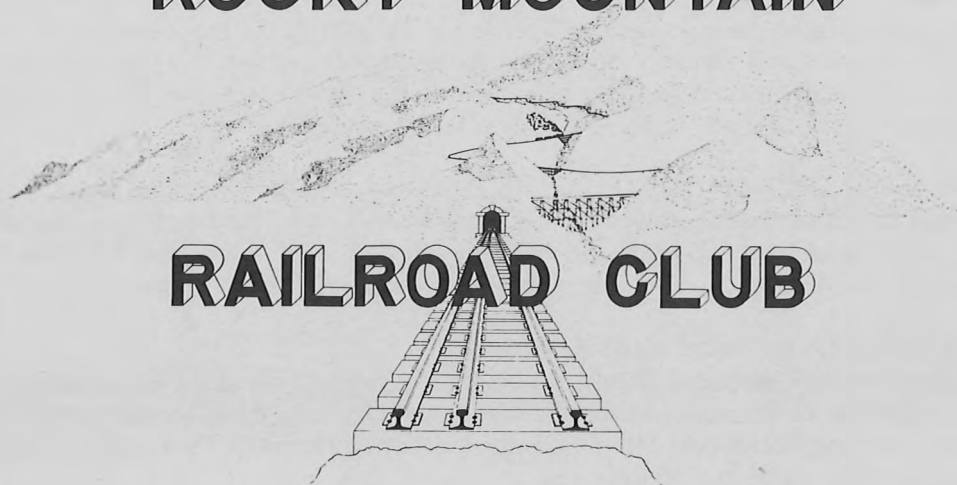


THE
ROCKY MOUNTAIN



RAILROAD CLUB

WELCOMES YOU ABOARD

A

WINTER EXCURSION

ON THE

DURANGO & SILVERTON
NARROW GAUGE RAILROAD

The Silverton

FEBRUARY 14TH, 1982

GOOD MORNING! Welcome aboard the Rocky Mountain Railroad Club's Winter Excursion aboard the Durango & Silverton Narrow Gauge Railroad. We hope you have an enjoyable and memorable time participating in today's activities and we thank you for coming. Should you have any questions or need assistance please feel free to contact any member of the Trip Committee and they will attempt to help you. Our special train consists of coaches, a concession car located in the middle of the train, an open car near the front of the train, and an open car at the rear of the train. Individual coach seats are not specifically reserved and you may ride in any car and select any seat that you wish. However, once you have selected a seat, please occupy the same one for the entire excursion. The open cars are open to all and you may "come and go" in these cars as often as you desire.

DURANGO — *MILEPOST 451.5, ELEVATION 6520*

Hub of the San Juan Basin and southwestern Colorado's major city. Durango has been referred to as the "Narrow Gauge Capital of the World" and with the sale of the Silverton Branch to Charles Bradshaw that expression should aptly describe this community for many years to come.

HERMOSA — *MILEPOST 462.5, ELEVATION 6645*

Here the railroad crosses Hermosa Creek and begins the steep climb along the mountainside. Staying high on the west side of the valley in the shadow of the Hermosa Cliffs we pass above Lake Shalona shortly before reaching Rockwood. Hermosa is the location of Hermosa Tank and our train is scheduled to stop here for water in both directions.

ROCKWOOD — *MILEPOST 469.1, ELEVATION 7367*

An old timber camp and location of a wye and sidings for the railroad. About a mile to the north is Electra Lake, source of water used in the production of electricity at Tacoma. Just after leaving Rockwood we enter a cut for the track that was "covered" over and became a tunnel in a scene filmed for "Around the World in Eighty Days."

ANIMAS GORGE — *MILEPOST 470, ELEVATION 7350*

Here the train traverses a narrow ledge 1,000 feet above the awesome depths of the gorge carved by the rushing waters of the Animas River.

TACOMA — *MILEPOST 472.3, ELEVATION 7316*

After crossing the Animas River on a high steel bridge, we reach the tiny gathering of company houses known as Tacoma. The small power plant across the river generates electricity with water that comes down from Electra Lake. No auto roads come to Tacoma.

