

GRANDE GOLD

FINALE

LEVIN DIVISION PUBLICATION

FROM THE YARD MASTER

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The publication of **GRANDE GOLD** was originally a focus point in which to learn something about computers.

It was also to record some of my observations of the DRGW in a form that would be more understandable than the field notes and hieroglyphics in my note books. I estimated that **GRANDE GOLD** had a life of about eight or nine issues based on the amount of information I had collected.

In the past 15 months several incidents have happened to our family that I now feel it desirable to record the remainder of this information into one larger issue which I have labelled **GRANDE GOLD FINALE**.

Its contents are sketch plans divided into the mainline west from Denver, Tennessee Pass, Craig Branch, Aspen Branch, Montrose and

North Fork Branches, Cane Creek Branch, Sunnyside Branch, Pleasant Valley Branch and some spurs in Utah. Along with suitable photographs where available this information will complete a tangible record of some aspects of the DENVER AND RIO GRANDE WESTERN RAILROAD in its final years before being renamed Southern Pacific and its remains being engulfed by that great yellow neighbour, the Un-



Nature's Grande Gold.

ion Pacific.

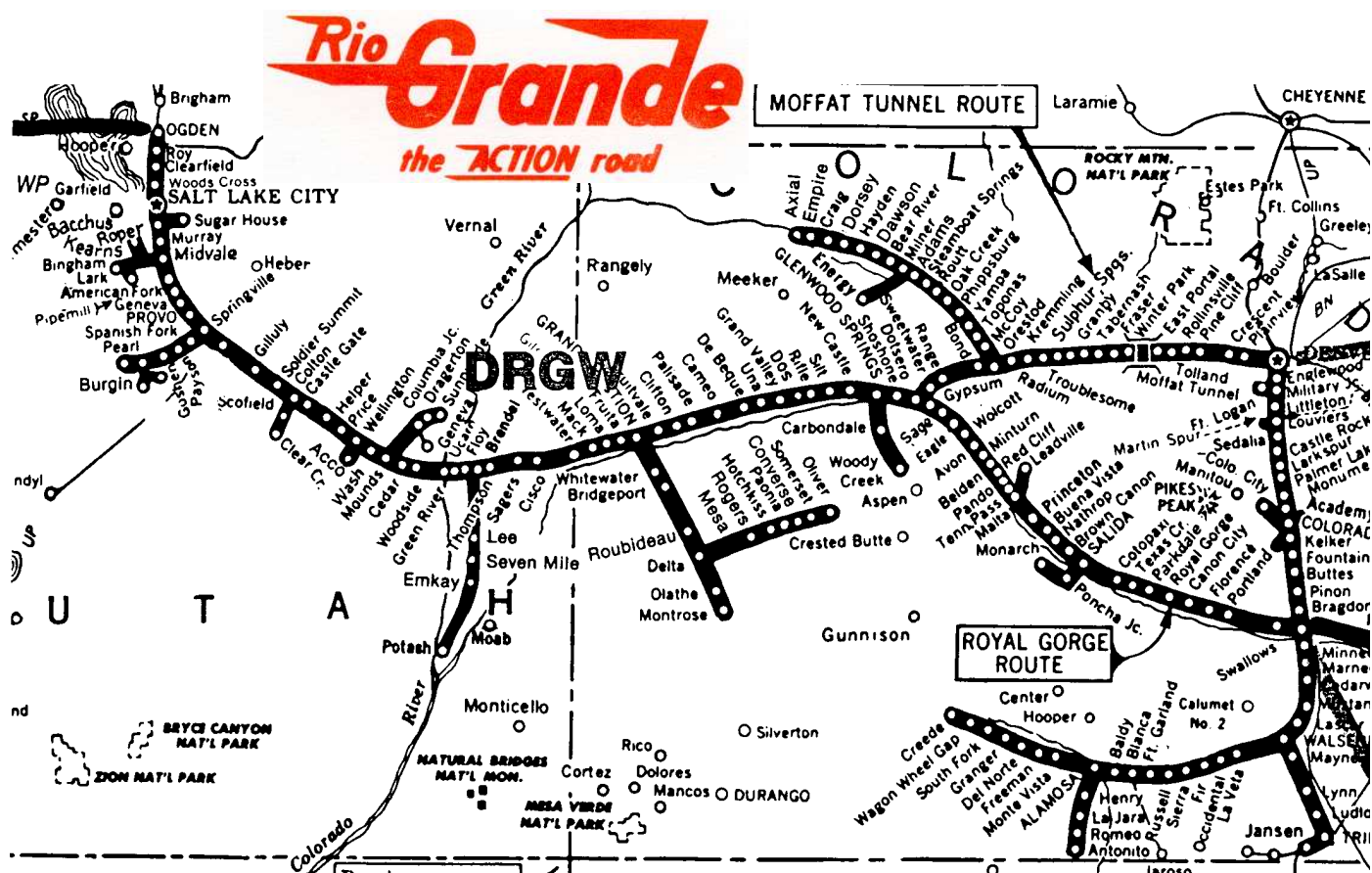
Never again among American railroads will there be a railroad with the history and legends that make the **DENVER AND RIO GRANDE WESTERN RAILROAD** so special to so many.



It is all action at nearly 10,000 ft altitude on Tennessee Pass in 1989.



The westbound California Zephyr from the cab of a DRGW F3 in 1964.



Waking up in a sleeping car to the muted sounds of our train travelling at high speed was a new experience. Climbing up into the dome of the observation car of the westbound CALIFORNIA ZEPHYR and surveying the eastern Colorado plains, the Rockies in the distance and the stainless steel cars of the CZ hauled by 3 silver Burlington diesels (2 E8's and an E7) at nearly 70 mph was another but more was to come.

On time arrival in Denver saw the train move slowly through the car washer, an unusual experience from inside the dome, and then backed into Denver Union Station.

Two days later armed with a cab pass I climbed aboard DRGW F3 5544 leading an ABBA consist and the 12 cars which made up No 17 the westbound CALIFORNIA ZEPHYR from Denver that day. From my seat on the left hand side of the cab I was enthralled with all I saw. GP 35's and GP 30's lead eastbound freights just out of Denver and at the East Portal of the

Moffat Tunnel and an FT A&B and others at Tabernash. All to soon it was time to hit ground at Bond (crew change) and walk the length of the train and climb aboard the observation car where the conductor was waiting for me.

The trip to Salt Lake City with arrival

The City of Los Angeles with a switcher lead the reverse move of 25 cars and 5 E8 diesels down the street past the RIO GRANDE depot before heading out onto the main line.

This is all history but it has been recorded in time for me by that great railroad photographer Emery Gulash in his video THE CALIFORNIA ZEPHYR – The Ultimate Fan Trip.

The only differences between our respective trips was that he rode the cab of the CZ from Denver to Bond and onto Glenwood Springs and a year later than we did.

FORM 129

Rio Grande No. 571

TO LOCOMOTIVE ENGINEERS: #17, Oct. 30, 1964

BETWEEN Denver and Bond
ON PRESENTATION OF PROPER TRANSPORTATION, PERMIT BEARER,

R. B. Mathewson

TO RIDE ON DIESEL/STEAM LOCOMOTIVES, PROVIDED SAID BEARER SHALL HAVE SIGNED AND ACCEPTED THE CONDITIONS ON BACK HEREOF.

