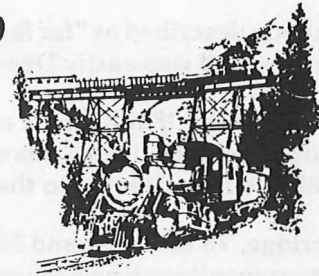


ROCKY MOUNTAIN

RAILROAD CLUB



GEORGETOWN LOOP RAILROAD



June 19, 1988

Good Morning!!! Welcome aboard the Rocky Mountain Railroad Club's excursion on the Georgetown Loop Railroad!

Our trip today will provide the opportunity to once again experience the delight of riding over the Loop on a private tourist train. Our steam powered special will be an all freight consist that will allow us the rare experience to photograph the train during run-bys and meets with the regularly scheduled trains.

The Rocky Mountain Railroad Club, it's volunteers who have worked to organize the trip and the Georgetown Loop Railroad personnel hope you have a great time out on the line today!



THE GEORGETOWN LOOP — A SHORT HISTORY

For more than forty years the engineering marvel known as the Georgetown Loop was one of Colorado's premiere tourist attractions. Located 51 miles west of Denver on the Colorado Central Railroad, the Loop enabled the railroad to climb 638 feet in two miles by stretching the distance to 4.47 miles with a series of loops and curves. By building the loops the Union Pacific, which controlled the Colorado Central, was able to provide railroad service between the mining towns of Georgetown and Silver Plume.

Most frequently described as "far famed", the Georgetown Loop was built in 1884, pre-dating the Pike's Peak cog road by seven years, and was easily Denver's foremost tourist attraction before the age of the automobile.

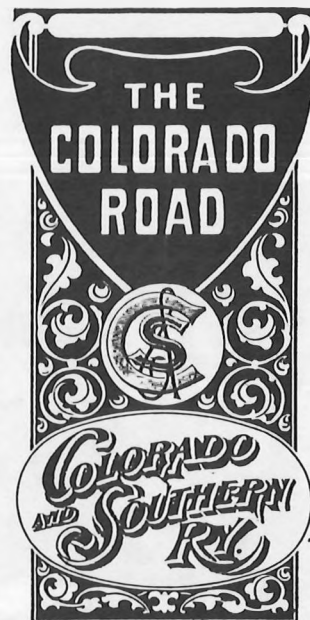
The planning for the "High Line", as the route was frequently called, took six years before it became a reality. The original purpose of the railroad was not to provide service between Georgetown and Silver Plume, but was to be a part of a direct railroad from Denver to the fabulous Leadville mining area.

The high bridge, 78 feet high and 300 feet long, was the main attraction of the Georgetown Loop. In the years before strict safety precautions it was the usual procedure to stop the train on the bridge, and then have the passengers get off the train and pose for a photo on the bridge. Just about every group that met in Denver scheduled an excursion over the Georgetown Loop.

The Georgetown Loop was not only part of the Colorado Central, but as the years passed, it became a property of the Union Pacific, Denver & Gulf, and later the Colorado and Southern. In fact, most of the years the Georgetown Loop was under the operation of the Colorado and Southern, and from the turn of the century until the discontinuance of passenger service in 1927, the C. & S. carried thousands of happy passengers for a \$2.00 round trip fare over the famous Georgetown Loop to Silver Plume and back.

For a few short years the Loop was a part of the tour to Waldorf and Mt. McClellan (\$3.50 round trip fare). As spectacular as this trip was, it did not replace the Georgetown Loop as the number one Denver sightseeing trip. As the years went by, the Georgetown Loop was competing with new sightseeing trips such as the Moffat Road over Rollins Pass and then dozens of automobile trips in the mountains. Some mixed trains were operated over the Loop in the early 1930's. Finally the line was abandoned in 1938, and the Loop was dismantled in 1939.

Fortunately the story of the Georgetown Loop didn't end back in 1939 as now, 49 years later, narrow gauge steam locomotives are once again pulling trains of tourists over the high bridge at Devil's Gate.



The rebuilding of the Georgetown Loop was actually begun in the spring of 1972 when regrading of the line was started near Silver Plume. The first rail was relaid in the fall of 1973 and September of that same year saw the arrival of the first engine, Number 44, from Central America. The following summer a new foundation for the depot was constructed and the station was moved to its present location.

In the summer of 1975, the railroad began carrying the first passengers from Silver Plume down to the upper end of the Devil's Gate Viaduct.

