

# Super's Signal

A publication of Division 6, Mid Central Region of The National Model Railroad Association, Inc.

November 2019



## Superintendent's Report

*Greg Short, Division 6 Super*

Welcome back to my monthly contribution to the Super's Signal. This edition is going to concentrate on our recent Swap Meet. I will first report that it was a big success, but I still want more. Attendance was a bit lighter than I would have like to see. The weather was defiantly against us as no one wants to be doing things indoors when it is sunny and 70 outside in October. Oh well, nothing that any of us can do about that. I did expect to see more of our members than I saw. We only had about 30 members come to the event. Some to sell, some to buy, but pleasantly most were there to help and we did have a good time. I can't say we didn't have some issues but for our first time out we did well. I heard lots of good talk about the venue. I will say when I picked Pritchard Laughlin to have the event I felt good about it. The staff there was great to work with. The center itself is very nice, inside and out, lots of parking and easy to get to from the Interstate. We started out with reservations for about 70 tables. I had one late cancellation for a group

of tables but for a very good reason. Even though he probably will not read this, Congrats Grandpa Dan. Even though we did have two no shows for tables, we picked up enough walk-ins for tables from attending vendors that we still had roughly 70. So the great news is we didn't lose money. We did learn what we need to do going forward, made some new friends, and we had fun (oh yea some of us spent some money also). The one big question that I kept getting asked all day was will we do it again. The answer is yes, I have already spoken with the folks at the venue to get a date for 2020. I am also thinking of using the whole convention room next year not half as we did this year. That

**Super' Signal Deadline**  
**15 November**

**10 November**

**COMRC**

**6471 Proprietors Road  
Worthington**

**1:00:** COMRC opens

**1:15:** Contest entries opens

**1:45:** Contest entries closes; Contest voting begins

**2:00:** Contest voting ends, Division 6 Meeting

**2:30:** Clinic: TBD

**Model Contest:** Closed Freight Car

**Photography Contest:** Closed Freight Car

means we can double the amount of tables and gain vendors for an even nicer selection than we had this time. Speaking of that, there was a nice selection of both new and used models as well as layout supplies. Dexter, Don and I all noticed the amount of folks leaving the show carrying bags of goodies out. So I want to say thanks to everyone who made the day a success.

On to a few other things that I need to get everyone updated on. We had to have a couple of venue changes for the next few meetings. November' meeting will be on the 10th at COMRC. A post card for the times will be out soon. This meeting is important as it is the nomination meeting for officers. If you want to be an officer or know someone you would like to be an officer please attend or follow the regulations to do the nomination. Jim Ruisinger is our nominating chair if you need to contact him.

December's meeting will be different in both date and venue. I tried several times to get the Upper

**The Super's Report**  
Continued on page 3.

**DIVISION 6 OFFICERS****Division 6 Superintendent**

Greg Short: 10515 Brownsville Rd  
Brownsville, Ohio 43721

[Super@Div6-MCR-NMRA.org](mailto:Super@Div6-MCR-NMRA.org)

**Div. 6 Assistant Superintendent**

Judy Logan:

[AssistSuper@Div6-MCR-NMRA.org](mailto:AssistSuper@Div6-MCR-NMRA.org)

**Division 6 Clerk**

Patrick Hreachmack:

[DepClerk@Div6-MCR-NMRA.org](mailto:DepClerk@Div6-MCR-NMRA.org)

**Division 6 Pay Master**

Dexter Hill:

[Paymaster@Div6-MCR-NMRA.org](mailto:Paymaster@Div6-MCR-NMRA.org)

**Directors**

Matt Goodman,

Donald Wilke,

Mike Wolf, MMR:

[Director@div6-mcr-nmra.org](mailto:Director@div6-mcr-nmra.org)

**APPOINTED CHAIRS**

**Achieve. Program:** Dick Briggs, MMR

**Contest:** Jim Ruisinger

**Media:** Matt Goodman

**Members Aid:** Available

**Membership:** Matt Goodman

**Program:** Darrell Logan

**Raffle:** Harry "Butch" Sage

T-TRAK:

**Web Master:** Don Wilke

**Super's Signal Publisher**

Donald Wilke:

[SuperSignalPub@div6-mcr-nmra.org](mailto:SuperSignalPub@div6-mcr-nmra.org)

**DIVISION 6 WEB SITE:**

[www.div6-mcr-nmra.org](http://www.div6-mcr-nmra.org)

**Mid-Central Region President**

Bob Weinheimer

[president@midcentral-region-nmra.org](mailto:president@midcentral-region-nmra.org)

**NMRA Central District Director**

Robert Beaty, MMR

Non-Credited Photos by Donald Wilke

**Clerk's Report**

Patrick Hreachmack, Clerk

**Minutes for the Division 6,  
Mid Central Region, NMRA, Inc.  
Meeting for October 20, 2019  
Swap Meet, Cambridge  
No Meeting**

**Continued: The Super's Report**

Arlington Library with no success. It seems they are doing something with the theater and are not taking reservations for it. So, we will visit the folks in Coshocton and hold our meeting there. We can still have a slide / movie day as well as be able to run trains. So if you have some slides or videos you would like to show bring them with you. I am also going to try to

get Roger B. to show one of his, he has some really good stuff from eastern Ohio. Oh, yea the date will be December 15. So come out and see what the folks in Coshocton have been up to.