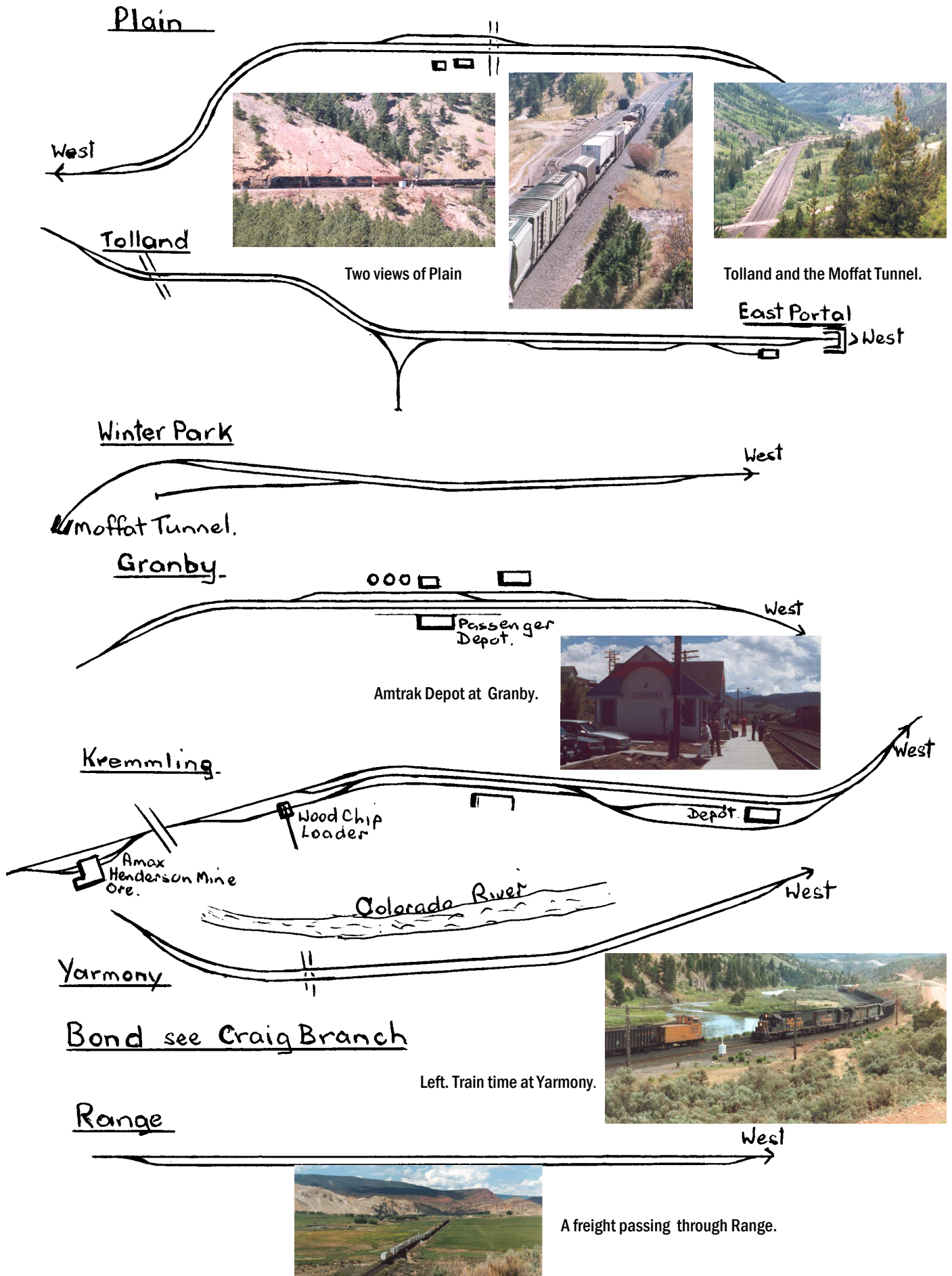
VOID UNLESS COUNTERSIGNED. VOID AFTER October 31, 1964

COUNTERSIGNED: *John Ayer Jr.* AUTHORIZED SIGNATURE *John Ayer Jr.* VICE PRESIDENT - OPERATIONS

time about 11 p.m., late, was full of surprises including passing coal trains in the Gilluly Loops area. After stopping over in Salt Lake City for a day or so prior to our departure for Oakland at 10 p.m. we witnessed the U.P. streamliner The City of Los Angeles with a switcher leading

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RIO GRANDE MAINLINE WEST

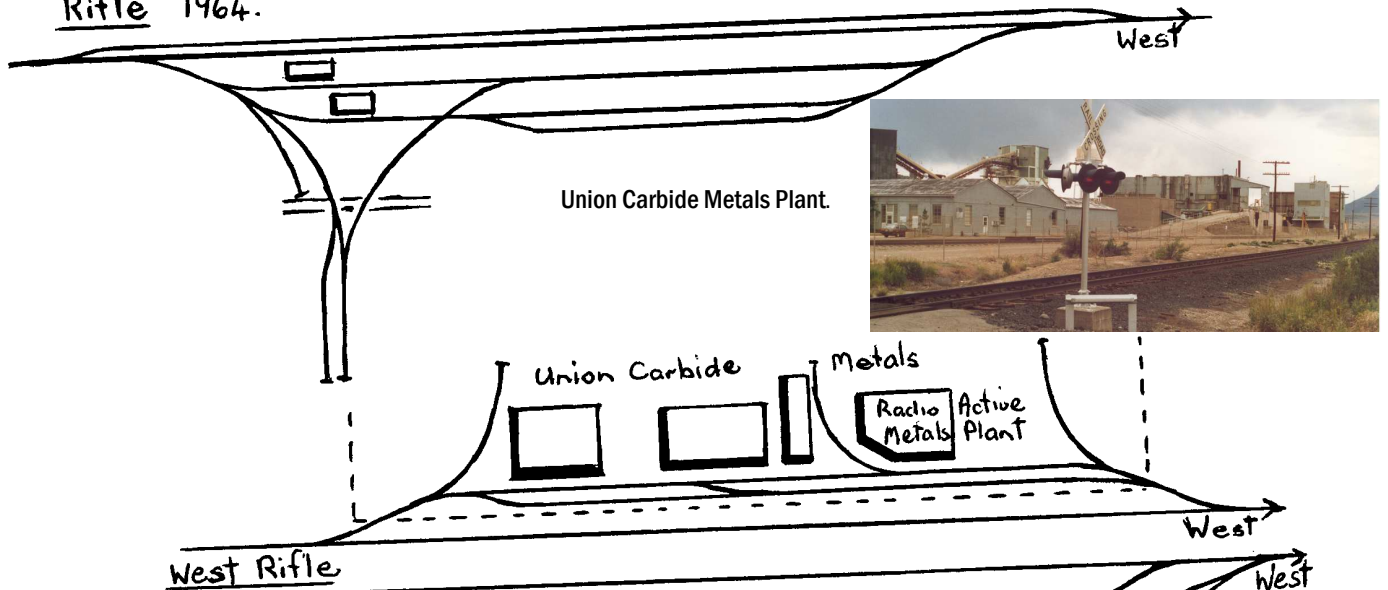


RIO GRANDE MAINLINE WEST

Glenwood Springs see Aspen Branch

Chacra, Newcastle + Silt all longpassing loops.

Rifle 1964.

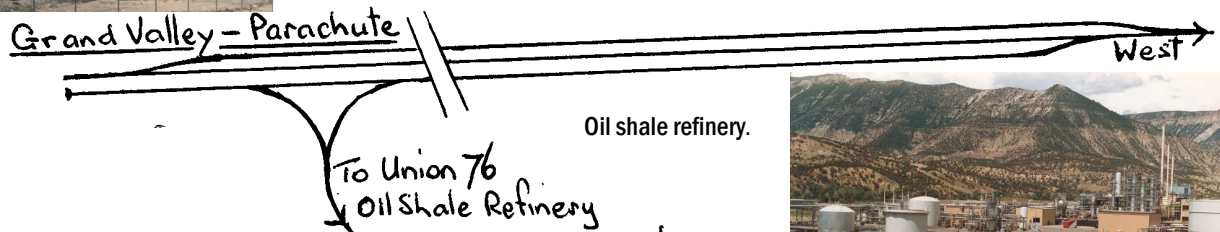


Ideal Cement Terminal.

Ideal Cement Terminal.

Trailer truck Ramp.

Grand Valley - Parachute



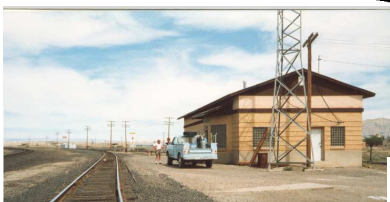
Oil shale refinery.



Grand Junction - See Montrose Branch.

Thompson, Brendel - See Cane Creek Branch

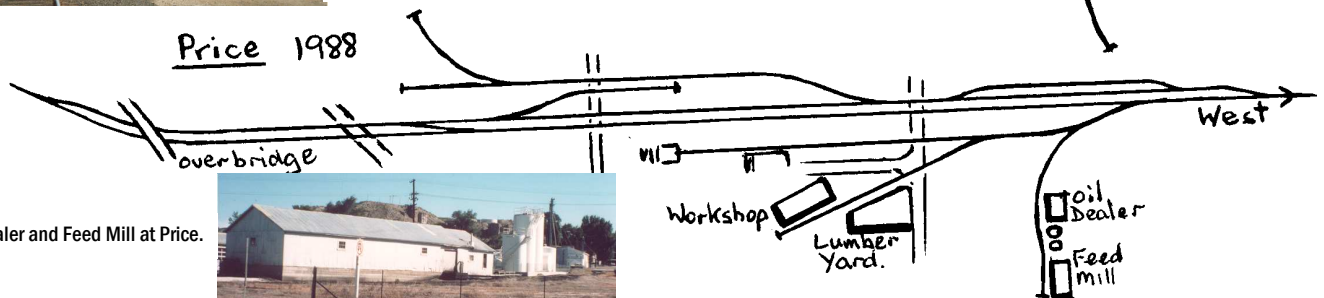
Green River 1988



Depot at Green River.