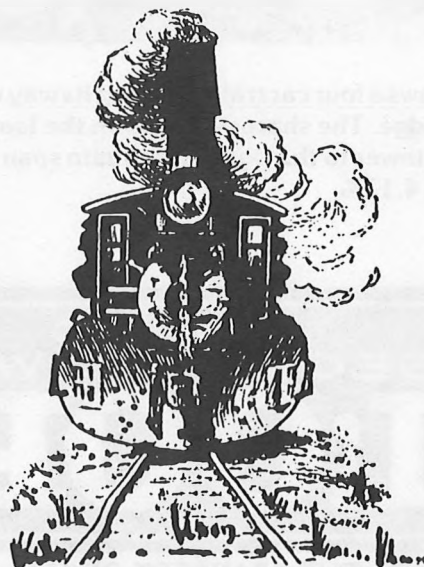
In 1982, the Boettcher Foundation donated \$1,000,000 to the Colorado Historical Society for reconstruction of the Loop's high bridge.

The first train was run over the new Devil's Gate Viaduct on June 1, 1984 and, one hundred years after completion of the original Georgetown Loop, formal dedication of the high bridge was made on Colorado Day — August 1, 1984. Once again, tourist trains are negotiating the twisting track of the "far famed" Loop and the sound of steam whistles echo in the Clear Creek valley!



For additional information, a new Rocky Mountain Railroad Club publication *Georgetown And The Loop* will be available in a few weeks as part of our fiftieth anniversary celebration. This 300 page hardback book is authored by club members, P.R. "Bob" Griswold, R.H. Kindig, and Cynthia Trombly. It is a photographic history of the original "far famed" Georgetown Loop during its fifty-five year existence, the rebuilding of the Loop and of present operations as an extremely popular tourist railroad. An order form for the book is attached to the back of this handout.

A very complete history of the Colorado Central Railroad is available in another club publication, the memorial edition of the *Denver South Park & Pacific* by M.C. Poor. Also, the club's abridged edition of the long out-of-print *Pictorial Supplement To Denver South Park & Pacific* is now available and contains many photographs of the Georgetown Loop.





This interesting 1904 view of the loop shows a four car train smoking its way upgrade soon to reverse direction and cross over the dizzying heights of the high bridge. The sharpest curve on the loop was on the 75' high big fill which can be clearly seen through the bridge support tower to the right of the main span over Clear Creek. The grade on the big fill was among the steepest in the valley at 4.13%.

(State Historical Society of Colorado)