Well that's all I have for now so see you in a few weeks.

Till then, Happy Modeling

Greg



**Retention and Recruitment Committee  
We Are ALL Ambassadors**

Mike Wolf, MMR

Did you notice the Division 6 recruiting table at the Swap Meet in October? Although we didn't sign anyone up as a new member, from my vantage point across the lobby, the table almost always surrounded by folks checking out the T-TRAK modules, making oak leaf hydrangea trees or talking trains.

I'm going to start off this month's column echoing the sentiments of NMRA President Pete Magoun in his column in the November *NMRA Magazine* and remind you that we are ALL ambassadors of the hobby and NMRA. I still remember the awkwardness of my first division meeting and being the new guy in the corner of the garage. As I've said before, if it wasn't for one member coming up, introducing himself, and inviting me over to play trains sometime, I likely wouldn't be typing this article today. While it's great to see our long-term friends at a meeting, remember to turn to "the new guy" and engage

them in your conversation. You never know when that brief conversation could help retain a future MMR!

Speaking of meetings, have you been to one lately? If you haven't recently, come check one out. We've been working hard this year to reduce mundane administrative items and arrange clinics based on your interests. And the model and photo contests have had tons of entries. Bring a model or photo. It's not really about having a merit award worthy model or photo – it's an opportunity to show off your work and share your triumphs and/or failures you've learned from with others.

I look forward to seeing all my fellow ambassadors at the November meeting. And bring a closed freight car model or photo along so we have something to talk about with the new guy (or gal). I'm working on mine! What are you going to bring?



### Division 6 – 2019 Time Table

Date	Event	Meeting	City
13 Jan	Division 6 Meeting	Business Meeting: <i>Hilltop Library</i> Clinic: <i>Painting Backdrops</i> , Rich Hartly Contest: Open Freight Car WITH Load	Columbus
17 Jan	<i>Super's Signal</i> Deadline		
10 Feb	Division 6 Meeting	Business Meeting: <i>South High Library</i> Clinic: <i>Maine Two-Footers</i> , Harry "Butch" Sage Contest: Non-Revenue Car	Columbus
14 Feb	<i>Super's Signal</i> Deadline		
10 March	Division 6 Meeting	Business Meeting: <i>South East Library</i> Clinic: <i>Spline Roadbed</i> , Matt Goodman Contest: Non-Steam Locomotive	Groveport
14 Mar	<i>Super's Signal</i> Deadline		
14 Apr	Division 6 Meeting	Business Meeting: <i>Mount Vernon Station</i> Clinic: <i>Decoder Intallations</i> , Mike Wolf Contest: Lineside Railroad Structure	Mt. Vernon
1 May	<i>Super's Signal</i> Deadline		
2–5 May	MCR Convention	<i>The Bullet 2019</i> Contest: Modeler's Choice	Boardman, Ohio
15 Jun (Saturday)	Division 6 Meeting	Business Meeting: <i>Marion Union Station</i> Clinic: <i>Curved Backdrops</i> , Darrell Logan, <i>Estate Planning</i> , Frank Bongiovanni, <i>Scale Sound Systems</i> , <i>Their Products &amp; Services</i> Contest: Modeler's Choice	Marion
20 Jun	<i>Super's Signal</i> Deadline		
17 Aug (Saturday)	Division 6 Meeting	Division 6 Bus Trip (Extra Fare) <i>Age of Steam Roundhouse</i> Contest: <b>NONE</b>	Sugarcreek Dennison
11 Aug	<i>Super's Signal</i> Deadline		
15 Sep	Division 6 Meeting <b>Important Meeting</b>	Business Meeting: <i>South East Library</i> Clinic: <i>Swap Meet</i> , Greg Short Model Contest: Steam Locomotive with Caboose Photo Contest: Steam Locomotive	Columbus
21 Sep (Saturday)	Division 6 Meeting	Business Meeting: <i>Mark Maynard's</i> Clinic: <i>Maine Two-Footers</i> , Harry "Butch" Sage Contest: <b>NONE</b>	Portsmouth
19 Sep	<i>Super's Signal</i> Deadline		
20 Oct	<b>Division 6 Swap Meet</b>	Business Meeting: <b>NONE</b> Clinic: <b>NONE</b> Contest: <b>NONE</b>	Cambridge
24 Oct	<i>Super's Signal</i> Deadline		
10 Nov	Division 6 Meeting	Business Meeting: COMRC Clinic: TBA Contest: Closed Freight Car	Worthington
15 Nov	<i>Super's Signal</i> Deadline		
15 Dec	Division 6 Meeting	Business Meeting: <i>Coshocton Club</i> <i>Slide/Movie Show</i> Contest: Passenger Car	Coshocton
18 Dec	<i>Super's Signal</i> Deadline	<i>Election Issue</i>	