"AH WILDERNESS" GUEST RANCH — *MILEPOST 474.0, ELEVATION APPROX. 7440*

A resort that has been here for many years, it can be reached only by the narrow gauge. A short distance north of here is "Tall Timber Resort," established about ten years ago and also only accessible by the railroad.

CASCADE TANK — *MILEPOST 474.6*

MILEPOST 475-476

The movie location for the filming of Nat Holt's "Denver & Rio Grande," released through Paramount in the summer of 1953.

CASCADE CREEK WYE — *MILEPOST 477.5, ELEVATION APPROX. 7710*

Here the Durango & Silverton Narrow Gauge Railroad constructed a wye in the late fall of 1981 to permit the first winter operations of the railroad in many years. Being the northern terminus of operations in winter, all trains are wyled here for the return to Durango.

DIESEL ENGINES EMIT NOXIOUS FUMES!

SAFETY FIRST

Durango & Silverton Narrow Gauge Railroad personnel will be doing their best to make this trip a success, and in return, the Club's officers and directors ask that you keep on thing in mind during this trip—SAFETY FIRST! We sincerely hope that everyone has a good time on today's excursion, and every passenger's cooperation in adhering to the following rules is vital in order to meet that objective. These rules are based on our experiences with prior trips.

1. BEFORE crossing a track, pause and look both ways. Remember, slow moving equipment can be deceptively quiet.
2. Be careful—watch your step—step OVER a rail, not on it.
3. Do not get on or off the train while it is moving.
4. Riding in dangerous locations is prohibited.
5. Parents are requested to watch their children.

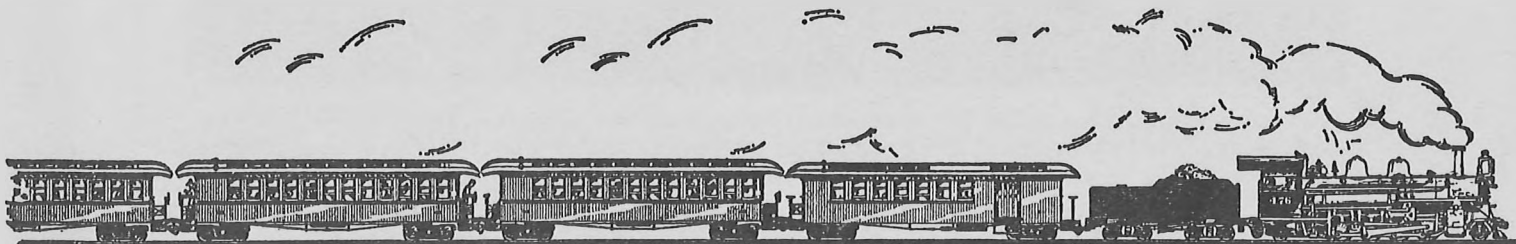
PHOTO STOPS

Passengers will have the opportunity to disembark from the (northbound) train at Hermosa to photograph the locomotive taking on water and also at Cascade Creek Wye where the train will be broken and turned on the wye. In addition, several photo run-bys are planned and will be announced as the trip progresses. At these locations, the train will be stopped at a designated point, and photographers will unload to form a photo line near the last car. The train will then back up and come completely forward for the benefit of photographers and sound recorders, running past and then backing to its original stop to pick up passengers.