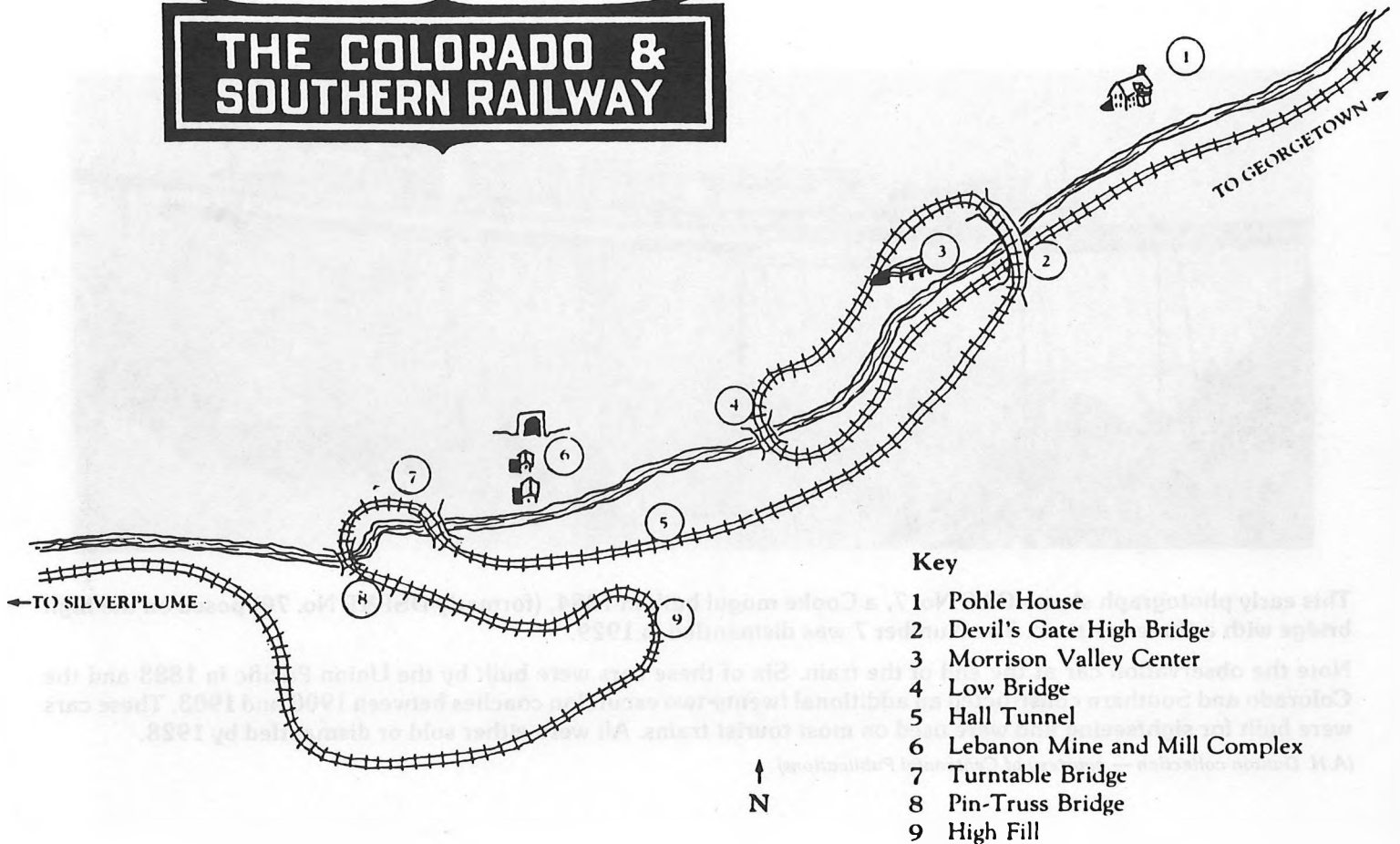
THE FAR-FAMED
GEORGETOWN
LOOP



THE GRANDEST OF ALL
ONE DAY TRIPS



THE COLORADO & SOUTHERN RAILWAY

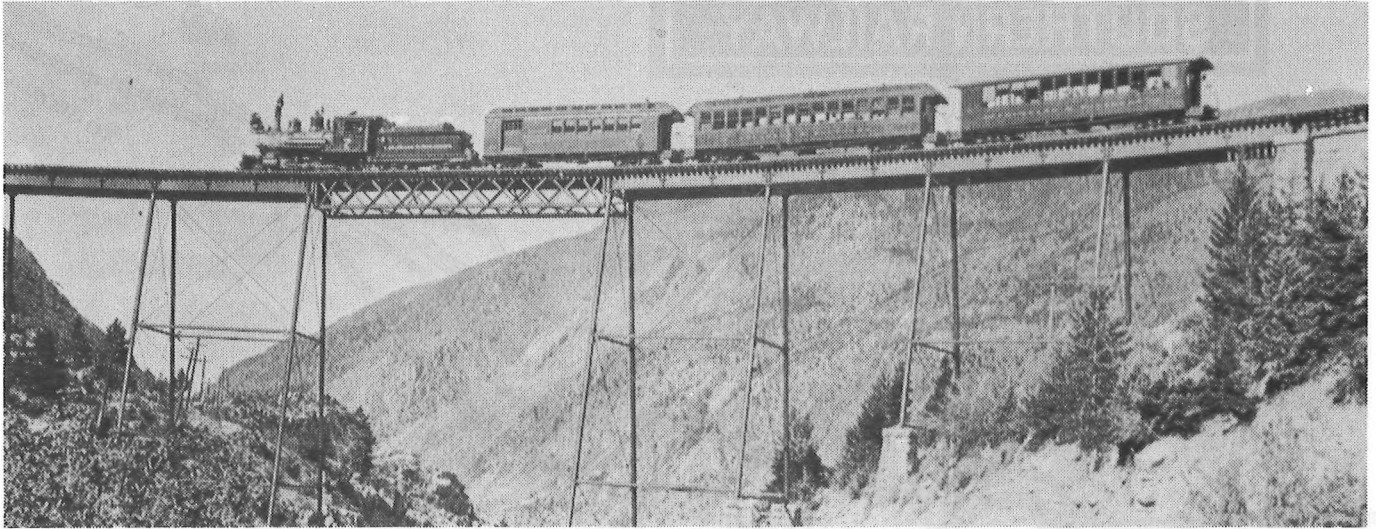


Shown above are some of the existing features on the rebuilt Georgetown Loop that we will be seeing today. The Morrison Valley Center (3) is the most recent addition to the Colorado Historical Society's Georgetown Loop Historic Mining and Railroad Park. The Society's in-depth guided tour of the Lebanon Mine and Mill Complex (6) demonstrates and describes hardrock mining methods and the miner's life of the 1880s.

SAFETY FIRST

The Georgetown Loop 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 one 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.

1. Before crossing a track, pause and look both ways.
2. Be careful — watch your step — step over a rail, not on it.
3. Do not get on or off the train when it is moving.
4. Do not place objects of any kind on the rails, including coins.
5. Do not crawl under or sit under the equipment.



This early photograph shows C&S No. 7, a Cooke mogul built in 1884, (formerly DSP&P No. 70) posed on the high bridge with a three car train. The Number 7 was dismantled in 1929.

Note the observation car at the end of the train. Six of these cars were built by the Union Pacific in 1883 and the Colorado and Southern constructed an additional twenty-two excursion coaches between 1900 and 1903. These cars were built for sightseeing and were used on most tourist trains. All were either sold or dismantled by 1928.

(A.H. Dunton collection — courtesy of Centennial Publications)



PHOTO STOPS

At the photo stop locations, the train will be stopped at a designated point and the photographers will unload and form a photo line. 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.