## Contest Point Summary September 2019

*Jim Ruisinger, Contest Chair*

### Modeler

Pat Hreachmack	20	Al Doddroe	1
Mike Wolf	18	Bob Doerflein	1
Howdy Lamprecht	11	Jerry Hurt	1
Jim Borcz	6	Jim Kehn	1
Jim Ruisinger	5	Bob Lee	1
Greg Short	5	Russ Light	1
Peggy Doerflein	2	Bruce McDonald	1
Connie Frazze	2	Scott O'Connor	1
Matt Goodman	2	Eric Porch	1
Dexter Hill	2	Harry Sage	1
Judy Logan	2	Bob Weston	1
Bill Alarie	1	Don Wilke	1
Ken Beamer	1	Keith Yantes	1
Dick Briggs	1		

### Photographer

Matt Goodman	14	Nancy Hartley	3
Don Wilke	12	Bill Alarie	1
Mike Wolf	11	Ken Beamer	1
Peggy Doerflein	8	Darrell Logan	1
Eric Porch	7	Keith Yantes	1
Scott Brown	3		

**Note:** There was no contest at the Swap Meet.

**Special Note:** Please relay our desire that photos be on good quality photo paper stock and not just any old paper. Photo paper can be glossy or matte finish.

## FOR IMMEDIATE RELEASE

*Jim Ruisinger and Butch Sage*

ATTENTION... Yahoo is doing away with most of the features of their email groups... So we are switching over to Groups.io for the Division 6 email list. Be on the lookout for an invitation to join [NMRABuckeyeDivision@groups.io](mailto:NMRABuckeyeDivision@groups.io) in the next few days. All you need to do is respond to the email and everything should take care of itself.. Yahoo is pulling the plug in early December, so the sooner we can get everyone over to the new io group, the better. Many of the Model Railroad oriented groups have or are switching over, so if you subscribe to any of those, keep your eyes peeled.

You will want to add [NMRABuckeyeDivision@groups.io](mailto:NMRABuckeyeDivision@groups.io) to your email address books so postings don't end up in your spam or junk mail folders.. This can be a great communication tool for our members. All we have to do is take advantage of the opportunity to use it.

If you have any questions regarding this new email group, please contact either Jim Ruisinger or Butch Sage...

Jim Ruisinger... [Jimbo2490@yahoo.com](mailto:Jimbo2490@yahoo.com)

Butch Sage..... [HSage3@yahoo.com](mailto:HSage3@yahoo.com)



## **Chasing Big Boy #4014 and Celebrating the 150th Anniversary of the First Transcontinental Railroad**

*By Matt Goodman*

*All Photos by Matt Goodman unless otherwise noted*

### **Background and Planning**

Six years ago, the news hit the internet. The Union Pacific was going to restore a 4000-series "Big Boy" to operation. In time for the 150th anniversary of the completion of the transcontinental railroad in 1869. While standing in the kitchen chewing the fat with my dad and brother, dad announced that if he was going to do one more train chasing trip, this should be it!

Fast forward to January 2019. Dad, Ben and I started making plans about when to leave, where to set up to watch it, etc. The only hard date we had was the date of the Transcontinental celebration at Promontory. So we laid out a basic itinerary and left definite travel dates until later.

With still no firm dates on #4014's travel times in March, we made some educated guesses. We knew where it would start from (Cheyenne, WY) and where it would end (Ogden, UT). We had a pretty good idea of *\*when\** it had to be in Ogden. We assumed the Ogden arrival date would be May 9th (the day before the anniversary). Dad figured the locomotive would probably depart Cheyenne on May 5th. Based on those assumptions, we made arrangements to fly out on May 4th and return on May 13th. This would allow us to attend the anniversary celebration at Promontory Summit on May 10th. Depending on when #4014 left Ogden, we could chase it part way back to Cheyenne.

When Big Boy's schedule finally came out, we found the #4014 arriving in Ogden a day earlier than we had assumed, on May 8th. Our estimated time in transit was dead-nuts right, though. The change meant the #4014 departure date from Cheyenne, May 3rd. Our schedule had us arriving the next day! Dad and Ben were able to change their flight, but work commitments prevented me from doing the same. Dang.

There was one other significant change to #4014's travel schedule announced a bit later. Now #4014 would be double-headed with #844 on the trip out! The UP had planned for both locomotives to be in Ogden to reproduce the iconic CP/UP "nose to nose" photo. Like the photo taken during the original "last spike" event 150 years earlier. The original plans were to take the locomotives out a week apart, with UP's "Living Legend" #844 departing Cheyenne for Ogden around May 2nd. Since #4014's work was running behind, the UP Steam Team chose to delay their departure one week. The entire steam crew could focus on last minute preparations of #4014.