Warehouse. Depot

Price 1988



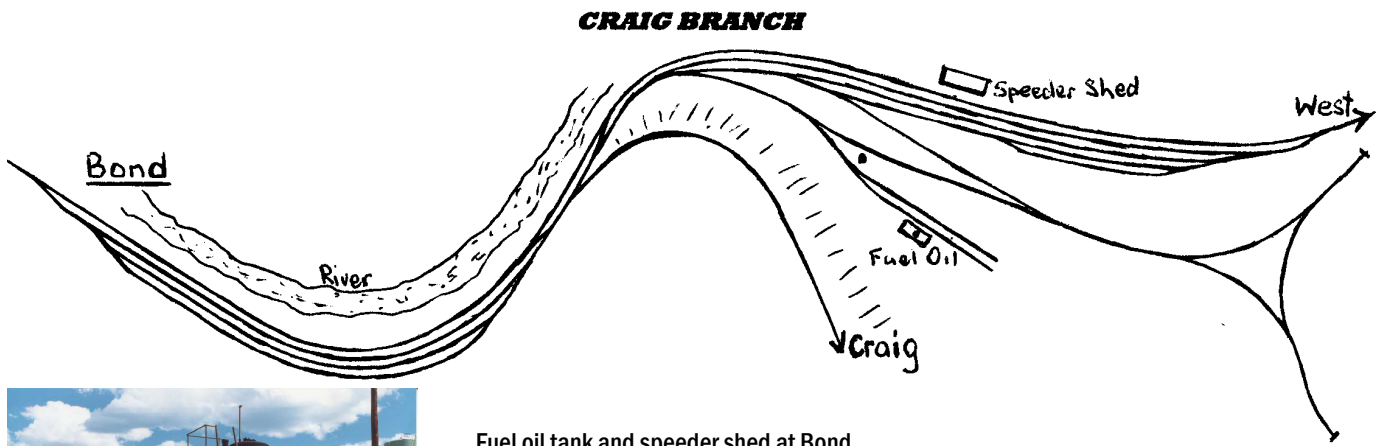
Oil Dealer and Feed Mill at Price.



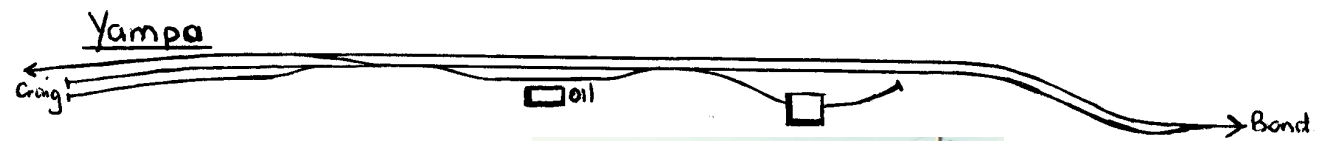
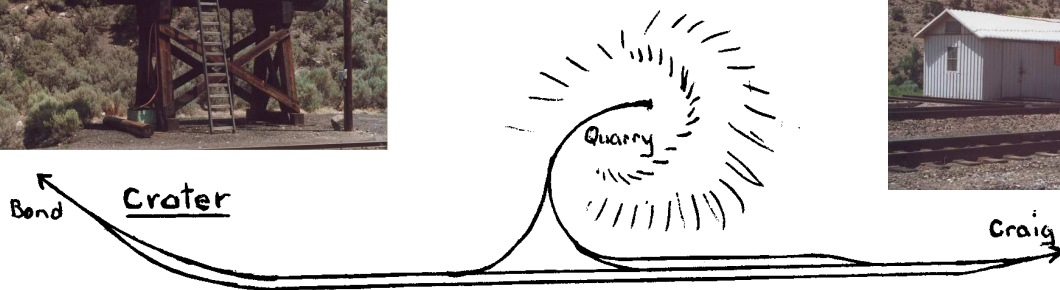
Workshop

Lumber Yard.

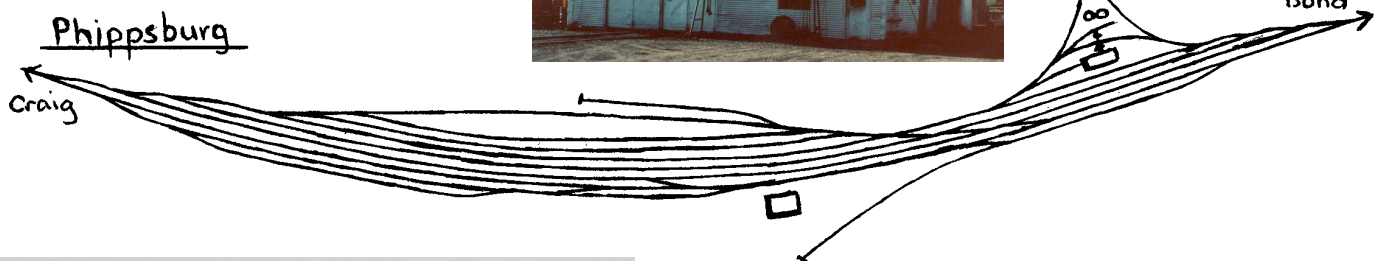
Oil Dealer
Feed mill



Fuel oil tank and speeder shed at Bond.



Loco Shed at Phippsburg.

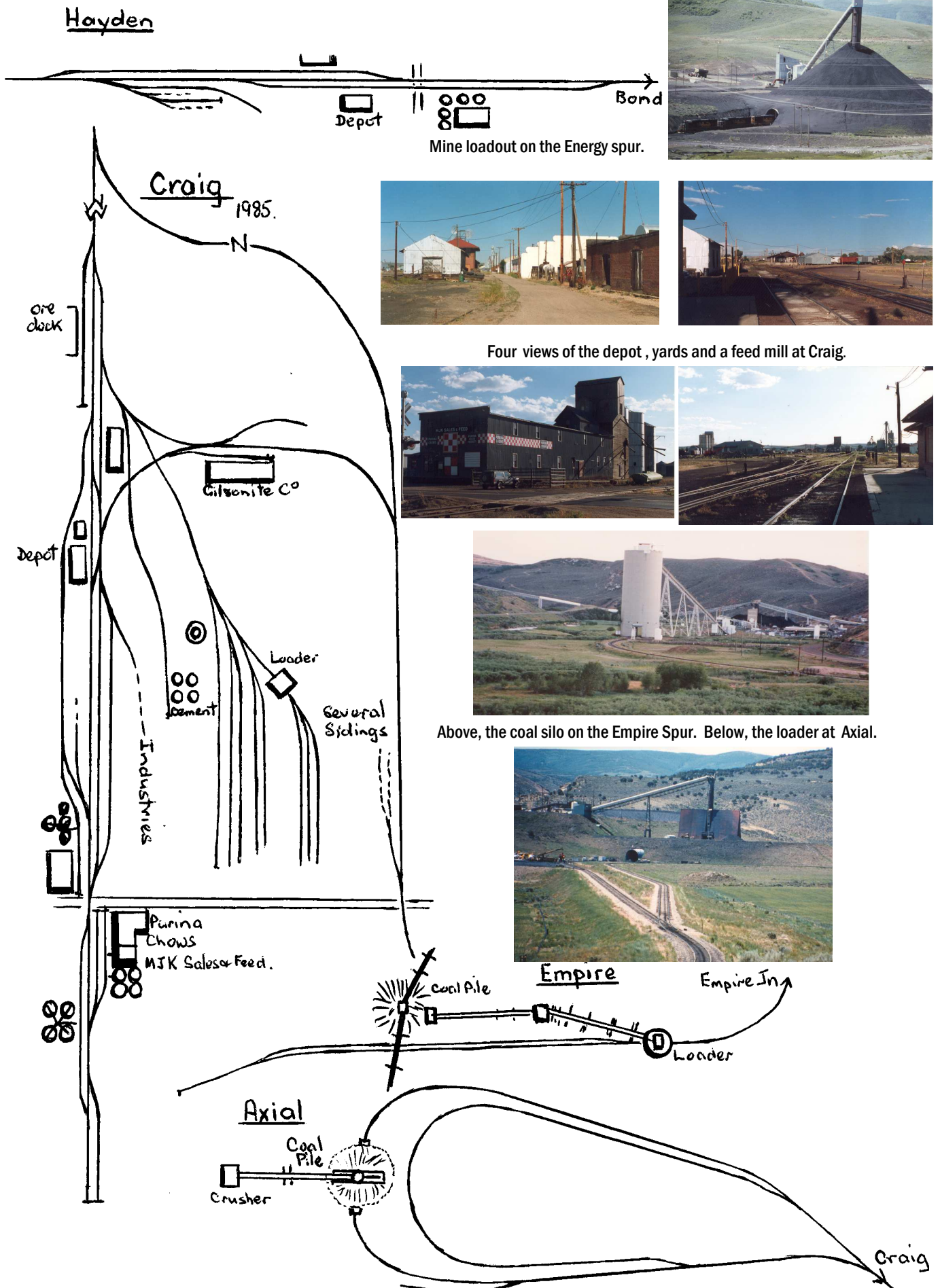


Empty coal train leaving Phippsburg for Energy Mine.



Railroad yards at Phippsburg.

