

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391 DENVER 1, COLORADO

The regular monthly meeting of the Rocky Mountain Railroad Club will be held on Wednesday, July 13, 1960, at the Farmers Union Auditorium, East 16th and Sherman, Denver, at 8:00 P.M. Dick Ronzio will present a selection of his vast collection of old-time railroad photographs, recorded on 35mm. slides. The subject will be the Denver & Rio Grande, principally in its narrow-gauge heyday, and many of the pictures from Dick's collection will be new to us.

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E. H. Steffy, one of our Pennsylvania members, advises us that the East Broad Top narrow gauge railroad will run again, at least in part. Two engines will be made available during a Bicentennial Celebration; from $2\frac{1}{2}$ to $3\frac{1}{2}$ miles of the line will be put into operation, the week of August 13 to 21. If this restoration of a part of the line is successful, it may be continued from year to year. The line ceased operations in March, 1956.

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To many of us, the most interesting piece of equipment owned by the Rocky Mountain Railroad Club is our narrow gauge locomotive, Florence & Cripple Creek 20. A ten-wheeler, it was intended principally for passenger service, but from time to time it saw duty as a freight engine, usually as a helper. Outshopped by Schenectady in 1899, bearing the number 5007 on her builder's plates, she was named "Portland", after one of the famous mines in the Cripple Creek District. For about 13 years, she chugged up and down Phantom Canon, until the flood of July, 1912, ripped out much of the track and brought a halt to F&CC operations. According to Morris Cafky, able historian of this line, one of the more exciting events involving engine 20 occurred during the 1903-1904 miners' strike. Some of the strikers had made their headquarters at a location known as Dunnville, in Phantom Canon about 10 miles south of Victor. The place was attacked in June, 1904, by a force of 30 state militiamen and 100 deputy sheriffs, led by Adjutant General Sherman Bell. The force had been carried from Victor to Dunnville on a short train which was headed by engine 20. When this makeshift "troop train" pulled into Dunnville, 60 miners stationed on the hillsides opened fire, and the militia was not slow to reply. In the short 7-minute skirmish which followed, the militia and deputies were victorious. Despite the firing of thousands of rounds of ammunition, only one casualty was recorded--an apt commentary on the marksmanship of all concerned!

In 1916, engine 20 was sold to the Rio Grande Southern, and it spent the next 35 years on the Silver San Juan route. On the Club's 1947 excursion, engine 20 handled the train from Ridgway to Rico, and possibly this close association with the engine helped influence our decision to purchase it when the line was abandoned in 1951. The locomotive and business car "Rico" were purchased for \$2,400.00, part of which was donated by club members. It was first displayed at the Narrow Gauge Motel at Alamosa, and when the Colorado Railroad Museum was established in 1958, it was moved to its present site near Golden, