

RIDGWAY RAILROAD MUSEUM

LOCATED IN THE RIDGWAY CHAMBER OF COMMERCE VISITOR CENTER
HWYS 550 & 62

www.ridgwayrailroadmuseum.org

November

2011

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President's Message

Dear fellow rail historians,

First I wish thank Kate Kellogg for taking over the newsletter effective with this issue. I hope she has as long and illustrious a career with this as her predecessors. Thanks also to Don Kellogg for doing the work to allow us to have thank you T shirts for those involved in the GG4 restoration and his work on new accessioning software. Thanks to Bob Meyer for going to Dolores to learn about the stenciling issues. Thanks also to Jim Pettengill for handling issues relating to the RACC budget.

As information, we are working toward having GG4 ready to go to Golden next summer with all the other Motors/Geese. It will be a once in a lifetime gathering of all 7. We still must work out a contract with the Telluride Volunteer Fire Department to allow this. We need to work out insurance issues for the trip.

The major items left to do next summer on GG4 are:

Another Coat of paint

All the lettering---this is proving to be very challenging to get right

Replace rubber gaskets on doors and windows

Final tune and test of running gear

Fix water leaks and fuel problem

Set valve lash

Canvas curtains???

Rebuild sander valves

Details, Details

We will also have to do a lot of work on Motor 1 to get it ready:

Redo much of the black paint

Polish and wax green paint and bright work

Build new rear gate for easier use and safe operation

Replace worn brake shoes

Final tune and test

D&RG Bridges: Montrose to Ouray

By Don Paulson

The Ouray Branch of the Denver and Rio Grand Railroad was built from Montrose south to Ouray in 1887. The first scheduled train arrived on Dec 21, 1887. The branch had numerous bridges. In addition to many small culverts, there were 22 bridges requiring at least one trestle bent between Montrose and Ouray. In the following discussion I have included the D&RG bridge numbers for each bridge. These are the Mile Post numbers closest to each bridge's location.

In service photos of some of these bridges can be found in *Colorado Rail Annual No. 11*, "Train Time in Ouray." I have included below photos of the six surviving bridges as they appear today.

Starting from Montrose, the first bridge (353A), located at on the south edge of town, is a 364' girder and trestle bridge over the Uncompahgre River. It is now used as a bike/walking path. It has double trestle bents (see photo No 1) that are encased in wood sheathing to prevent large pieces of flotsam from damaging the bents. Two miles south of here the railroad crossed Horsefly Creek on Bridge 355A (one bent, 16').

The next bridge (357A) was a 64' trestle over the Uncompahgre Canal. Then came bridge 363B, a six-bent 96' trestle bridge over Wildcat Creek on the north edge of Colona. Just north of the "Eldrege" siding were four small bridges, 365A (nine bents, 128'), 365B (four bents, 64'), 366A (four bents, 58') and 366B (one bent, 25'). Next comes bridge 367A (4 bents, 63') quickly followed by bridge 367B (1 bent, 20'), bridge 367C (4 bents, 63') and bridge 368A (3 bents, 46'). Photo No. 2 shows bridge 368A which still stands today.

The big Uncompahgre River bridge (photo No. 3) (Bridge 368B) comes next with a 4 bent approach trestle of 54' followed by an 80' Howe Truss span and finally a 132' 8 bent trestle on the south end. Just to the south of this big bridge, the railroad crossed Cow Creek on bridge 369A with a 3 bent, 35' approach followed by three steel deck girder spans of 49', 49' and 60' followed by a 7 bent 140 foot approach on the south side. This span still exists and is shown in photo No 4.

At MP 371, the railroad crossed Alkalai Creek on a 21 bent 332' trestle. Just north of the former site of Dallas, the railroad crossed Harry Creek on a 132' 8 bent trestle (Bridge 373A). At the south end of Dallas, the Railroad crossed Dry Creek on bridge 374A (80' with 5 trestle bents). This bridge still exists and is shown in photo No. 5. After the 1891 construction of the Rio Grande Southern Railroad, the D&RG came into Ridgway by crossing the Uncompahgre River on bridge 376A, originally a wooden Howe Truss span but replaced later by a 120' steel span brought over from the Arkansas River. This steel bridge is used today as a biking/hiking trail and is shown in photo No. 6.

The first bridge south of Ridgway was bridge 385A, a 114' 7 bent trestle over Whitehouse Creek. Just to the south was the famous Mill Trestle (Bridge 385B) a 25 bent 385' trestle that ran over the marshy area alongside the Norfolk Mill. There were two bridges in the city limits of Ouray. The first (Bridge 387AS, 10 bents, 166') was on a siding that crossed the Uncompahgre River to reach the Munn Brothers Sampler. It was removed in 1929. The final bridge of the Ouray branch was bridge 388A (7 bents 120') which crossed the Uncompahgre River to reach the Rice Lumber Company and the Ouray Electric Power Company. This final bridge was removed in 1909.