### **Day minus 1 - Cheyenne - May 3rd**

Dad and Ben flew into Denver on the evening of May 3rd, and stayed with our niece/cousin that evening in Fort

Collins. The Big Boy and #844 would depart from Cheyenne the following morning. The #4014 was to be "Christened" during a ticketed "Release Event". The drive from Fort Collins to Cheyenne was a short (by western standards) one hour. Dad, Ben, and my ride-along cousin-in-law got a good view of #4014 and #844 at the event.

They decided to bail early to beat the crowds to the location where dad wanted to see the locomotive running - Dale Creek Junction.



**Looking west from the overpass in Cheyenne.  
Photo: Ben Goodman**

Dale Creek Junction is the location where the newer Track 3 rejoins the older Tracks 1 and 2. Track 3 built in the early fifties to provide an easier grade over Sherman Hill. For those familiar with the iconic photos of the early Union Pacific, you may remember the spindly, 650 foot long, 150 foot high trestle over Dale Creek. This crossing was eventually bypassed in 1901 by the then-new Tracks 1 and 2.

Dad wanted this location because it was at the crest of Sherman Hill. A location at which so many Big Boy photos were taken. But first they had to find a way to it. This location is in the middle of private ranch lands a good distance from public (gravel) roads. They got lucky - while picking along one of these public gravel roads, they saw an SUV sitting beside the road. It turned out to be the owner of the ranch - a Bonnie Bath. She was up to speed on the event, and gladly let anyone on the ranch - after a \$10 per head admission fee - a fair ticket price. After driving another ten minutes and a short hike, they found themselves overlooking Dale Creek Junction. They had a good view of Track 3 crossing a long fill over Dale Creek and rejoining Tracks 1 and 2. It was a beautifully sunny day. They told me later there was a steady, cold wind which made the wait uncomfortable. As it turned out, few people



came to this location - about thirty-five total.

Eventually, #4014, #844, a diesel escort and their nine-car train came by about 25 miles per hour, working very little steam. We would later learn that the engine crew was very carefully breaking the engine in, especially on this first day of travel. Dad got some good photos and my cousin captured some video. The locomotives went by relatively quietly, with the usual clonk-clonking of the machinery. Dad told me that the only downside was that an intermodal train was holding on Track 2. This was an unfortunate collision of modern and historic rolling stock. The funny thing is that #4014 is a tall locomotive - about 17 feet - but looked short compared to double-stacks!



***A Big Boy in a Bigger landscape. #4014 and train cross the Dale Creek fill at Dale Creek Junction. (41.081138, -105.426749)  
Photo Ted Goodman***

After Dale Junction, they whizzed west to Laramie, where the train's schedule called for a layover that night.



***#4014 staged for public viewing in Laramie, WY.  
Photo Ben Goodman***



***"You're about a quart low..." Laramie, WY  
Photo Ben Goodman***



***The steam crew works the Alemite gun in Laramie  
Photo Ben Goodman***

After Laramie, they headed back to Fort Collins and picked me up later that evening. We planned to spend a couple of days with our relatives and catch up with #4014's consist in Evanston, Wyoming. While in the Fort Collins area, we visited the Colorado Model Railroad Museum (<https://www.cmrmm.org>) in Greeley, Colorado. The museum is in a purpose-built structure and many exhibits. The centerpiece is a very large, 5500 square feet, fully automated HO Model Railroad with high-quality modeling. If you are in the Denver area, this is worth a visit.



***Overview of the HO layout and other displays at the Colorado Model Railroad Museum in Greeley, CO.***



### Day 3 - Evanston and Westward - May 7th

On May 7th, we left the Fort Collins area at 9:30 am for the 400-mile drive to Lyman, Wyoming. We arrived about eight hours later after a wonderful drive through mountain passes and high parks in Colorado, the rolling high plains of Wyoming, and the very railroad-y towns of Rawlins, Rock Springs (Coal!) and Green River. All these towns were Big Boy stomping grounds back in the day. That evening, we stayed at the "Knotty Girl Guest House" Air BnB in Lyman, Wyoming. It's about forty miles from Evanston. We started planning the chase the following morning.

We left Knotty Girl at 7 am on a cold, wet, dreary morning with snow in the air. We arrived at the Union Pacific yard in Evanston about 45 minutes later. For reference, Evanston is very close to the Wyoming/Utah border. It's about 350 miles into the Big Boy's trip to Ogden with about eighty miles to go. The yard was a neat site, with several steam-era railroad buildings still standing. Including part of the roundhouse, a powerhouse and oil house (in re-use as event space).

