, medal display stand, flyer, and two unused tickets for boarding in Colorado Springs, Colorado, on 3 October 1975.

# AMERICAN FREEDOM TRAIN

The [1975-76 American Freedom Train](#) has its own unique history and colorful story. These are summarized on dedicated pages on the website, [America's Freedom Trains](#). Still, it is



Larry Wines  
Courtesy of  
[America's Freedom Trains](#)

certain that the Bicentennial train would not have been realized without the inspiration and successful operation of the "first" [Freedom Train of 1947-49](#).

Managers of business, industry and government in the 1970's included many people who had

experienced the first Freedom Train as children. Their numbers also included museum officials and private collectors of important historical materials. Often, railroad and other corporate executives remembered the magical day when their whole school went to see the Declaration of Independence, and experienced the excitement and anticipation of waiting in line alongside the gleaming white train. They remembered the sharply-dressed Marines in dress blue uniform who made sure they saw everything and knew what they were seeing, and they felt once more the profound, perhaps intangible, impact of the Freedom Train and its contents upon their youthful sensibilities of three decades earlier.

They, too, had shared the disillusionments of their time: the 1950's McCarthy era witch hunts, the 1960's assassinations of national leaders, the bloody quagmire of Vietnam, the confusing struggles for racial, ethnic and gender equality that reached into the 1970's, and many of them had encountered the arrogance of power, with its circumvention of law and, ultimately, of the electoral process in Watergate.

The distant memories of a gleaming white train and its message of renewal and National Rededication to the American dream beckoned as an idea worth supporting and repeating.

Perhaps the memory offered a salve for the national conscience at the eve of its Bicentennial – an event that appeared destined to pass without notable celebration or recognition.

Perhaps it was simple nostalgia, a chance for remembrance, or perhaps it offered a catharsis in a more complex age.

But the fact that a Freedom Train had come once before encouraged a renewal in another time, one that desperately needed its message of the worth and dignity of human rights, of freedom of choice and thought, of expression and association, of intellect and innovation, of respect for differences and for the American creed of safeguarding the same rights for others.

So the message of that "original" Freedom Train goes beyond the streamlined white flash of an [ALCO PA](#) speeding across America. The train endures through its message of renewal and opportunity, in reminding all of us of the importance of each person's potential and place in history by simply receiving the gift of being born in a free society.

It was revisited to a more skeptical, more cynical America of the 1970's in an unlikely resurrection as a second Freedom Train. The message, the gift, and the legacy of the first Freedom Train - and most of all, its message of renewal, was resurrected for the generation of the Cold War and Watergate aboard the **American Freedom Train**.

*(Continued on page 21)*



## AMERICAN FREEDOM TRAIN - (continued)

Following the struggles, the sacrifices and the horrors of World War II, the 1947 Freedom Train magnified the historic documents it carried. The words and the hopes of the distant founders of the American Experiment inspired America's greatest generation to build the modern world. The Freedom Train endures as a message from the past to guide and inspire the future, perpetuating timeless ideals of opportunity, equality, and democracy in a government of laws and not of men. The train's message sought to infuse these ideals with a sense of meaning and importance for its own time. It was also the hope of the train's founders that the younger generations it inspired would not be called upon to repeat the sacrifices that motivated the train, but that everyone would understand and honor those sacrifices.

That hope abides as an embodiment and living essence of both the 1947 Freedom Train and the 1976 American Freedom Train, and it remains a compass for the American Dream.

### *Editor's Note:*

This excerpt from the website, [America's Freedom Trains](#), is but a sample of what you can find on its pages. Also found there are several articles covering the 1947-49 Freedom Train, including time lines and display dates, memorabilia, and a pretty impressive "where is the train now" section. Similar information for the 1975-76 American Freedom Train as well as the 1974 Preamble Express equipment which included UP E9 #951 can be found there.

I thank Todd Schannuth and [Accuen Media](#) for granting permission to reprint this excerpt. Please visit the site to learn more about our [America's Freedom Trains](#).



### Did You Know?

The world's longest railroad tunnel is the 33.5 mile Seikan Tunnel in Japan. It opened in 1985

## The “Crummy” Gallery



This month's Crummy Gallery image may not be as old and backdated as our previous images, but when given a perfect picture to end our 4th of July celebration, who can resist? Alaska Railroad's caboose #1776 was photographed at the railroad's shops in Anchorage, Alaska on September 3, 1976 by [Sid Vaught](#)