CRAIG BRANCH



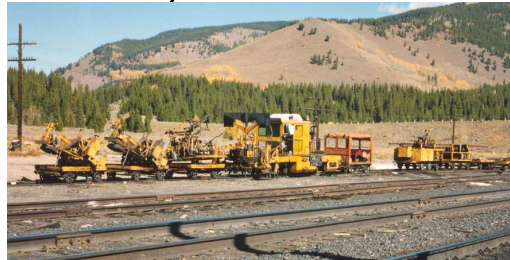
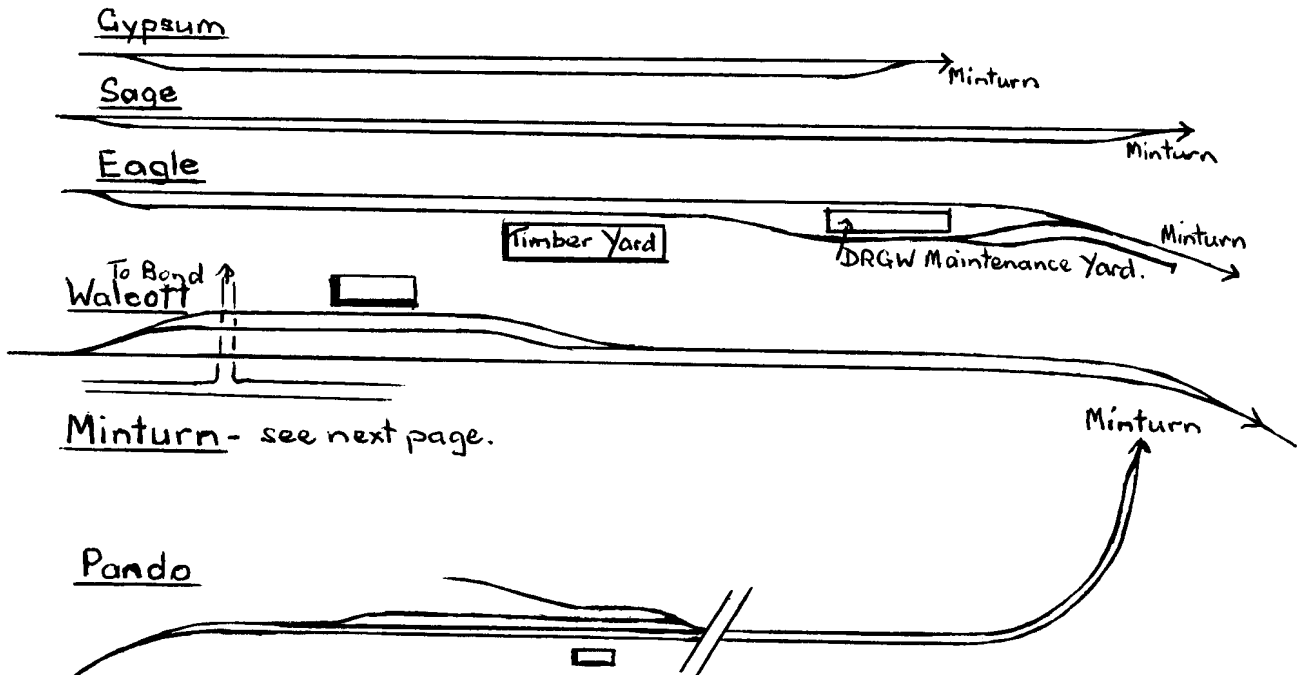
Four views of the depot , yards and a feed mill at Craig.



Above, the coal silo on the Empire Spur. Below, the loader at Axial.

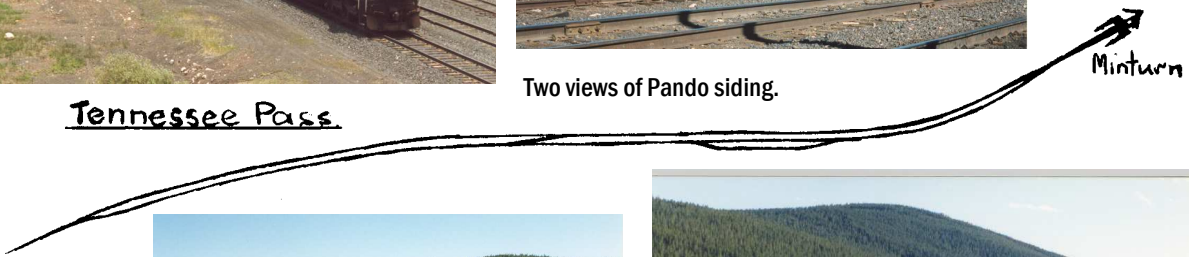


TENNESSEE PASS

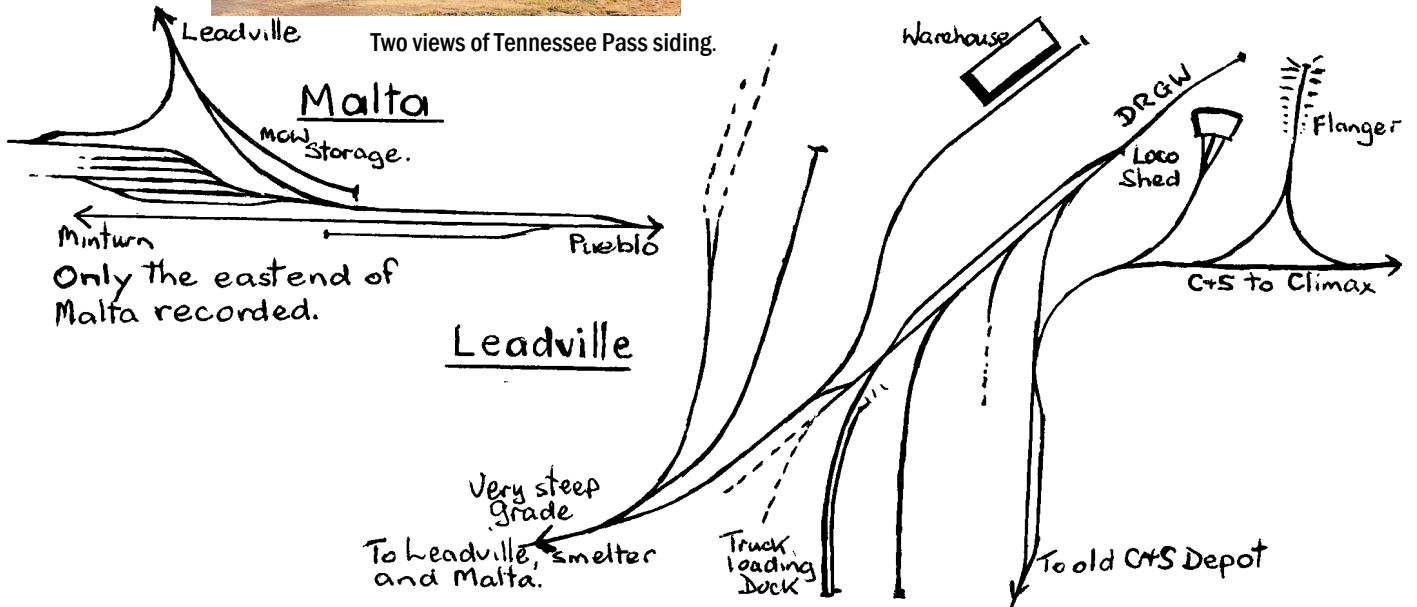


Two views of Pando siding.