PHOTO STOP RULES

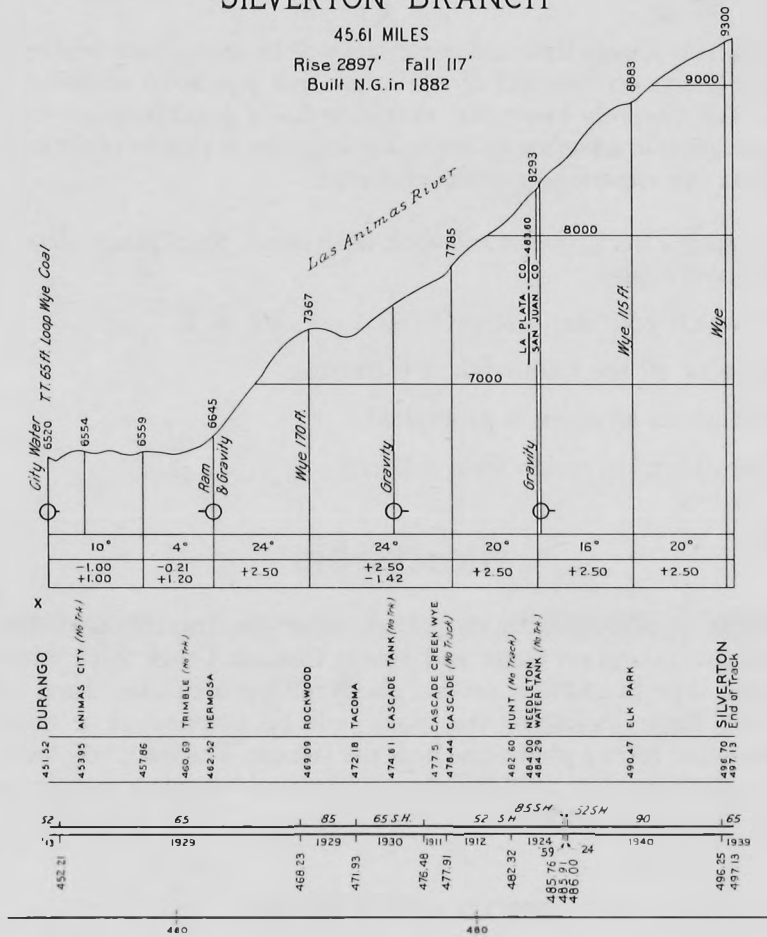
1. Please do not stand in front of the locomotive while others are trying to photograph it. Passengers not taking photos, who disembark from the train at photo stops, are asked to remain behind the line of photographers.
2. At photo run-bys, a LINE OF PHOTOGRAPHERS is to be formed at the location most beneficial to all at the rear of the train. PLEASE DO NOT TAKE A POSITION IN FRONT OF THIS LINE.
3. STAY CLEAR OF THE TRACK during these types of movements. A passenger not adhering to this rule may cause the engine crew to terminate a photo run prematurely!
4. As the train comes forward during a photo run, please remain quiet for the benefit of those with sound recording equipment until the train is past the photo line.
5. To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.
6. Be considerate of others.

To insure an enjoyable and safe trip for all, Club trip committee personnel will remind any individuals of the above rules if necessary.

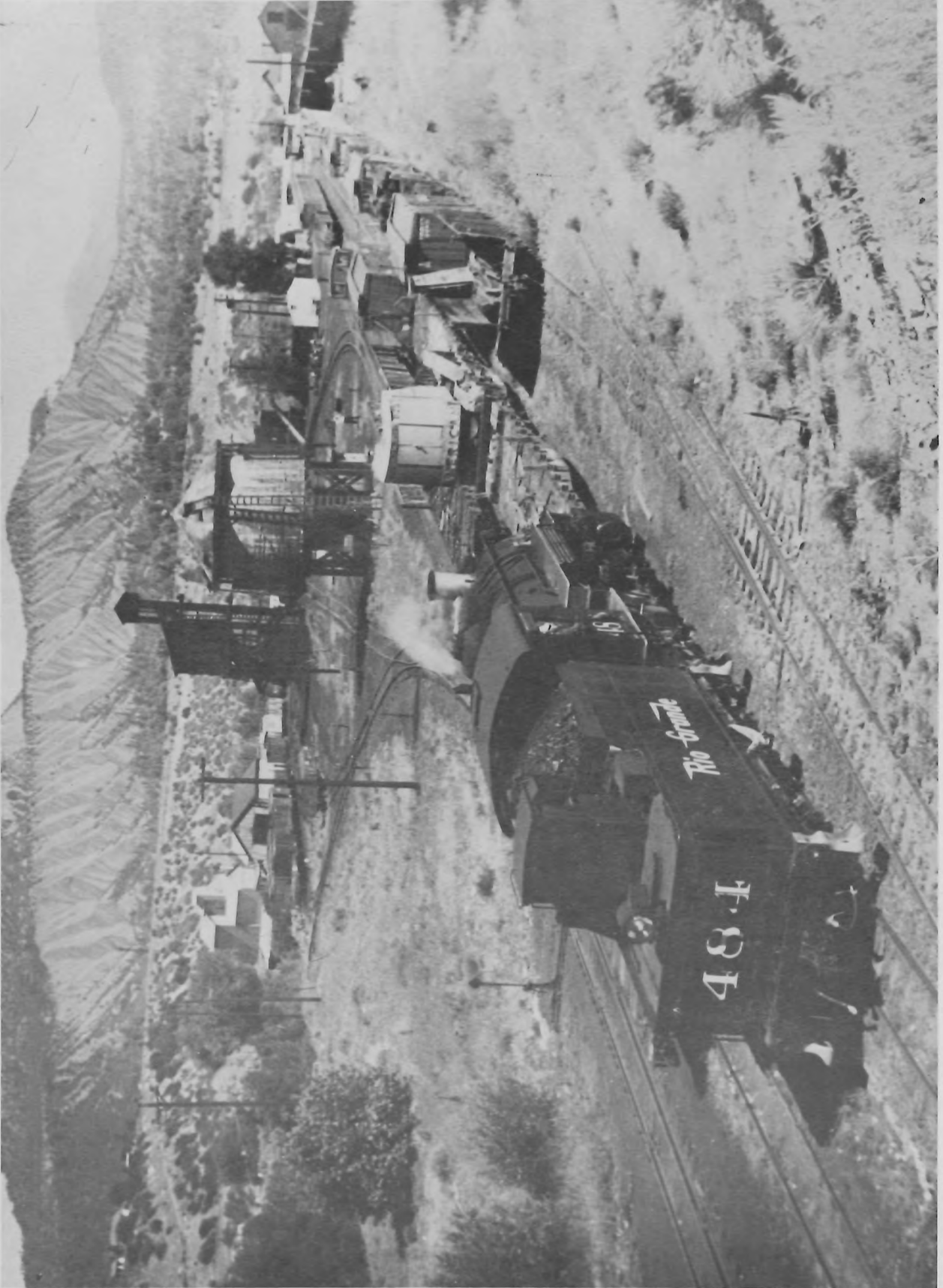


SILVERTON BRANCH

45.61 MILES
 Rise 2897' Fall 117'
 Built N.G. in 1882



With combination car No. 212 in the consist and a plow on front that means business, D&RGW "Only on Wednesday" mixed train prepares to leave Durango for Silverton on February 18, 1953 in this E.J. Haley photo.



Although the days of the Durango-Antonito line were numbered, the Durango yard and its facilities were still pretty much intact when this photo was taken in the late 1960's.

Photo by Western Guideways, J. R. Trowbridge Collection

CONCESSION CAR

The Concession Car is located in the middle of the train and has a selection of food and beverage items available for purchase.

Sandwich Selections — All served with tomato and lettuce on hard roll — \$2.75 each
 Ham & Swiss Roast Beef Sliced Turkey

Beverages — Coffee 35¢ Tea 35¢ Hot Chocolate 50¢
 Cold pop and snacks are also available.

Spirits — (Premium Shelf) **Cocktails** \$2.50
 Cutty Chivas Smirnoff Crown Royal VO
 Beefeater Tanqueray Bailey's Irish Cream

Wine List — Inglenook Splits \$2.50
 Rose Burgundy Chenin Blanc

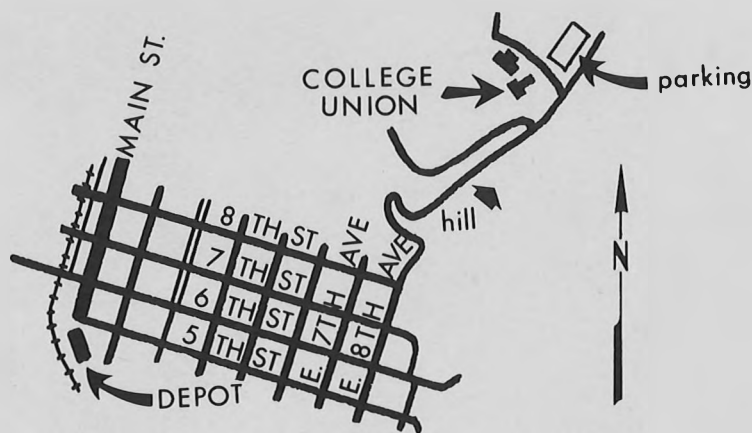
Beer Selections — \$1.50
 Coors Coors Lite Miller Lite Budweiser

Champagne
 Korbel - Blanc de Noir \$15.00 Bottle
 Chateaux Lafayette \$3.50 ½ Bottle

To Tipping Please—Gratuity included in prices.

SPECIAL BANQUET NOTE

Tonight's banquet (buffet style) will begin at 6:30 P.M. at the Student Union on the campus of Fort Lewis College, located on the mesa just east of downtown Durango. Please note that the banquet will *not* take place at the Iron Horse Resort as initially announced. Following dinner, Mr. Charles E. Bradshaw, Jr., President of the Durango & Silverton Narrow Gauge Railroad, will be the featured speaker and will talk about the railroad and his plans for its future. Rounding out the evening will be the showing of the full length motion picture "Denver & Rio Grande" which was filmed on the Silverton Branch in 1951 and includes the noted head-on collision of engines No. 319 and No. 345 near milepost 475. Tickets for the banquet *will not* be available at the door and should have been purchased in advance. There may be a few tickets this morning, available on a first come, first serve basis. Please contact the Club Treasurer in this regard.



SPECIAL ANNOUNCEMENT

Arrangements have been made to permit night photography this evening near the Durango roundhouse for those interested photographers. After dinner is finished and the speaker's portion of the evening's banquet program is completed, participants will have the option of staying to see the motion picture "Denver & Rio Grande," or boarding a bus for the yards. The bus will then return to the banquet facility prior to the end of the movie. Space on the bus is limited and those who are on the motor coach tour from Denver will have first choice of the bus. Others with automobiles who may wish to return to the banquet facility afterward are welcome to use the bus if space is available. For those not attending the banquet, who are on today's excursion, we anticipate the bus to arrive at the yard at approximately 8:30 P.M. at which time they may also enter the yard.

ROCKY MOUNTAIN



The Rocky Mountain Railroad Club is a nonprofit organization, incorporated under the laws of the State of Colorado. Founded in 1938, the club has been active in the perpetuation of western railroad history and the promotion of the present and future appreciation of our railroad heritage. Its membership consists of men and women from all walks of life, with varying interests in railroading, residing in almost every state and several foreign lands. Each year, many of its members participate in trips and other activities sponsored by the group.

The club maintains a number of pieces of railroad rolling stock at the Colorado Railroad Museum in Golden, Colorado, including Rio Grande Southern No. 20, ex-Rio Grande Southern business car, "Rico," Denver & Intermountain Interurban No. 25, Fort Collins Municipal Railway No. 22, an ex-Los Angeles PCC streetcar, three live steam locomotives of various gauges, and other artifacts. The club's archives contain a film library that includes, among other movies, the movie collection of Otto C. Perry. Publications accomplished include "DENVER SOUTH PARK & PACIFIC," "SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC," "RAILS AROUND GOLD HILL," "COLORADO MIDLAND," "DENVER SOUTH PARK AND PACIFIC MEMORIAL EDITION," and numerous other smaller works on Colorado railroad history.