Please be considerate of others and observe the following 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 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. To avoid unnecessary delay, please board the train immediately upon completion of each photo stop.



Perhaps the most photograph of the "far famed" loop was taken on March 29, 1884. This carefully staged view was taken by William H. Jackson just three days prior to the loop officially opening for service. Four trains are visible in this spectacular panorama taken from the big fill. In the foreground is Jackson's one car photographer's special. A double-headed freight is positioned on the low bridge below Jackson's special train. Another freight sits 95' above Clear Creek on the Devil's Gate Viaduct. Lastly, a passenger train is headed upgrade having just passed under the high bridge.

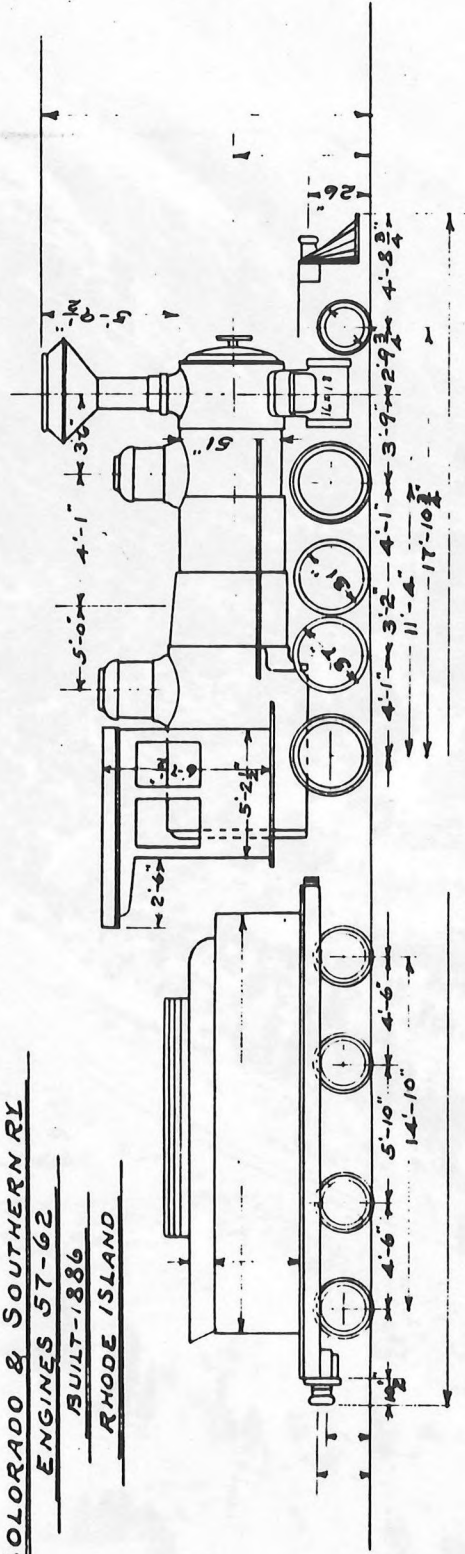
(State Historical Society of Colorado)

