

RAIL REPORT

June 2021

No. 728



Rocky Mountain Railroad Club • Rocky Mountain Railroad Historical Foundation

There Will Not Be A June Meeting In Barnes Hall

Union Pacific 4141

Presented Via The Internet By Robert Holzweiss

June 8, 2021 • 7:30 PM

Union Pacific 4141 is an EMD SD70ACe painted in honor of George H. W. Bush, the 41st President of the United States. Its paint scheme is based on that of Air Force One, with lettering reading "George Bush 41." On December 6, 2018, the locomotive led Bush's funeral train. It was donated to the Bush Presidential Library on November 8, 2019 and made its final run on November 9, returning to the library on March 12, 2021.

See Page 14 For Information On How To Sign Up And Participate.

RMRRC 2021 Calendar

- | | |
|-------------|--|
| July 13th | Monthly meeting and program. |
| July 17th | Trip to the Colorado Live Steamers near Byers, Colorado. |
| August 10th | Monthly meeting and program. |
| August 21st | Boreas Pass Railroad Day in Como, Colorado. |

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.

Club Trip To The Colorado Live Steamers

Saturday, July 17th – Arrive At 10:00 AM Or Later

By Steve Subber

The Colorado Live Steamers (CLS) is welcoming the Club to visit their operation on their monthly run day, July 17, 2021. Perhaps ten engines will be running, about half diesel and half steam, including a couple geared locomotives. The Club last visited the CLS for their Annual Run day in September 2018.

The Colorado Live Steamers is an organization of about 75 members interested in building and operating large scale model railroad equipment. They are located on approximately 120 acres in Byers, Colorado. They have about three miles of mainly 7-1/2" gauge track with tunnels and bridges.

Since the CLS operates completely off the generosity of guests and donations, the cost of the event is a \$10 donation to

the Colorado Live Steamers at the event. Lunch is on your own. A food truck will be available or bring a picnic.

Directions:

Starting at the intersection of I-70 & I-25, go east on I-70 about 40 miles to Byers, Colorado. Exit off I-70 at Byers, turn left (north) on US 36 for about 2-1/2 miles, US 36 will bend back to the east. At the end of the 2-1/2 miles, turn north on Calhoun-Byers Road. Go north on Calhoun-Byers Road about 6-1/2 miles to 72nd Avenue. At 72nd Avenue, continue north on Calhoun-Byers Road about 1/4 mile. On the left look for the COLORADO LIVE STEAMERS sign, turn left and go in thru the DOUBLE GREEN GATES and you are there!

In Remembrance Charlotte Briber

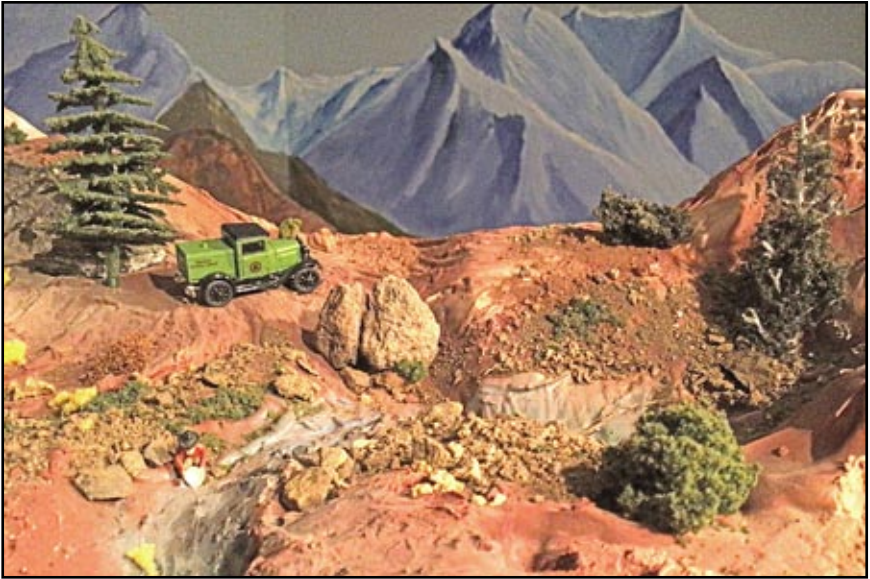
Charlotte V. Briber, 96, passed away on May 4, 2021. She had been a member of the club for 60 years, joining in 1957. Due to age, her last active year with the club was 2017, when she held seniority number 15.

Rocky Mountain Railroad Historical Foundation Donations

Donations should be by personal check made out to "Rocky Mountain Railroad Historical Foundation" and sent to:

Rocky Mountain Railroad Historical Foundation
PO Box 2391
Denver, CO 80201-2391

The *Rail Report* masthead features AT&SF locomotive 728, a 2-8-0 "Consolidation" Type, Class 709, built in 1899 by Dickson.
– Photo from the Tom Klinger Collection.



Panning for gold on Denny's model Lake City and Ouray Railroad.
– Photo © 2021 Denny Leonard.

Summer Musings From RMRRC President Denny Leonard

Summer is here and what a steam up and meal celebration we had at the Colorado Rail Road Museum with engines #20, #346 and #491. Wow, what a great local trip. Thanks to the CRRM and the dedicated engine crews.

Engine #20 made its last RGS run on the south end of the line from Mancos to Durango. The engine was acquired by the Club in 1952 and was one of the pieces of equipment that was transferred to the railroad museum in Golden.

High in the mountains above Animas City on my model LC&O, a lone miner works his gold pan. Obviously, this is long after the initial precious metals rush in the San Juan region because the old pickup has been the transportation instead of a mule. Miners and fortune

seekers continue to this day to look for gold and silver in the Colorado mountains. When the first prospectors arrived, gold was \$20.67 per ounce. Today, the free market values it at about \$1,875 per ounce and many believe it will be much higher soon. It has always been the protection from flat money.

Panning gold is basically simple, once you realize that you are doing the same thing that the river does when it causes gold to concentrate and deposit during flood times. The process basically consists of placing the material that you want to process into your pan and shaking it in a left to right motion underwater to cause the gold, which is heavy, to work its way down toward the bottom of your pan. At the same time, the lighter materials, which are worthless, are worked up to

Summer musings From RMRRC President Denny Leonard



Members attending the Club's triple steam, catered BBQ picnic at the Colorado Railroad Museum posed behind the recently restored Uintah combine car #50. An exclusive train led by Rio Grande Southern #20 double headed with Denver and Rio Grande Western #346 provided the transportation and photo opportunities. – Photo © 2021 Nathan Holmes.

the surface of the gold pan where they can be swept away. The process of shaking and sweeping is repeated until only the heaviest of materials are left, namely the gold and heaviest black sand. The above paragraph came from the website goldgold.com and they have several more pages of instructions. I understand why so few became wealthy.

Also please consider giving to the historical foundation. It may be tax deductible. We need to work on funding the Rocky Mountain Railroad Historical Foundation reserves so our grant program can be ongoing.

If you have a chance to shoot an interesting picture, consider sending it to Wally to post on the clubs website in rail

happenings: www.rockymtnrrclub.org

The club itself will break even this year and is on solid financial footing for the future. The electronic *Rail Report* helps stabilize our costs. This is a great organization and we will for many years continue to promote our railroad history.

I think we should have a junior membership for under age 21 members to join and participate. We are also investigating continuing Zoom and YouTube content in meetings.

I enjoy sharing your opinions, experiences and knowledge, please feel free to contact me by email at denny@amerm.com or my cell (303) 809-9430.

The Club's Steam Picnic Photo Gallery



Club members enjoyed a double header featuring RGS #20 and D&RGW #346 at the special steam up at the Colorado Railroad Museum.

– Photo © 2021 Bruce Nall



Some club members rode in recently restored Uintah combine car #50 at the Club event. – Photo © 2021 Bruce Nall.

The Club's Steam Picnic Photo Gallery



The Colorado Railroad Museum crew had three narrow gauge engines steaming. D&RGW #491, RGS #20, and D&RGW #346 were posed for photos in front of the roundhouse. – Photo © 2021 Nathan Holmes.



Small photo lines formed for many of the photo opportunities. Dave Schaaf (at right) was the event leader, making the special Rio Grande Southern #20 with D&RGW #346 double headed train possible for club members to enjoy. – Photo © 2021 Bob Chapman.

Current Railroad Happenings



Kyle Railroad was dumping ballast on the former Rock Island line around the Seibert, Colorado, area on May 5, 2021. Utah Railway 5002, an MK50-3, handled the 13 LGEX hopper cars of ballast west of Seibert. Note ballast dust being blown around (upper right) as ballast was dumped.– Photo © 2021 by Chip.



Boone & Scenic Valley RR (reporting marks BSVY) 6540, an FP9A, crossed the Des Moines River near the YMCA Camp Des Moines, Iowa. The line was purchased in 1983 by Boone, Iowa, residents. – Photo © 2021 by Chip.



Denver & Rio Grande Narrow Gauge “Rubberneck Car”

By James Ehernberger


At a postcard show, before the pandemic, I came across a card (reproduced above) without any identification that looked suspicious, so I purchased it for \$8. Further study revealed the rear car on this train was a Denver & Rio Grande narrow gauge observation car. This one was numbered 501. Research revealed that there were only three of these open observation cars carrying numbers 500-502. The 501 was built in 1883, and was last shown on a roster in 1923.

The car immediately ahead of the open car is a Pullman sleeper that had been converted into a parlor car, as narrow

gauge sleepers were no longer used.

Gilbert A. Lathrop, a former narrow gauge brakeman out of Gunnison (the son of Lewis R. Lathrop, pioneer locomotive engineer) wrote a number of articles for *Railroad Magazine* during the 1930s, which later were reprinted in book form. One of his stories mentioned that these observation cars were used on trains through the Black Canon of the Gunnison, and were known as “rubberneck cars” because the passengers were twisting their heads around like an owl.

**OPEN TOP
OBSERVATION
CARS**



Thru the
ROYAL GORGE
on Trains Nos. 1 and 2
and the
Black Cañon of the Gunnison
on Trains Nos. 315 and 316

FARE 25c

Secure Tickets from Train Auditor or
Conductor

D&RG “Rubberneck Car”

The postcard image was taken at Cimarron, on the west side of the canyon. The car was picked up at Sapinero, located 15.04 miles at the east end of the canyon. Train speed was low so the passengers, who paid twenty-five cents each, could enjoy the sheer walls of the canyon as well as the Curecanti Needle, the trademark artwork used by the railroad for many years.

The 501 was built in 1883, and was last shown on a roster in 1923.



Events of Railroad History:

Three Tiny Locomotives Are Being Made by a Denver Shop

From the *Republican* (Denver), April 24, 1903

Contributed by Dan Edwards

Three toy locomotives are being manufactured at the Miller & Buchanan iron and steel works, No. 1735 Blake street, for the Miniature Railway company, which will use one of them at a public park in Kansas City and the other two at the world's fair at St. Louis. The engines will be coupled to small trains of five cars each and make trips on scheduled time around and through the fair grounds.

These small locomotives are eight feet long, including the tender, and a little less than three feet in height. They are built exactly like the modern locomotive with all the latest improvements and are handsomely finished in polished steel. They run on a track 18 inches wide and will pull a load of more than 10 tons. One of these little engines is capable of developing a speed of 35 miles per hour with safety and could go considerably faster were it not that, owing to their lightness, they are liable to jump the track.