The Rocky Mountain Railroad Club meets once a month, on the second Tuesday of each month (except the Anniversary Banquet Meeting, which is usually held in October) in the southeast wing of Christ Episcopal Church, 2900 South University at Bates, in south Denver, at 7:45 P.M. Each meeting includes a program pertaining to some aspect of railroading and normally consists of a slide or movie presentation. Visitors and guests are always welcome to attend. Club members receive the monthly newsletter, the ROCKY MOUNTAIN RAIL REPORT, which contains information on club functions and rail news of the Rocky Mountain region. All members are entitled to free admission to the Colorado Railroad Museum upon presentation of their current Club membership card. Membership is open to individuals who are interested in railroads and railroad history. Dues are \$12.00 per year, plus an initiation fee of \$4.00 the first year.

1882 — 1982

Durango was founded by the Denver & Rio Grande Railway in 1879, with the railroad reaching the city on August 5, 1881. Construction of the Silverton Branch began on October 3, 1881 and in spite of the almost impossible barrier presented by the rugged mountain terrain and its extreme weather conditions, rails reached Rockwood—some 19 miles from Durango—by December 11th. The following year, on July 8, 1882, the route through the Rio de Las Animas Canyon was completed to the remote mining camp of Silverton. Constructed to haul mine ores, primarily gold and silver, from the San Juan Mountains, the line more than justified its existence by supplying a vital transportation route to the rich San Juan district where mining production exceeded \$300,000,000 in a little over 60 years.

During the late 1960's, the Denver & Rio Grande Western Railroad was permitted to abandon (except the Silverton Branch) the remaining segments of its once extensive narrow gauge system (Durango to Farmington to Antonito to Durango) thereby cutting the branch off from the rest of the system. The fate of the Durango-Silverton line would not be the same, however, as rail enthusiasts and tourists began riding the branch in earnest in the early 1950's until the train evolved into a summer only operation of two daily trains carrying over 100,000 passengers in a season. Although the D&RGW was never "overjoyed" with operating the line for tourists, it did maintain high operating standards. For many years it attempted to dispose of the line but stated it would do so only if the right buyer was found who could maintain the line's operations at least at the level the neighboring communities and passengers had come to expect.

Finally, it happened! On March 25, 1981, the Denver & Rio Grande Western Railroad sold the Silverton Branch to the Durango & Silverton Narrow Gauge Railroad, owned by Charles E. Bradshaw Jr., for approximately 2.2 million dollars. Included in the sale was all of the line's rolling stock, station, roundhouse, additional locomotives in Alamosa, etc. Mr. Bradshaw immediately pledged to preserve the history and authenticity of the railroad, to operate in the truest railroad tradition, and to expand the operation to include more trains to meet the increasing demand while providing better service to its passengers. Our excursion today is a direct result of this new philosophy for the Silverton Branch, and as you visit and travel a portion of this famous 3 foot gauge, other changes will also be apparent. In the first year under the control of its new owner the false "diamond" stacks were removed from the locomotives, bridges were strengthened for heavier engines, K-36 No. 481 was restored and operated, a flanger was acquired and completely rebuilt for snow removal, the "Alamosa" returned to an extra fare Parlor Car status, coaches were named, a new car shop was erected, longer trains were operated, a year round schedule was established, minor station renovations undertaken, freight and backpackers became welcome, Cascade Creek Wye was constructed, Durango Yard was secured and just recently the acquisition of several additional pieces of rolling stock was accomplished. In the future, old equipment is to be restored for passenger service, additional summer trains are to be scheduled including one originating in Silverton, further acquisition of motive power and rolling stock is anticipated and additional stalls are to be added to the roundhouse! Certainly an exciting and promising future is in store for this historic line. The Rocky Mountain Railroad Club is proud to participate in the beginning of the railroad's second 200 years of service to Southwestern Colorado by sponsoring this first special Winter Excursion and extends to the Durango & Silverton Narrow Gauge Railroad people its best wishes for success as this new "era" of the Silverton Line begins.