COLORADO & SOUTHERN RY

ENGINES 57-62

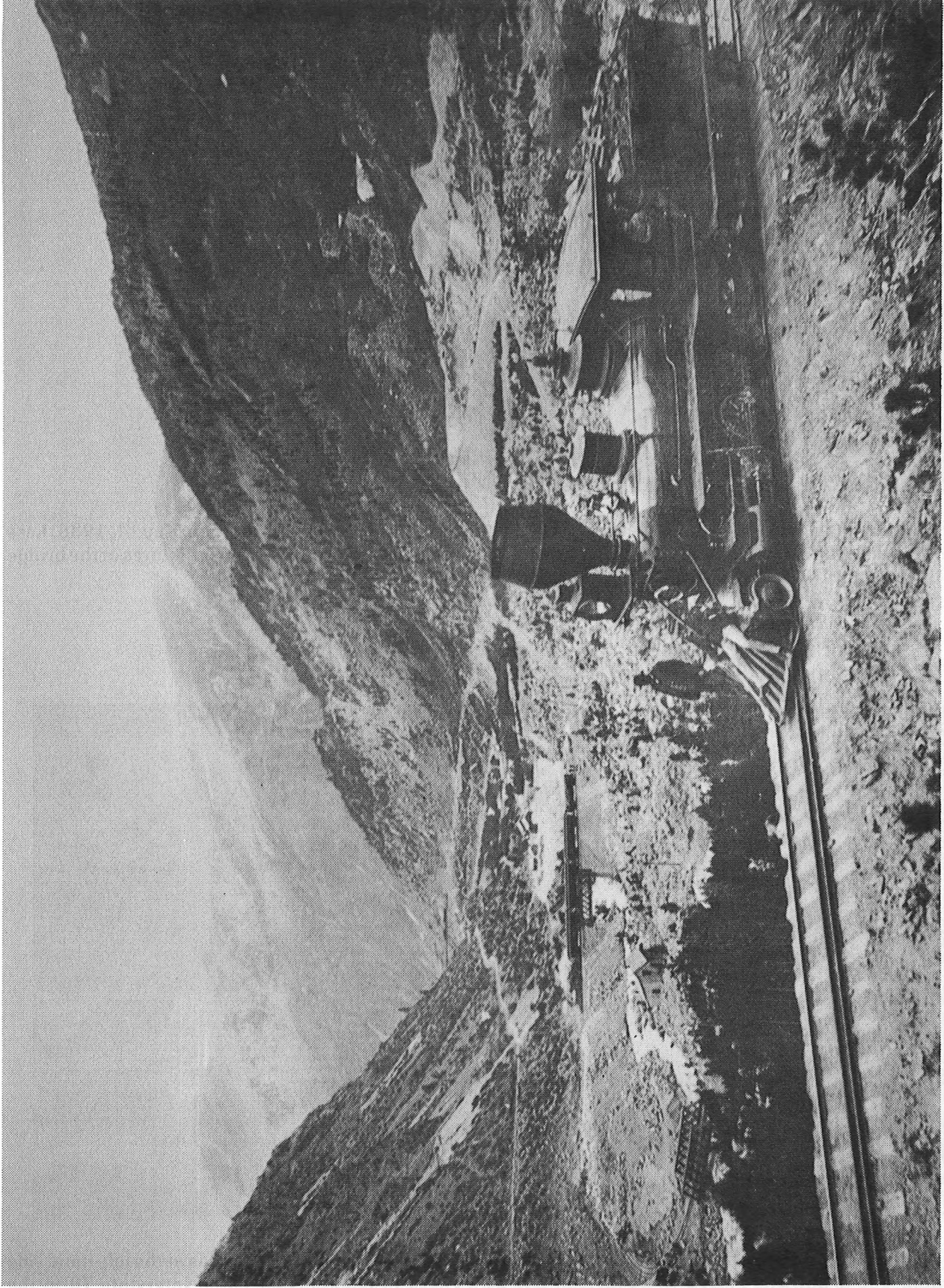
BUILT-1886

RHODE ISLAND



Tender Capacity, Water	1600 Gals	Grate Area	13.8	Cyl. Vol. into Heating Surface	200.5
" " Coal	10000#	Flues Number	143	" " " Grate Area	3.4
Weight Empty	25000#	" Length	10'-0"	Rev. per min at rate of 60 M.P.H.	548
" Loaded	40333#	" Diameter	2"	Piston Speed per min. at	
Engine " on Drivers	61690#	" Heating Surface	748.75 sq. ft.	rate of 60 M.P.H.	1744 ft
" " Trucks	9340#	Fire box	93.5 " "	Tt. power with M.E.P. 35% of B.P.	15816 #
" Total	71030#	Total	842.25 " "	" " per 1# of M.E.P.	126.1 #
" & Tender Weight	119363#	Boiler pressure	150 #	" " % of weight on	
Fire box Length & width	87 1/2" x 24 1/4"	Grt Area into Heat. Surface	61.	drivers	25.6%

Engine No. 60 of the above series was donated to the town of Idaho Springs, Colorado in 1941. It is still on display along with Coach No. 168.
(From the collection of Ed Haley)



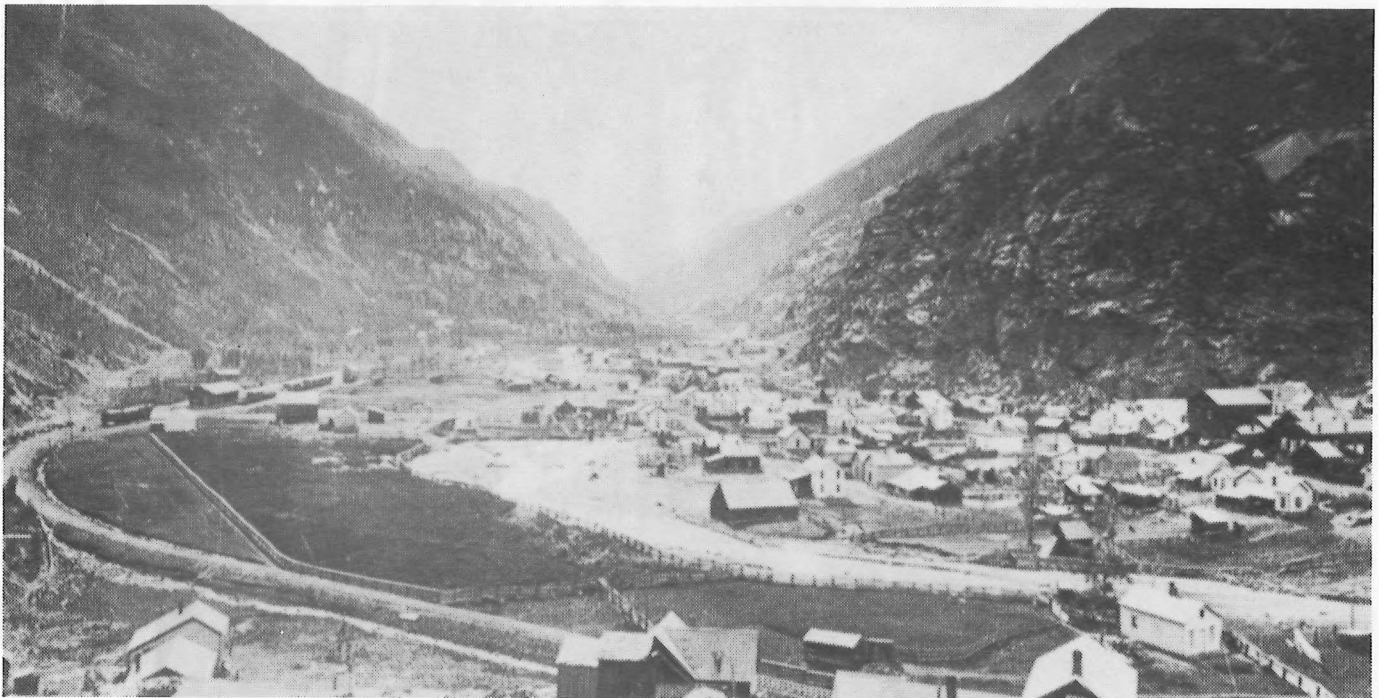
This view of the Georgetown Loop region looks northeast and shows the numerous loops and bridges required to gain the 638 feet of altitude between Georgetown and Silver Plume. Colorado Central engine 8 is in the foreground with the big fill above its domes, a westbound four-car passenger train crosses Clear Creek near the center of the photo, and dimly seen at the base of the hill on the left, another train crosses the high bridge.

(W.H. Jackson photo, from the State Historical Society of Colorado.)



Colorado and Southern engines 70 and 73 doublehead a westbound freight over the high bridge on May 14, 1938. Less than a year later, the last train would cross the bridge. A comparison of this photograph with older pictures of the bridge will show how the structure was strengthened in the early 1920s.

(R.H. Kindig)



This early view of Silver Plume shows the tracks in the foreground approaching the depot and yards at the left-hand side of the photograph. The depot was moved to its present site as a result of being displaced by Interstate 70 in the 1960s.

(Denver Public Library, Western History Department)

CLEAR CREEK DISTRICT

NORTHERN DIVISION

SOUTH-BOUND.

Distances from Denver	Time Table No. 3. June 5th, 1904.		FIRST CLASS				SECOND CLASS		
	STATIONS		52	54	56	58	144	48	44
			Day Ex.	Mall & Ex.	Passenger	Passenger	Freight	Freight	Freight
	Station Numbers		Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily Exc. Sunday	Arrive Daily Exc. Sunday	Arrive Daily Exc. Sunday
	Dnlt. 7th ST. FRT. YARD, COLO. Fy							3.00pm	
0	DnR. Denver Union Depot De	33	9.40am	5.35pm	6.20pm	3.30pm			
0.5	B. & M. Crossing								
2.0	DR ARGO Ar	106	9.33	5.28	6.13	3.24		3.38	
7.5	Arvada	151	9.20	5.16	6.00	3.11		2.10	
11.0	Mt. Olivet	152	9.05	5.08	5.51	3.02		1.50	
13.1	Wanamaker's Ranch								
16.7	DR GOLDEN V	154	8.50	4.56	5.40	2.51	2.10pm	5.40pm	1.30pm
18.6	Chimney Gulch	155	8.35	4.46	5.28	2.39	1.55	5.16	
21.7	Guy Gulch	156	8.22	4.32	5.16	2.27	1.38	5.00	
24.3	Elk Creek	158	8.12	4.22	5.06	2.17	1.24	4.44	
26.7	Boscoe	159	8.02	4.12	4.56	2.07	1.11	4.31	
27.7	Rig Hill	159	7.58	4.08	4.49	2.03	1.06	4.26	
28.6	DR FORK CREEK Fe	160	7.56	4.04	4.45	1.99	1.00pm	4.20	
31.9	Floyd Hill	161	7.50	3.58	4.34	1.89		3.89	
37.2	D Idaho Springs F	164	7.40	3.43	4.34	1.49		3.89	
38.9	Stanley Mill					1.34		3.27	
39.3	Fall River	166	7.17	3.18				3.08	
42.3	Dumont	168	7.08	3.08	4.00	1.17		3.40	
44.1	Lawson	169	7.02	3.01	3.82	1.11		2.30	
46.6	D Empire P	170	6.57	2.56	3.47	1.06		2.30	
49.8	D Georgetown G	171	6.45	2.42	3.38	1.06		2.00	
53.0	DH SILVER PLUME, COLO. S	174	6.25am	2.20pm	3.10pm	12.35pm		1.05pm	
			Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday
			(13.9)	(16.6)	(18.4)	(17.1)	(14.3)	(11.)	(6.3)
								(10.4)	

DOUBLE TRACK RULES.—On double track between B. & M. Crossing and Argo, north-bound trains and engines will use East track, and south-bound trains and engines will use West track; that is, all trains and engines, regular or irregular, will always use the Right-hand track, and never run in contrary direction without special orders, or under protection of a flag.

South-bound trains are superior to trains of the same class in the opposite direction.
 No. 145 has right over No. 144 to Forks Creek. No. 40 has right over No. 48 to Silver Plume.
 No train or engine will exceed a speed of four (4) miles per hour in crossing iron bridges between Georgetown and Silver Plume.
 Maximum speed of narrow-gauge passenger trains south of Golden, 24 miles per hour; Golden to Forks Creek, 15 miles per hour; Forks Creek to Georgetown, 20 miles per hour; Georgetown to Silver Plume, 15 miles per hour.
 Second class trains on narrow-gauge districts when behind time will not exceed card time without special orders.
 Trains 53 and 58 meet on double track between Argo and B. & M. Crossing.

This Colorado & Southern Railway Co. timetable dated June 5, 1904, has explicit instructions that no train will exceed four miles per hour over the Devil's Gate Viaduct!

After our trip and on your way back to Denver, there is an excellent location to get an overall view of the loop. This can be done by getting back on I-70 Eastbound and heading back down the hill. A half mile or so down the hill is an exit to an overlook from which you can see most of the line which you have ridden. After you have completed your viewing, you must get back on I-70 Eastbound. In addition you may want to proceed down the hill to the next exit and drive to the Georgetown end of the line to see the visitors center.

A special thanks goes out today to Lindsey Ashby and the Georgetown Loop Railroad employees for the excellent cooperation we have received in planning today's event.

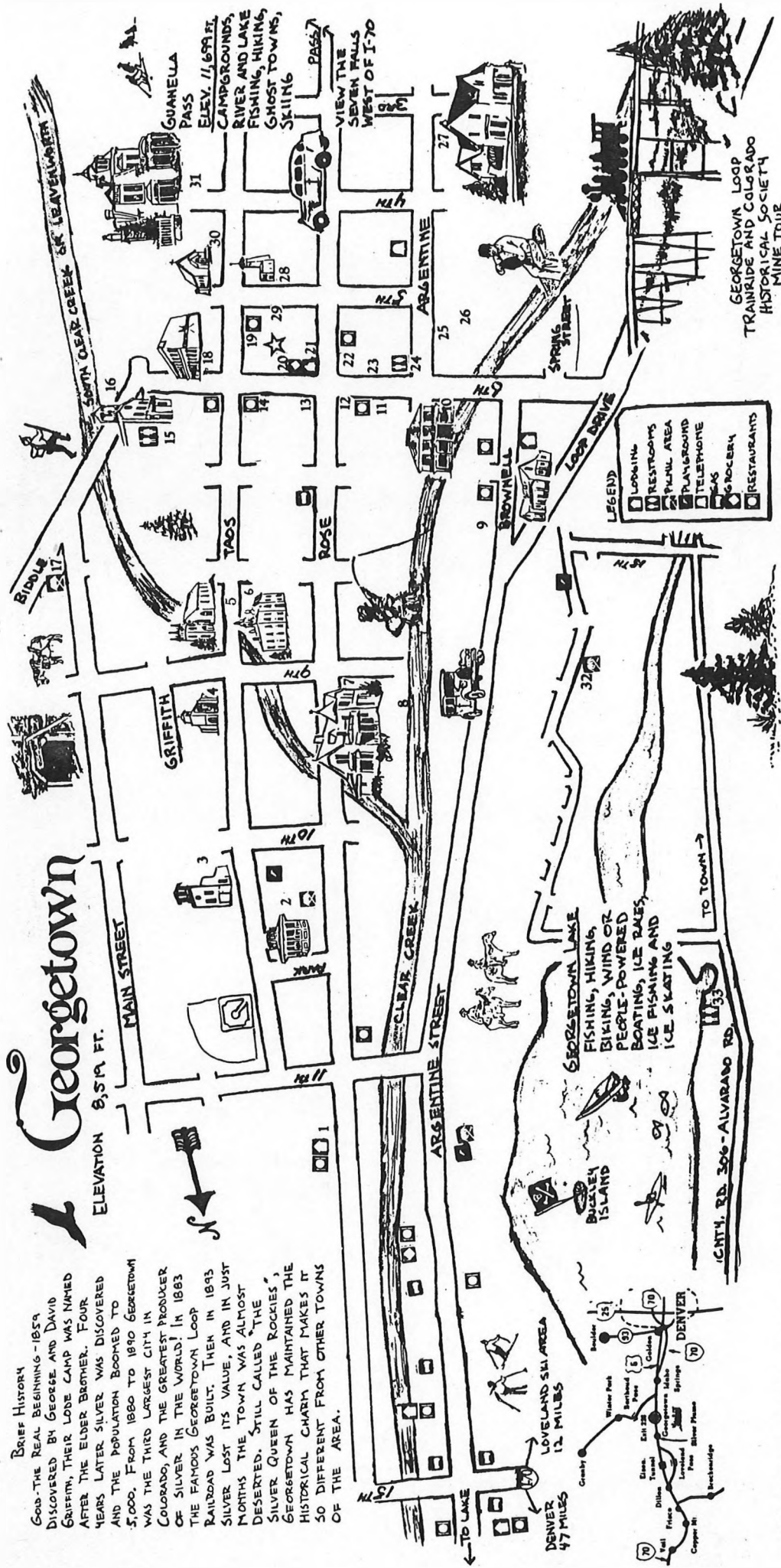
We also express our appreciation to club member Don Smith and the members of the Gold Nugget Brass Band who have taken time to perform for us today.