Let me describe the environment in Evanston, because it was very cool. It was cold, just above freezing, with a snow/mist mix (itty-bitty rain drops and itty bitty snowflakes) with a low hanging sky. It felt and looked like we were inhabiting the bottom of the clouds that hung over our heads. Adding to the thick, misty atmosphere were the two locomotives, contributing to that mist. They sat about six tracks from the viewing area. Almost hidden behind shrouds of their own steam. Steam from generators, cylinder cocks, sizzling safety valves, air pumps, injector overflows and blowers (stack). Because of the weather, all this steam hung close to the locomotive's boilers. It then slowly rolled down to ground level and wafted away (some drifting past us) before finally disappearing. I didn't once see either locomotive in its entirety the entire time we were in Evanston!



**Two excited railfans watching the goings-on under a low sky in Evanston, WY.**  
*Photo - Ben Goodman*

Adding to that haunting environment were the whistles. Shortly before the train's departure, #844 began blowing her whistle. The sound was not a beautiful, clear multi-chimed whistle, but more of a throat-clearing moan. It was apparent that the purpose wasn't for signaling. My guess is

the crew was using it to circulate hot steam through up to (and possibly through) the superheater. Regardless of the purpose the mass of steam produced immediately sunk to ground level. The steam mostly obscured the dark shapes of the locomotives, it was truly eerie. That eeriness was only enhanced when the locomotives slowly (and quietly, in steam's manner) started moving. The machinery's motion and billows of steam gave the impression of two large animals slowly walking into the mist, breathing heavily as they went. Totally primeval! We took enough video to capture these sights and sound for posterity.



**#844 clears her throat and warms her cylinders**  
*Photo: Ted Goodman*



**#4014's crew prepares for departure**



**#4014 charges out of Evanston on a gray morning. Note the leaky piston rod packing on the front engine (41.255505, -111.005546)**



With the train moving, the chase was now on! On the outskirts of Evanston, we pulled over near a grade crossing to set up for a couple of quick shots. It was now snowing a bit more. I captured one of my favorite photos of the trip, #4014 moving under a low sky and lower exhaust, with muted colors and snow speckling the scene. That photo was utterly unplanned - sometimes you get lucky.

I'd mapped out what looked like a perfect road to either run alongside or ahead of the train as we left Evanston. Of course, so everyone else had the same plan. The couple hundred people in Evanston somehow turned into several hundred cars. And who knows how many more on the paralleling Interstate. Living in Columbus, Ohio, I take for granted that all public roads are paved. On this stretch of Wasatch Road, I learned that the same is not necessarily true in Wyoming. So, traffic and mud.



***A traffic jam on a beautiful day in eastern Utah, about ten miles west of Evanston, WY  
Photo - Ted Goodman***

We eventually gained access to the Interstate and, about an hour after leaving Evanston, we caught up with the train. We knew we were getting close when we came across a safety-striped truck labeled "Incident Management" cruising in the breakdown lane with its rooftop sign flashing "SLOW DOWN SLOW TRAFFIC AHEAD". It had stopped raining/snowing by this time, though it was still wet and cold.

We rolled past the train at about 40 mph, catching some pacing video. #4014's steam exhaust was now going up under the pressure of the exhaust, but still remaining pretty close to the top of the train. The bright yellow passenger cars looked fantastic, really popping in the poor lighting of the overcast day - their wet sides adding extra sheen. The



***Steam and Green and Yellow - beauty and motion. Midway between Evanston and Echo Canyon (screengrab from a pacing video)  
(approx 41.059873, -111.288392)***

part of Utah we were passing through is normally dry, but at this time of year, there was a riot of greens from low scrub plants that complemented the coaches perfectly. The train was slowing as we passed it, perhaps for a slow order or signal. Our roll-by complete, we accelerated westward to find our next photo stop. We were now about fifteen miles inside Utah, and it was almost 9 am.

### **Echo Canyon**

Our first pre-planned stop of the day was to be somewhere in Echo Canyon. But since we didn't know the area well, we weren't sure exactly where the stop would be. After some quick discussion, we pulled into an I-80 rest stop called the Echo Canyon Welcome Center. This stop is on some high knobs sitting in the middle of the canyon. After a quick reconnoiter, we decide to make a go of the location. The walking paths on and around the knobs gave some spectacular views up and down the canyon.

All four of us went to a different vantage point. I was surrounded by railfans from (literally) all over the world. All of them armed with photo and videographic equipment. Ben reported later that drones were flying around his knob (to the irritation of some). It was still wet and overcast, but the colors in the vegetation and the red sandstones still were quite striking. Taking photos with an overcast sky is similar to taking photos of a model lit by fluorescent tubes; the light is very even, with no hard shadows (for better or worse).

Just before 9:15, we heard a whistle in the distance, and the crowd started chattering with excitement. A few minutes later, steam exhaust was visible in the distance on the far side of a large point jutting into the canyon. For the next few minutes, all we saw was the steam snaking toward our position. Then, at 9:15:18, with a helicopter overhead, #4014 popped into view.