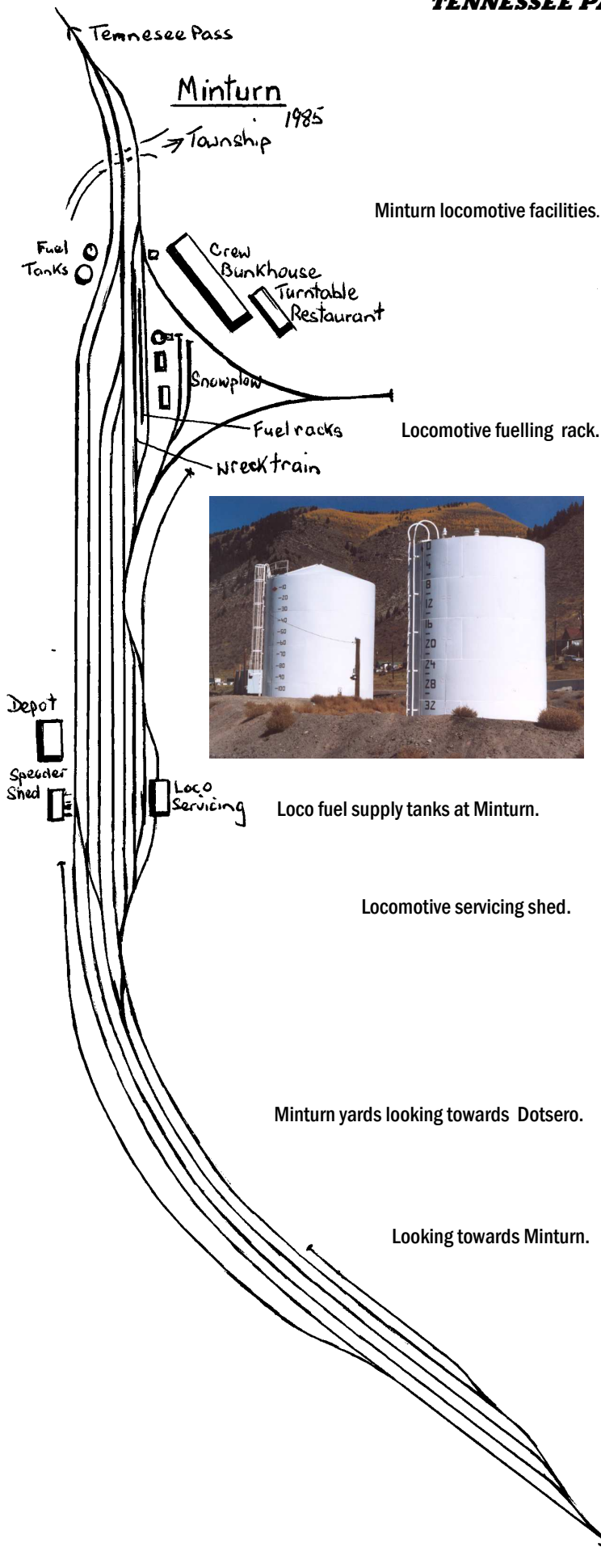
Tennessee Pass



Two views of Tennessee Pass siding.



TENNESSEE PASS



Minturn locomotive facilities.



Locomotive fuelling rack.



Loco fuel supply tanks at Minturn.



Locomotive servicing shed.



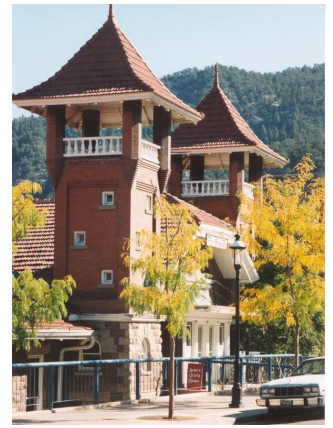
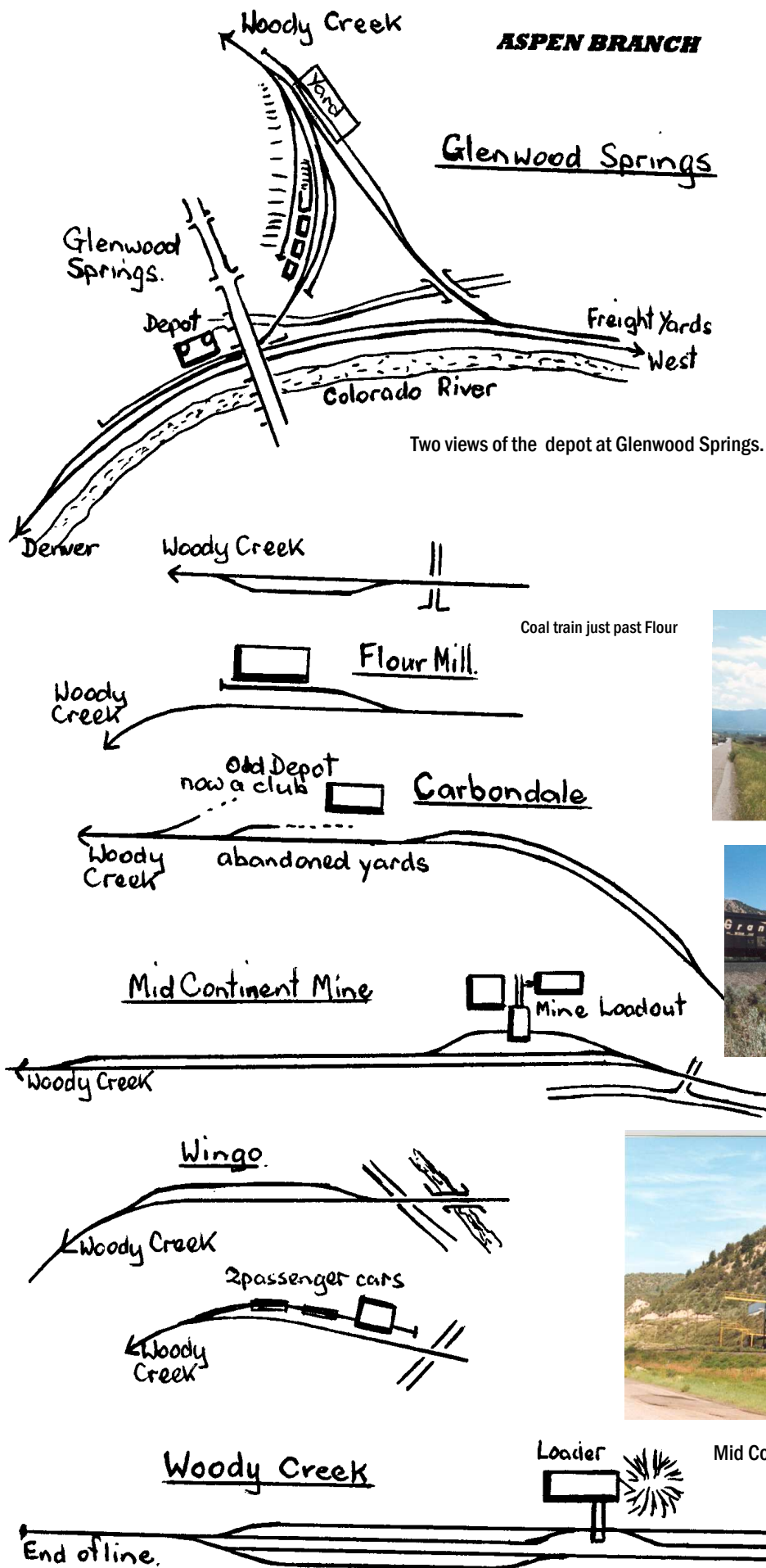
Minturn yards looking towards Dotsero.



Looking towards Minturn.



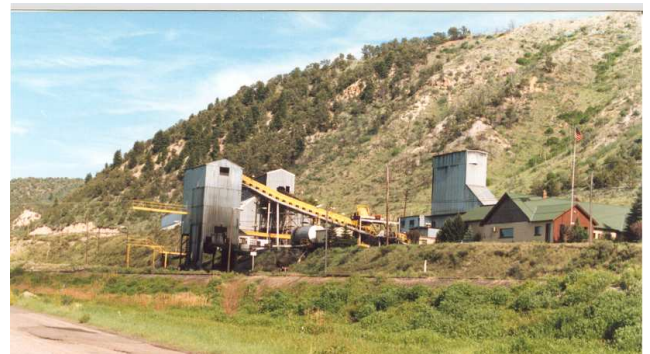
Glenwood Springs



Two views of the depot at Glenwood Springs.

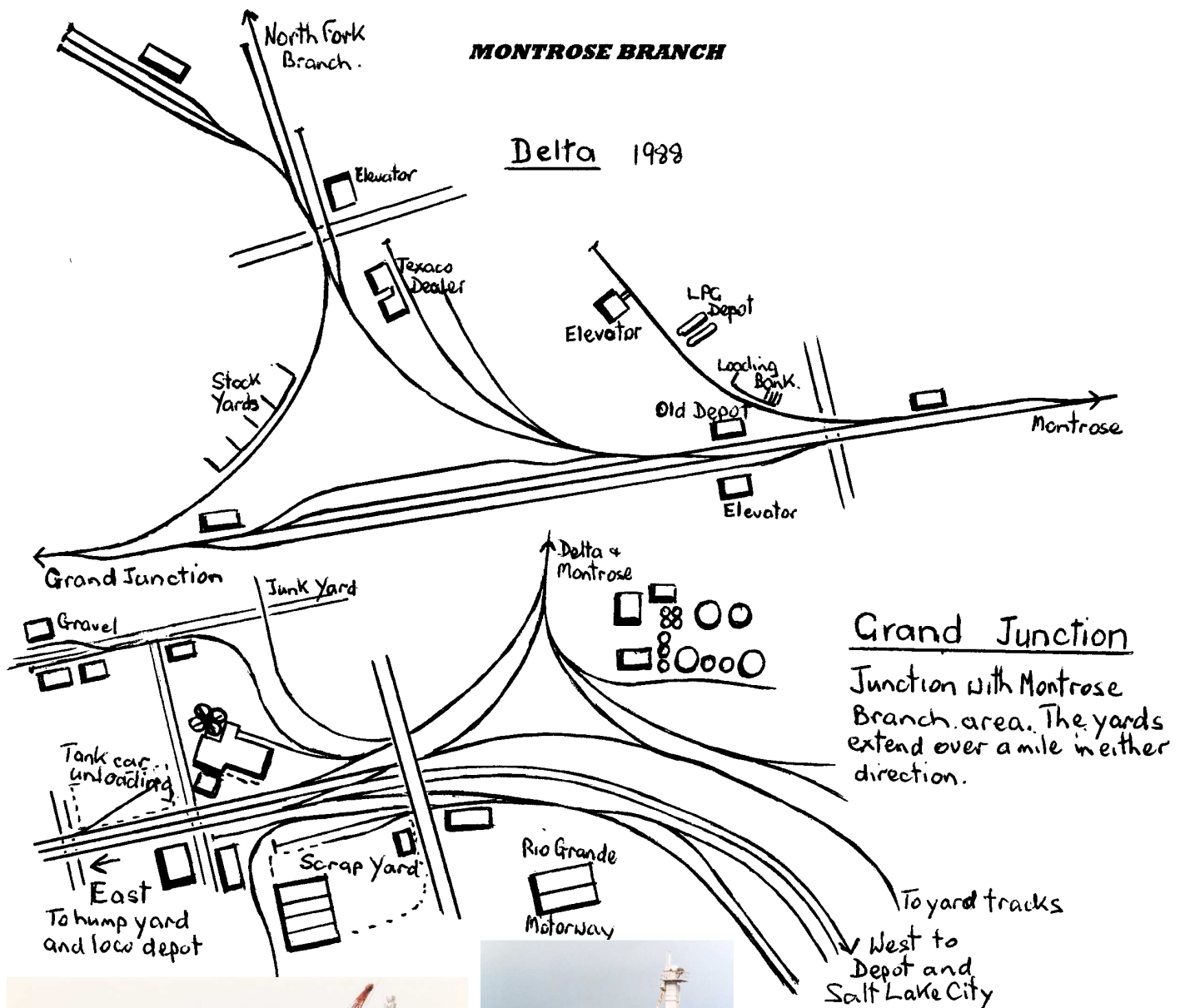


Coal train just past Flour



Mid Continent Mine loadout at Carbondale.

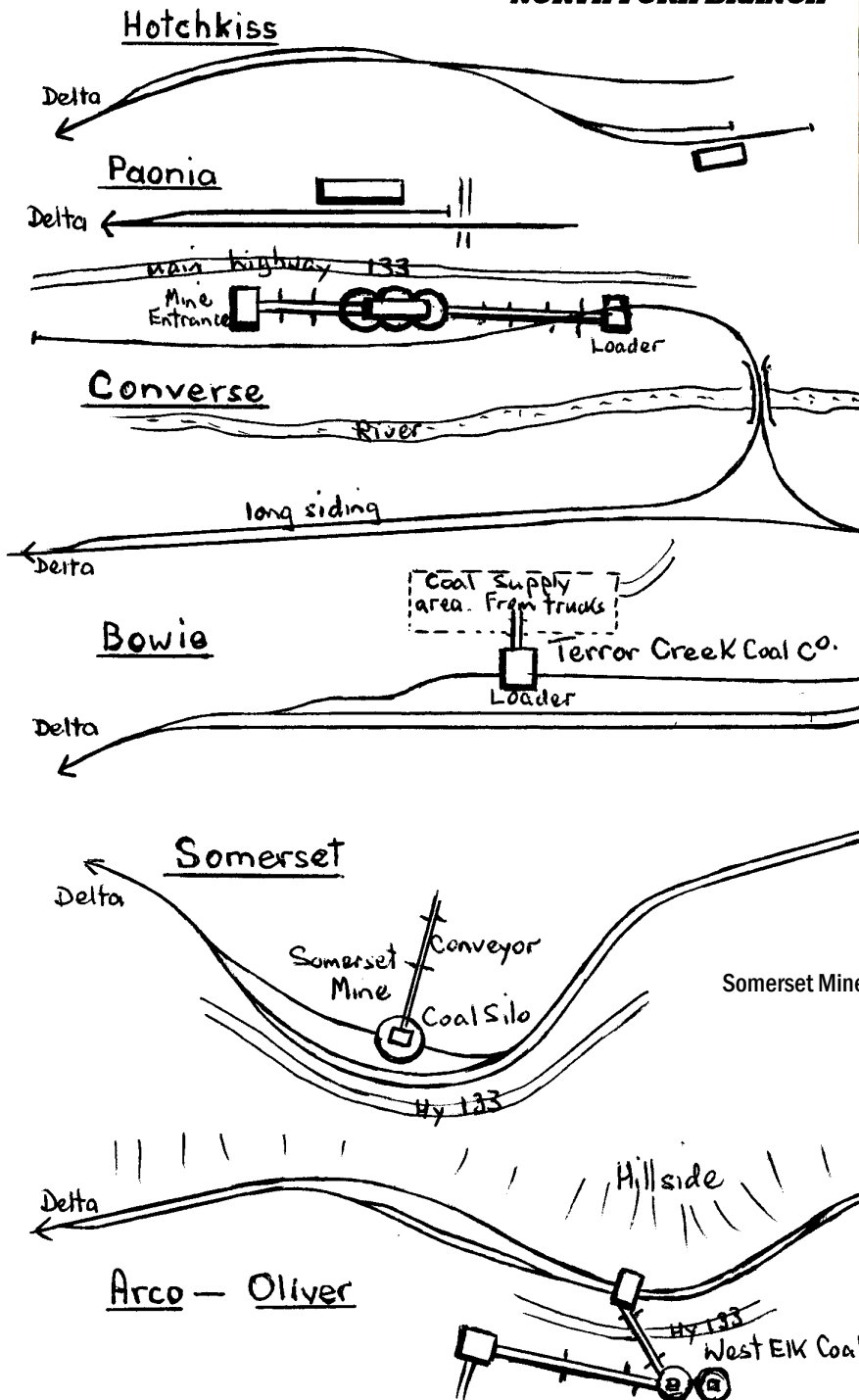
R.B. Mathewson 1988



Four views of the yards at Grand Junction taken from the overbridge near where the branch to Montrose leaves the main line. A GP 30 switches one of the sidings serving a furniture manufacturer.



NORTH FORK BRANCH



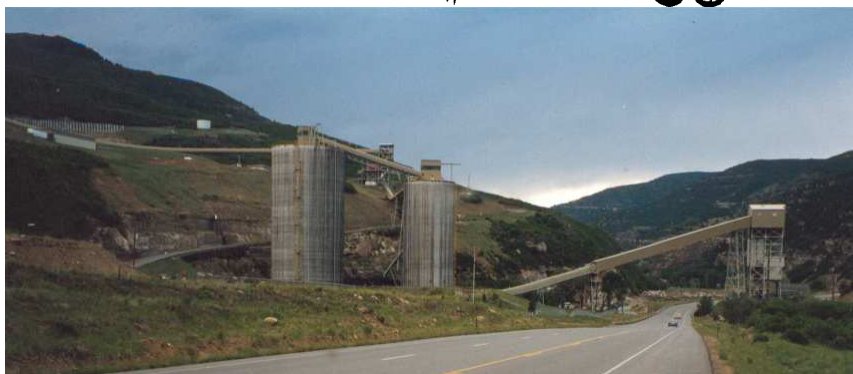
Old railroad depot at Hotchkiss.



Mine load out at Converse.



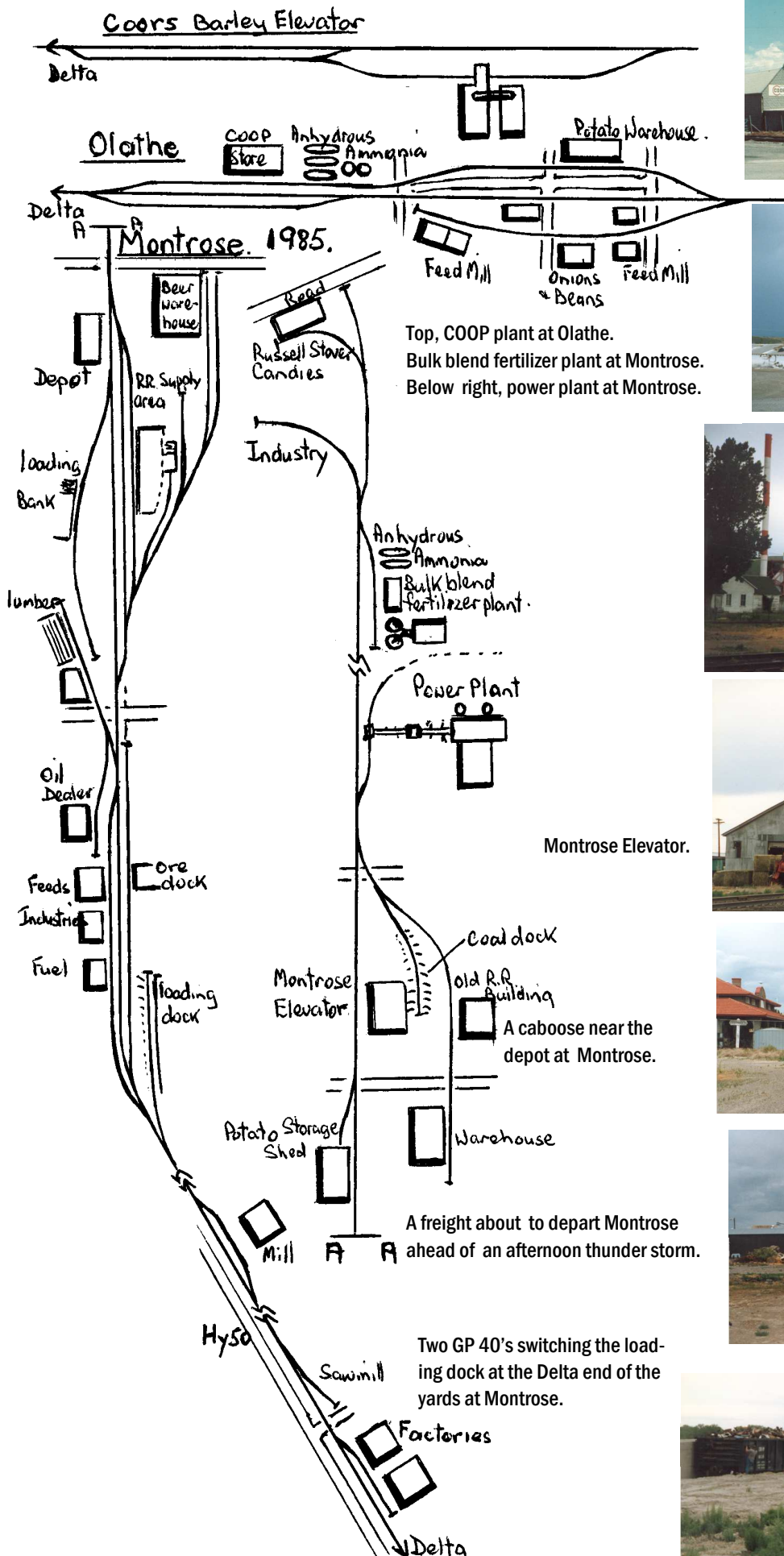
Somerset Mine coal silo.



Above, West Elk Coal Co. load out.
Right, Old and new mines at Oliver.



MONTROSE BRANCH



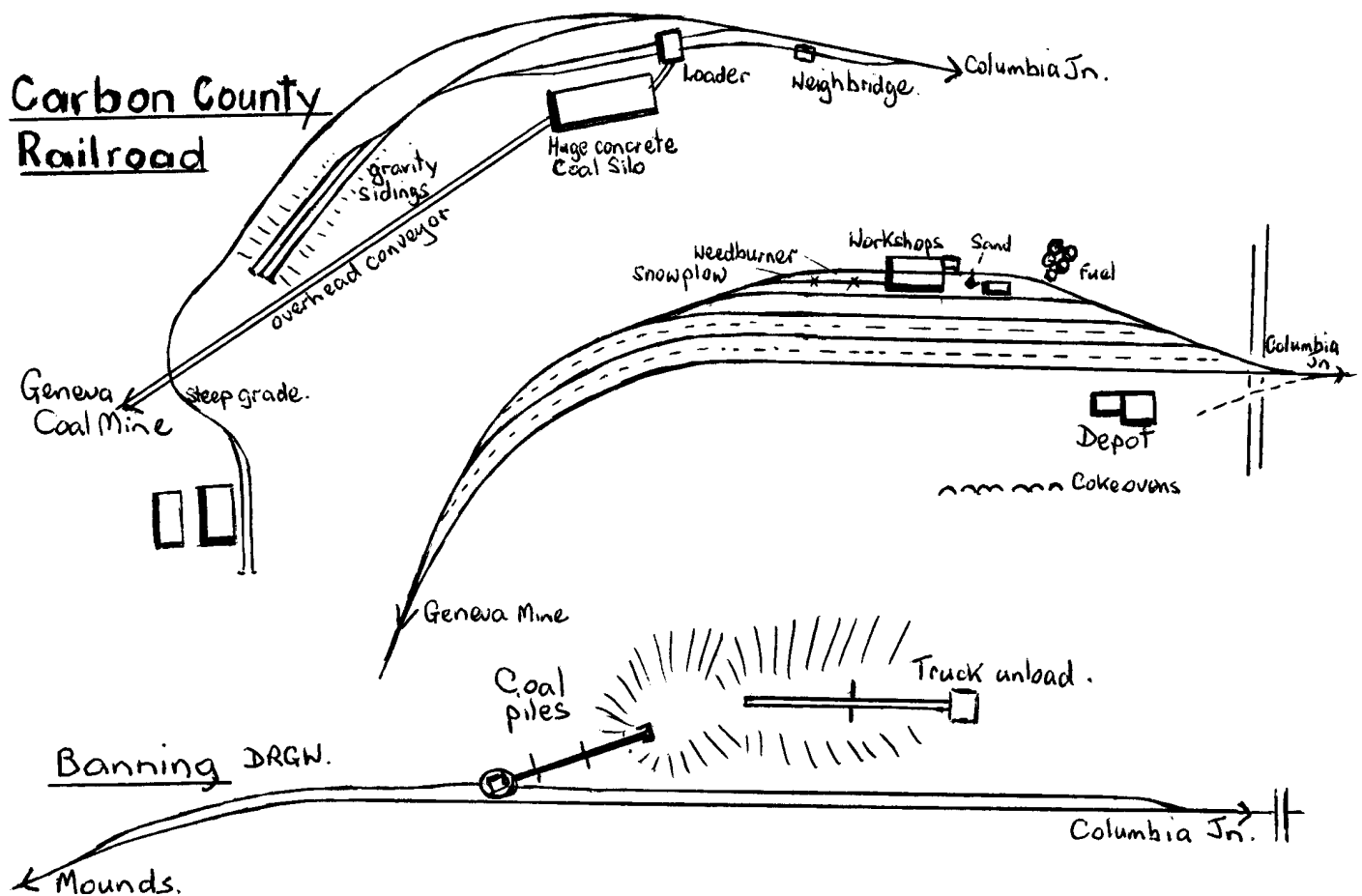
Top, COOP plant at Olathe.
Bulk blend fertilizer plant at Montrose.
Below right, power plant at Montrose.

Montrose Elevator.

A caboose near the depot at Montrose.

A freight about to depart Montrose ahead of an afternoon thunder storm.

Two GP 40's switching the loading dock at the Delta end of the yards at Montrose.

SUNNYSIDE BRANCH

Left, the loader and coal stock pile facilities at Banning on the Sunnyside Branch of the DRGW.

The two track layouts at the top of the page are those of the Carbon County Railway Co which was abandoned in 1984 and still intact when we visited the area in 1985.

Because of the lack of access it was not possible to record all of the track layouts at the Sunnyside Mine and the junction at Mounds and therefore those details have had to be omitted.