Georgetown

ELEVATION 8,574 FT.

BRIEF HISTORY
 GOD - THE REAL BEGINNING - 1854
 DISCOVERED BY GEORGE AND DAVID
 GRIFFITH, THEIR LOBE CAMP WAS NAMED
 AFTER THE ELDER BROTHER. FOUR
 YEARS LATER SILVER WAS DISCOVERED
 AND THE POPULATION BOOMED TO
 5,000. FROM 1860 TO 1890 GEORGETOWN
 WAS THE THIRD LARGEST CITY IN
 COLORADO, AND THE GREATEST PRODUCER
 OF SILVER IN THE WORLD! IN 1883
 THE FAMOUS GEORGETOWN LOOP
 RAILROAD WAS BUILT. THEN IN 1893
 SILVER LOST ITS VALUE, AND IN JUST
 MONTHS THE TOWN WAS ALMOST
 DESERTED. STILL CALLED "THE
 SILVER QUEEN OF THE ROCKIES",
 GEORGETOWN HAS MAINTAINED THE
 HISTORICAL CHARM THAT MAKES IT
 SO DIFFERENT FROM OTHER TOWNS
 OF THE AREA.



- HISTORICAL SITES - PUBLIC BUILDINGS**
1. GEORGETOWN DEPOT - 1897
 2. CITY PARK - 1895
 3. MISSOURI FIREHOUSE C. 1870
 4. OUR LADY OF LOURDES CATHOLIC CHURCH - 1918
 5. FIRST UNITED PRESBYTERIAN CHURCH - 1874
 6. OLD GEORGETOWN SCHOOL - 1874
 7. BOWMAN-WHITE HOUSE - 1872
 8. TULLER-RUTHERFORD HOUSE/LOG CABIN C. 1860
 9. VIGILANT NO. 5 FIREHOUSE - 1974
 10. UNITED STATES POST OFFICE - 1976

11. MASONIC HALL - 1891
12. FISH BLOCK - 1886
13. MOHNT AND GUANELLA BUILDING - 1968-1974
14. CUSHMAN BLOCK - 1874/GEORGETOWN'S BANK
15. STAR HOOK AND LADDER BUILDING - 1886
TOWN HALL - MARSHALL'S OFFICE
16. GEORGETOWN'S HYDRO-ELECTRIC PLANT - 1900
17. NYBRO PARK - 1976
18. HOTEL DE PARIS MUSEUM - 1875-1890
19. TAOS SQUARE

20. KRIEDEL AND ANDERSON BUILDING - 1893
IN BUSINESS SINCE 1862, GROCERY
21. STROUSS PARK/ANNUAL CHRISTMAS MARKET
22. HAMILT BLOCK - 1881
23. JOHN TOMAH MEMORIAL LIBRARY
24. COMMUNITY CENTER/OLD LOURHOUSE - 1867
25. STONE JAIL - C. 1868
26. CLEAR CREEK COUNTY COURTHOUSE - 1976
SHERIFF'S OFFICE

27. HAMILT HOUSE MUSEUM
28. GEORGETOWN SOCIETY
29. ALPINE HOSE COMPANY NO. 2 1874-1880
30. COURIER BUILDING C. 1875
31. GRACE EPISCOPAL CHURCH - 1884
32. MAXWELL HOUSE - 1880/PRIVATE HOME
33. PUBLIC TENNIS COURT
- ICE SEATING POND ©1987

LOVELLY EAGLE

GEORGETOWN LOOP
 TRAINRIDE AND COLORADO
 HISTORICAL SOCIETY
 MINE TOUR

LEGEND

- LODGING
- RESTROOMS
- PLAY AREA
- TELEPHONE
- POST OFFICE
- GROCERY
- RESTAURANTS