***An overview of Echo Canyon as #4014 and train snake into view. Note the Helicopter at the rim of the canyon (40.990054, -111.406657)***

After ducking out of sight behind a hill for several seconds, the full train came into view and remained unobstructed for thirty seconds or so. The chattering among the railfans had



now ceased, replaced with chattering of camera shutters!



**#4014 and #844 drift down Echo Canyon at 30 mph.**

The two steam locomotives went by about 30 mph and were relatively quiet. This is downgrade and they had a light train behind them. The sounds that struck me were machinery sounds, the light “clunk-clonking” of three sets of rods was the dominant sound. #4014 was flying an



**The front two wheels of the front engine have a nice bronze color from steam oil - the front engine piston rod leak is probably the culprit. Notice also the “waves” in the steam exhaust that correspond to exhaust pulses. Lastly, the white streaks below some firebox staybolts due to water leakage.**



**#844 shares the steam oil coloration on the lead wheels and engine oil on the crosshead guide/main rod. The main driver has an interesting gray coloring on the second driver and a nice sooty black-brown along the top of the boiler and (especially) the smokebox.**

American and Utah state flag on her pilot. She had “Big Boy” written on her smokebox - a salute to the famous ALCo shop photo that coined the nickname. The road grime was fascinating on both locomotives - both were wonderfully messy. The following photos provide some good references for steam locomotive model weathering. After all, there aren’t many active steam locomotives with a lot of road miles under their belts to use as references these days.

After the train passed, the rail fans streamed off of the hillsides and promptly clogged up the highway. We contributed.



**A railfan exodus from Echo Canyon.**



**An overview of the bottom of Echo Canyon and the rolling roadblocks on I-80 and Echo Canyon Road.**

We stopped at two more sites heading toward Ogden - Henefer and Uintah, UT. All four of us captured a few photos and a good deal of video at those locations. At some point, I will have to do a video mashup of this trip. We aren’t especially talented videographers, but adding motion and sound to the images is evocative!

Between Henefer and Uintah is the amazing Weber Canyon. You may ignore the beauty of that canyon and the weirdness of some of its outcrops (like Devil’s Slide). But the fact that railroad and civil engineers found a way to squeeze two mainline tracks and four lanes of interstate traffic through a very limited space is impressive! Unfortunately, this location required local knowledge to get photos. There were no pull-offs, a lot of traffic, and a lot of Highway Patrolmen keeping that traffic in line.

#### **Ogden, UT - May 8th - 10th**

The main event in Ogden was the nose to nose meeting of



#844 and #4014. It symbolized and (in a way) reproducing the iconic “last spike” photo taken at Promontory Summit in 1869. Ogden is the closest the current railroad comes to the site of that event. The original Promontory line was bypassed in the late 1800s and then abandoned in 1942. The 150th anniversary of the joining of the transcontinental railroad celebrates an important technological, economic, political and sociological event in the history of the U.S. This anniversary was also the driving force to restoring the Big Boy in the first place.

We spent the morning and early afternoon wandering through the street fair in Ogden. Ogden and several museums were hosting the fair in celebration of the event. Two, the *Browning Firearms Museum* and *Utah State Railway Museum* - were both worth the visit. All the museums were conveniently located in Ogden Union Station.

The packed nose-to-nose event, scheduled for the afternoon of the 9th, made getting a good view difficult. Several big-wigs spoke (UP CEO, Mayor, Governor and a U.S. Senator) before the two locomotives came together.



**UP Steam Crew re-creating the iconic Golden Spike photo - with MUCH bigger locomotives! Ogden, UT.**

Later in the day, we got a couple of clear shots of #4014 away from the viewing stand. It was sitting alongside the Front Runner commuter right of way. After a time, the head of the steam crew, Ed Dickens, came down to the fence line and patiently answered questions. This man is a perfect fit for this job. It was during these various conversations that we learned that the trip from Cheyenne to Ogden had three main goals:

- Breaking the #4014 in gradually via varying the load behind her with the diesel's dynamic brakes or added traction.
- Don't break it!
- Get to Ogden on time (related to don't break down)

We also learned that #4014's fuel consumption was roughly twice that of #844's. They were still learning how to fire her. He also quizzed us with a bit of trivia regarding the lettering on the cab. Some key dimensions of the locomotive listed below the locomotive number; wheel arrangement, wheel diameter and bore and stroke numbers. “What's different about it?” he asked. I had my

suspensions, which I later confirmed - if you know the answer, send me an email!



**#4014 Simmers east of Ogden Station.**

### **Promontory, UT - May 10th**

May 10th, 2019 was the 150th anniversary of the joining of the transcontinental railroad. We spent almost the entire day traveling to, from, or in the vicinity of the Golden Spike National Historical Park. The Park has re-laid about a mile of track along the old right of way at the site of the historic event. The National Park Service uses live-steam reproductions of UP's #119 and CP's “Jupiter” to re-enact it. Traffic to the site was heavy, but not as crazy as locals warned. (“I won't go within a hundred miles of that place this weekend - it'll look the same next week or next year!”). Maybe we just have a different idea of what a traffic jam is! We guessed 30,000 people were at the anniversary event, which was hot and dry, but well-run.