1. Bridge 353A



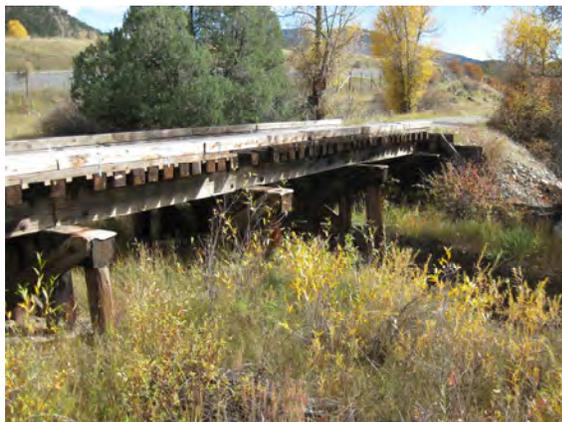
2. Bridge 368A



3. Bridge 368B



4. Bridge 369A



5. Bridge 374A



6. Bridge 376A

Photos by Don Paulson

Greeley Museum Boasts Outstanding Model Railway

Rail Fans and avid model railroaders may want to put a side trip to Greeley Colorado in their future plans. This past summer (2011), Museum member and Greeley resident, Tom Caldwell hosted Keith Koch and family at the Greeley Freight Station Museum.

Tom Caldwell, left, talks about the layout with Keith Koch.



The museum features a 5,500 square foot HO layout of the Oregon, California & Eastern Railway. The quality of the modeling is outstanding. It features 15 bridges and 12 tunnels with 14,000 fir, 6,000 deciduous and 3,400 aspen trees, all hand made to represent the timber country of central, southern and western Oregon. 150 locomotives pull 2,000 cars.

A sawmill emphasizes the strength of the lumber interests in the Pacific Northwest

For more information, check out www.GFSM.org



Editor's Note: The following newspaper items, contributed by Don Paulson, complement Keith Koch's article that ran in the Jan., 2011 newsletter. Keith's article, "Otto Mears and the Lima Shay" examines the engine's capabilities and limitations for operating on both the Silverton and Rio Grande Southern Railroads. The Shay 269 had a relatively short run on the Silverton. Late in 1892 (records differ on the exact date), Mears traded it to his RGS RR for Engine 34.

The Silverton Railroad Shay

The following information comes from the *Silverton Standard* newspaper. It was discovered by W. George Cook and given to Don Paulson by Mallory Hope Ferrell.

January 4, 1890: "Orders have been sent east by the Silverton railroad company for a Shay locomotive. It will be here by the first of April."

April 4, 1890: "Hon. Otto Mears when in town last Saturday [3/29/1890] informed the train crew that the new Shay Locomotive would certainly be in here by the fifteenth of the month. When she comes, No. 100 will probably only be used for passenger trains."

April 19, 1890: "Both of our samplers are kept busy on Red Mountain ore and the Silverton RR is crowded with business. As soon as the Shay locomotive gets here, two trains will be put on. Will Booker lost a box of cigars this week to Will Spears, he bet that the new Shay would be in by the 15th. Well, it was not, but it is on the road and may be in any day."

May 3, 1890:"The Shay locomotive is in Denver and will be here in a few days. It is named "Silverton."

May 10, 1890: "The new Shay locomotive for the Silverton RR is being tried by the D&RG on La Veta Pass. It will be in here [Silverton] in a few days."

May 17, 1890: "The new Shay locomotive came in this week for the Silverton railroad. It has been running since Monday [May 12, 1890] and doing good work. It can haul six loads from the Yankee Girl to the top of the hill. To anyone unacquainted with this kind of locomotive it looks a little strange. It runs on two trucks, the machinery is all on the right hand side and the boiler sets over well to the left. There are three cylinders and a tumbling rod connecting to all the wheels, which are run by cogs attached to the rods. Our description may resemble the riddle of the wheelbarrow- a ricity rackety two-legged muckety with a little twirl at the end- but honestly; we are not posted on the machinery of a "Shy" [Shay] locomotive."

May 17, 1890: "W. V. Elliott, of Lima Ohio, is explaining the beauties of the Shay locomotive to Billy Booker and will remain here until the engine has been given a thorough test. He is the traveling engineer for the builder."

May 24, 1890: "W. V. Elliott, the traveling engineer of the Shay locomotive works returned home to Lima, Ohio, this week after showing the master mechanic of the Silverton Railroad that his engine would do all that he claimed for it. He says he had a hard time in Colorado. From the day he set the engine up in Denver till the day he left the state, everyone found fault with her, but she pulled six cars from the Yankee Girl and backed up 18 cars at Stoiber's sampler and did all that was claimed for her and the boys

on the road, now that they are becoming more used to her, like her better. She cost about half what a Baldwin would and weighs several tons more than the #100.”