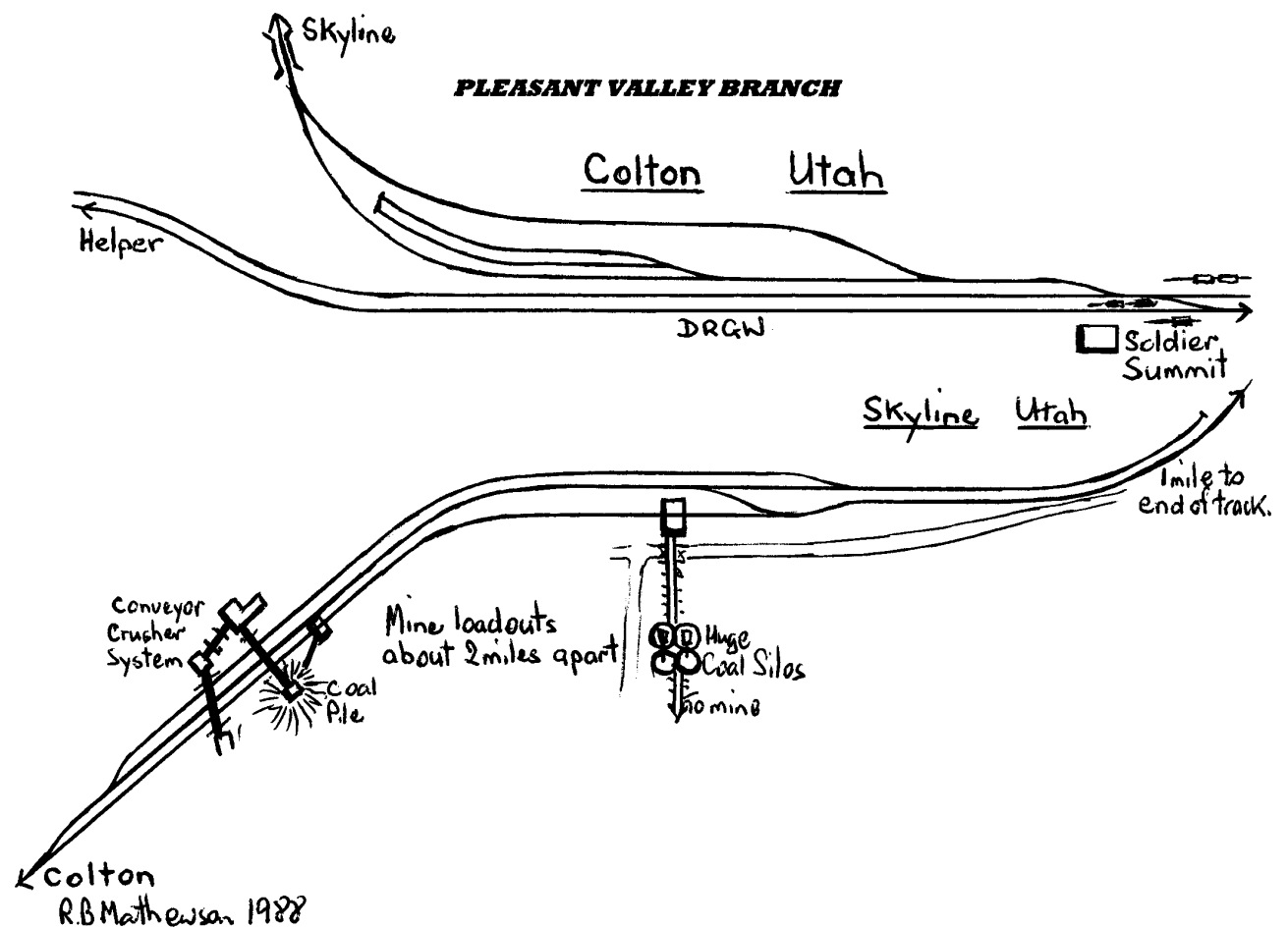


Far left, The huge Geneva Mine coal silo.

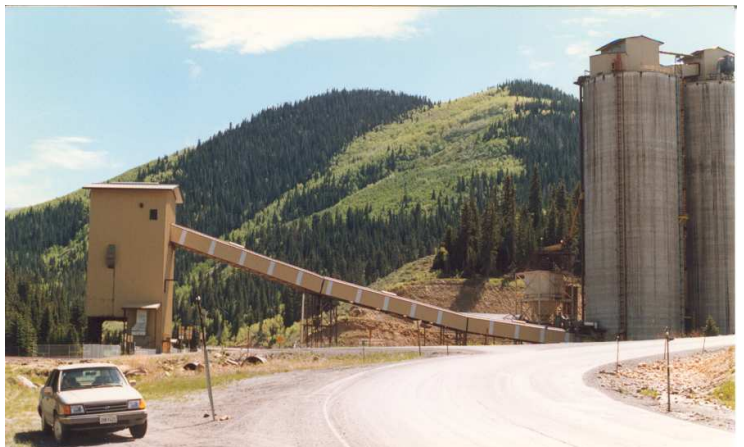
Left, The Carbon County Railway Co. depot. Below left, The loco depot and maintenance yard.

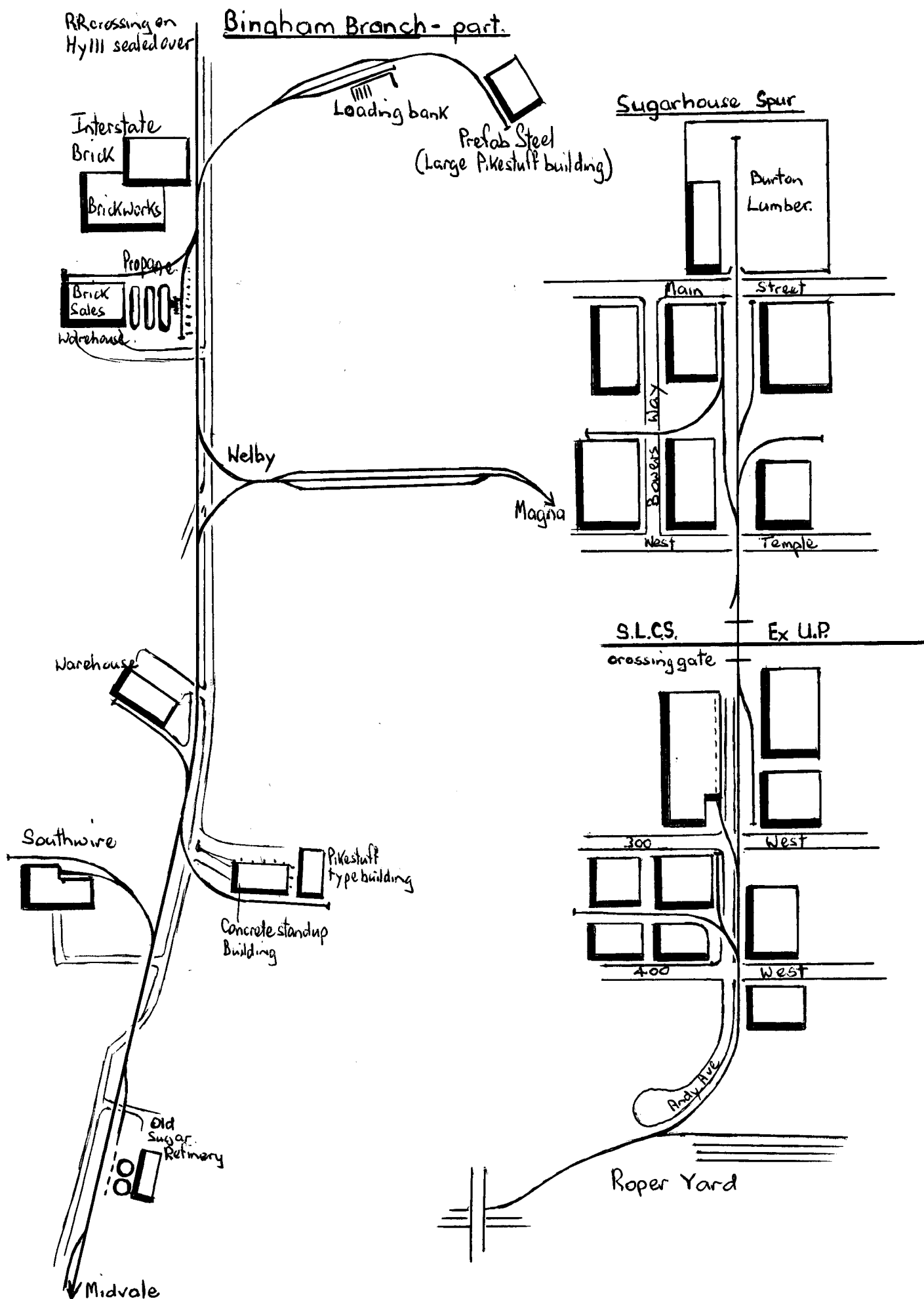
Below, Locomotive fuel supply facilities.





Above, the load out facilities at Valcam. The other two views show the loader and coal silos at Skyline.





A LEVIN DIVISION PUBLICATION

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COMMENTS

While assembling all the information contained in the previous pages I have noticed that the *GRANDE* has made a number of alterations to its tracks as a result of new industries requiring rail access or older industries abandoning rail for road transport or closing down altogether. This was evident in Montrose, Grand Junction, Price, Craig and several locations in the San Luis Valley between our first and most recent visits to these areas. The plans



The author and the Denver and Rio Grande at Phippsburg during a tour of the U.S.A. in 1988.

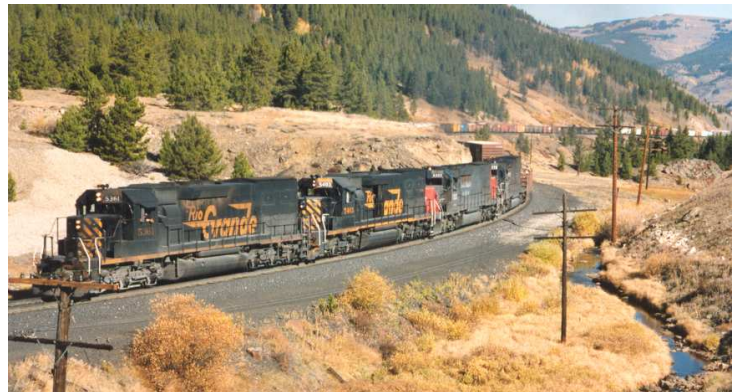
have been illustrated in the form when they were recorded and any subsequent alterations by the railroad have not been included. On this last page I have indulged myself a little by illustrating two areas of railroading in the United States which have appealed to me most, Soldier Summit and the incomparable Tennessee Pass.

Each area has its own scenic beauty and that combined with pre Dash 9 horsepower required to move tonnage over the mountains was in this railfan's mind, paradise.

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Soldier Summit one of the author's favourite railfanning locations. Above, a fast west bound freight ascends the eastern slope of Soldier Summit.



Tennessee Pass has a magic all of its own. The scenery, the altitude and the immense horsepower required to move tonnage over the pass is a railfan's paradise. Above, an eastbound freight grinds past what I believe to be Kindig's Point. Below, midtrain helpers assist an east bound freight around the reverse curves at Mitchell on their way to the sum-