The re-enactment occurred after listening to more big-wigs speak; UP CEO, Indian Nation representative, Chinese railroad worker descendants representative, Secretaries of Transportation and Interior, two U.S. Senators, a U.S. Congressman, Utah's Governor, Ambassadors from Ireland and China (via recording) and a keynote by author and historian Jon Meacham. The event then wound down. We spent several hours checking out the remnants of the parallel rights of way heading east down the Promontory Mountains toward Ogden. It's one thing to read about these parallel works; it's another to see all that wasted effort!

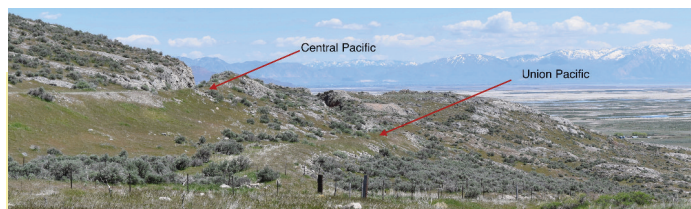


**Compare the man-to machine scale of this photo to the one pictured above! Golden Spike National Historical Park.**

On the way back to Ogden, we stopped by Lee Nicholas's *Utah Colorado Western* model railroad in Corinne, UT. He was expecting a lot of foot traffic during this week and undoubtedly got it. He has a large, fully scenicked-to-a-high-level, operating layout. He was gracious and even allowed the 4-year-old son of one of our traveling partners



to run trains.



***Dueling Rights of Way.  
(41.628161, -112.503722)***



***Lee Nicholas' UCW.***

### **The Chase Home - May 12th**

Spending a day hanging around the railroad displays in Ogden where I took a LOT of detailed running-gear photos of both locomotives. Then taking a side trip to Salt Lake City, we timed our May 12th departure to align with the #4014 and #844's. This trip would be a relatively short chase. We planned to go only as far as Echo Canyon before heading back to the Denver area for our flight home.

Our first stop was at the head of Weber Canyon - at a much wider spot than the section of the canyon I described earlier. It was mid-morning, about 10 am, with the sun at our left rear quarter as we looked down the track. The result was dramatic shadows on the rock walls across the river, although it was less than perfect for photography. Here the railroad curves left, then crosses a bridge and enters a short tunnel. I expected good lighting on the front of the train, with the side (unfortunately) in shadow.

#4014 was being worked fairly hard upgrade with a three-car longer train. It came roaring around a long sweeping left-hand curve towards our position at maybe 40 mph. The fire was clean, with just a light gray haze and her front engine was hunting back and forth in the gage (that was cool). There was a big auditory difference compared to the chase into Ogden. The machinery sound I am normally so enamored with (rod noise) is not audible when the throttle is open! As a side note, #844 was along for the ride in both directions. It appeared they were working enough throttle to keep the engine hot and keep the cylinders lubricated, but no more. The steam crew knew they were on a 500-mile

long publicity tour and were putting on a show!



***Weber River crossing near Morgan, just prior to  
crossing the Weber River east of Morgan, UT.  
(41°02'56.3"N 111°36'18.6"W)***

We then headed east, back to Echo Canyon and parked ourselves along Echo Canyon Road, a few miles east of our location on the 7th. I found my way up on a hillside on the north side of the tracks. Dad and Ben crossed the tracks to get on the sunny side at ground level. They both took video. This time I had enough time to prop up my set up my iPhone to take a video while I was taking photographs with the Nikon. In contrast with the cold, wet and overcast chase west, the weather in the canyon on this day was warm and dry with a cloudless sky. The greens and reds were still there but took on a different flavor with indirect sunlight vs. the indirect lighting of the westward trip.

As in Weber Canyon, #4014 and her train of 12 cars (plus two auxiliary fuel tenders, #844, and a diesel) worked hard. She put on an incredible visual and aural show. She rumbling past at about 35 mph, with rapid, yet distinct, exhausts that were bass-heavy and topped by sharp snaps. #4014 had its valve motion hooked about halfway up, while #844 had her's centered. The oil fires were visible flashing in the center of their fireboxes above the trailing truck as they passed - a neat visual addition. The flickering was especially noticeable on #844. I suspect because the fire was more likely to flash down due to the light draft.



***#4014 roars through a reverse curve, upgrade  
at 35mph. Check out the traffic on the  
eastbound side of I-80!  
(41.010986, -111.375722)***

The weather difference noted above had another effect, other than lighting. Because it was warm, no steam exhaust was visible from the stacks, unlike the trip west. On the flip side, the exhaust from the fire (i.e., smoke) was more visible. As the train worked its way up the canyon, I could see when they adjusted the oil fueling. The smoke going from light

gray to a darker black, then clearing back up to light gray, then almost clear. All in all, they ran a very clean stack.