June 21, 1890: “The Shay locomotive went down to Durango on Saturday afternoon [June 14, 1890]. Mr. and Mrs. F. A. Windgate and child road down as far as the Springs on it and remained until Monday.”

August 23, 1890: “Engineer C. M. Leonard of the Yankee Girl was in town [Silverton] yesterday making some repairs to the Shay locomotive for the Silverton railroad.”

January 10, 1891: “Walter Starbird, of Lima Ohio, came in this week. Mr. Starbird has come out to put the new trucks under the Shay locomotive for the Silverton Railroad. After he has the engine all in shape he will run it up the road.”

February 14, 1891: “General Manager Moses Liverman, of the Silverton railroad, made a trip to Durango on Monday, returning Tuesday. He found that the new trucks were under the Shay and that she was all ready to go to work again. Engineer Starbird will bring her up in a few days and she will probably be kept busy between the top of the hill and the mines. Mr. Starbird has had a long experience with Shay locomotives and says that from now on the Shay will be able to do better work than she has ever done.”

May 16, 1891: “The Silverton railroad have put on a work train in charge of John Welch, formerly road master of the D. & R. G. between here and Durango. The Shay is in charge of the work train.”

Railroad Documents
BAGGAGEMEN-MESSENGERS
THE RIO GRANDE SOUTHERN
RAILROAD COMPANY

PAY TO THE ORDER OF Railway Express Agency
817 S. Wells St. Chicago, Ill.

DATED Apr 24 1929

Three-hundred fifty-two and 92/100 -----DOLLARS \$ 352.92

For RGS ppn of salaries paid Joint Baggage-men-Messengers for the month of March 1929-Durango-Ridgway Route. \$352.92

During WW1, the US government established the American Railroad Express Company by expropriating the nation’s major express carriers: Adams & Company, American Express Company, Wells Fargo & Company, and Southern Express Company. These companies were merged into a public corporation.

In 1928, eighty-six railroads created the Railroad Express Agency, Inc., which in 1929 bought out the American Railway Express Company. Under this structure, the railroads shared profits from the business based on the revenue each member railroad generated.

By 1970, a group of the company’s officials secured controlling interest in the company and changed the name of the company to REA Express. Poor management, labor strikes, and competition from the U.S. Postal Service and Untied Parcel Service led to financial losses. By November 1976, REA was bankrupt.

At one time REA had operated the nation's largest ground and air express services, transporting parcels, money, and goods, with pickup and delivery.

-Keith Koch

MUSEUM NOTES

This October, Bonnie Koch visited with 30 fourth graders at Ridgway Elementary School. Bonnie has developed a PowerPoint presentation that compares Western Slope life before the arrival of the railroad to how it changed after the railroad arrived. She involves the children in discussions of how railroads changed mining, travel, ranching and transportation of supplies.

May-October of 2011 was a busy season for school groups at the museum. At last count, 155 students visited the museum and our volunteers paid visits to a total of 288 students at various schools during that period. Altogether, 443 students either visited the RRM or benefited from volunteers' presentations at their schools this year.

2011 ANNUAL DUES SCHEDULE

INDIVIDUAL \$20	FAMILY \$40	SILVER \$100	GOLD \$200	PLATINUM \$300
	LIFE MEMBER \$1,000 (one-time donation)			BUSINESS \$100

You may now pay your dues or make a cash donation to the Museum using PayPal. See the Museum website at www.RidgwayRailroadMuseum.org for details. Information is found on the membership page of the website.

Newsletter Archive Now Available on CD

The Ridgway Railroad Museum is now selling a CD containing pdf files of all of the monthly Museum Newsletters from April 2001 through December 2010 (117 separate newsletters). Here is your chance to get all of the great stories that have been printed in our newsletters over the past decade. You can buy the CDs at the museum for \$25 each or you can order them via our PayPal account at \$30 each which includes shipping. If you order them using PayPal, please be sure and indicate that the payment is for the "Newsletter CD." See "Membership" on the museum's website for details on how to order by PayPal.

RIDGWAY RAILROAD MUSEUM WISH LIST FOR 2011

400 feet of 30# rail with joint bars and bolts	4" spikes for 30# rail
\$2,500 for operating insurance for Motor #1	Brake Shoes
A Mears Silver Filigree pass	Re-railing Frogs
More painters and carpenters	Mannequin
Marker light bracket D&RG pattern number M2088 (we have a 2825 to trade?)	1880's Era Cook
Stove	
A pair of D&RG narrow gauge passenger trucks or parts and 30" wheels	

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