The most handsome of these

engines is No. 1. Her driving wheels are 14 inches in diameter, and a very small boy could sit on her tender and play both engineer and fireman. An ordinary shovelful of coal such as firemen on regular locomotives use will last this toy engine for a whole trip, and her boiler will scarcely hold two buckets full of water.

Though she will probably never be called upon to do it, No. 1 could pull 125 grown persons or 300 children in addition to the cars. An ordinary train is composed of the engine and five cars each of which will hold four grown persons or from six to eight small children.

The Miniature Railway company is located at Twenty-third and Larimer streets. The company is intending to extend its lines so as to have a complete railway system in many of the large cities of the United States and will soon place an order for several more of these small engines.

Virtual Meeting And Program Access Instructions

To register ahead of time, please send an email to rmrrc-show@drgw.net asking for the RMRRRC virtual meeting address and password. Please send your request no later than the Monday night before the meeting and we will send you the meeting connection information. Please be patient as we all learn this new technology.

We will be holding the meeting via Zoom. Please ensure you have the Zoom client (<https://zoom.us/download>) installed on your computer, phone, or tablet before the event so that you're ready to go.

Zoom Meetings Will Also Be Live Streamed

As a view only option, Zoom supplies us the ability to live stream our meetings to YouTube. Those wishing to **only view** our meetings without the option to participate will not have to email us for a meeting ID and Password any longer. The club has our own YouTube channel. This channel is for posting our club meetings and significant events. After the live event you may still view the meeting any time at your convenience.

You can find our YouTube channel in several ways. The first is enter the URL shown below in your browser:

www.youtube.com/channel/UCPUDXhWLazlbsHFO9DUUeoA

For those whose typing skills are challenged by the URL above, a second method is search for "Rocky Mountain Railroad Club Channel" in the YouTube search bar or your search engine i.e. Google, Edge, etc. You may be surprised at all the items that come up. If you are familiar with YouTube and found the channel home page you can always subscribe. The third and last method is to browse our club web page. Right below the Facebook link is a new link to the YouTube live stream location.

The board believes live streaming may increase membership and make our meetings available to members who find it difficult to attend once we return to in person meetings.

Colorado Railroad Museum

New To The Museum

Masks Required — Closed On Mondays — Train Ride Tickets Purchased In Advance
For information call 303-279-4591 or visit <http://www.coloradorailroadmuseum.org>

Colorado Railroad Museum Admission

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.

Due to the scheduling of the Club event at the CRRM and the resulting time demands of volunteers, this *Rail Report* is reduced in size to twelve pages.

Publishers Statement — Rocky Mountain Rail Report

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Please use this address for legal, commercial, Foundation donations, and general business: Rocky Mountain Railroad Club, PO Box 2391, Denver, CO 80201-2391

Club Information

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953
Web: <http://www.rockymtnrrclub.org>
Email: rails@rockymtnrrclub.org
Facebook: www.facebook.com/rockymtnrrclub

Club Officers

President	Dennis Leonard
Vice President	Dave Schaaf
Secretary	Andy Dell
Treasurer	Keith Jensen

Club Directors

Nathan Holmes, Ron Keiser, Pat Mauro,
Debbie MacDonald, Steve Subber, Michael Tinetti.

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained online at www.rockymtnrrclub.org or by sending the annual dues to the Club membership address:

Rocky Mountain Railroad Club
PO Box 620953
Littleton CO 80162-0953

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

Regular membership dues are \$30.00 with email delivery of the *Rail Report* and \$40.00 if a printed, mailed *Rail Report* is desired.

Members joining after June may send a payment for half of the dues level they wish to join at for the remainder of the year.

International membership dues are \$45.00.
Contributing membership is \$50.00.
Sustaining membership is \$75.00.
Patron membership is \$100.00.

Members of the Rocky Mountain Railroad Club are also members of the Rocky Mountain Railroad Historical Foundation, a tax exempt 501(c)(3) organization.

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 – Email: selectimag@aol.com

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

Items for the July *Rail Report* should be sent by June 11th.