With the passing of the train, our trip symbolically came to an end. Perhaps the last big train-chasing trip I take with my dad and brother together.



Some of the photographs above are too small to see details. They will be re-posted on the division web site in a larger format.

## Membership End of the Month Report August 2019

Matt Goodman, Membership Chair

### Active Members (end of the month):

August	171	August '18	175
July	165	July '18	158
June	175	June '18	161
May	176	May '18	161

**Upcoming Expirations – Check your dates!** Note: If you have questions about when your membership expires, check your magazine address label or contact Membership Chair Matt Goodman.

We have **eleven** memberships expiring in the next two months.

### New Members, Renewals and Re-Rails (returning lapsed members)

We had **twenty-seven** renewals the last membership report at June month-end; **seven** in July and **twenty** in August.

### Other Stuff

- Have you changed your address or other membership information?
- Are you not getting emails from the division?
- Not sure when your membership expires (or if it already has)? Notify headquarters by email: nmrahq@aol.com

You can contact either the Buckeye Division membership chair, or the National Headquarters to give updates or get your questions answered:

#### National

Email: nmrahq@aol.com

Phone: 423-892-2846 (9am – 4:30pm)

Mail: NMRA, Inc.  
P.O. Box 1328  
Soddy Daisy, TN 37384-1328

#### Buckeye Division Membership Chair

Email: MembershipChair@div6-mcr-nmra.org

Phone: 614-313-3681 (please leave a message)

Mail: Matt Goodman  
130 S. Algonquin Ave.  
Columbus, OH 43204



*Division 6 on YouTube:*

[www.youtube.com/user/nmrabuckeyedivision](http://www.youtube.com/user/nmrabuckeyedivision)

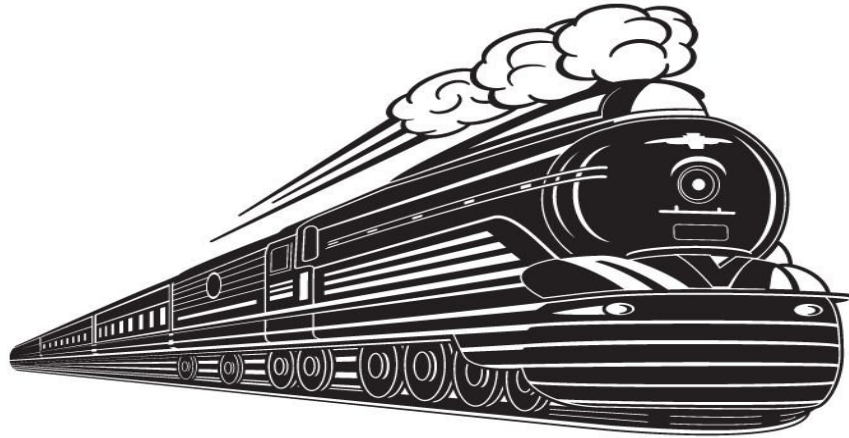
*Division 6 in Facebook:*

*NMRA Buckeye Division [in search field]*



# TRAIN SHOW & SALE

## OUR 29TH YEAR



**SATURDAY, NOVEMBER 16, 2019 10:00 AM to 3:00 PM**  
**Holy Family Parish Saffin Center ( **NEW LOCATION** )**  
**3938 POPLAR LEVEL RD, LOUISVILLE, KY 40213**

- Model Trains in All Scales
- Operating Layouts and Displays
- Retail Sales - Over 100 tables
- Information Stations
- Hourly Door Prizes!
- Great Food & Beverages
- FREE Parking

### **ADMISSION**

**\$6.00 Per Person – Children 12 and under free with an adult**  
**NMRA members can enter the show at 9:00 AM**  
**with your current membership card in hand**

Dealer Tables available - \$30 per table

**Sponsored by Division 8 - Mid Central Region - NMRA**

**FOR MORE INFORMATION VISIT**

Website: <http://div8-mcr-nmra.org>

Facebook: @Division8.MCR.NMRA

# The *Northern Express*: MCR Regional Convention 2021

**Save the Dates: May 20-23, 2021**



## The Ambassador Center:

**I-90 Exit 24 – 7794 Peach Street, Erie, Pennsylvania**

- |  |   |
|--|---|
| <input type="checkbox"/> Clinics                               | <input type="checkbox"/> Prototype and Industrial Tours |
| <input type="checkbox"/> Contests                              | <input type="checkbox"/> General Interest Tours         |
| <input type="checkbox"/> Model Railroads on Display            | <input type="checkbox"/> Non-rail Activities            |
| <input type="checkbox"/> Ops-Sessions                          | <input type="checkbox"/> Raffle                         |
| <input type="checkbox"/> Model Railroad Tours                  | <input type="checkbox"/> Saturday Night Banquet         |
| <input type="checkbox"/> Company Store and White Elephant Sale |   |



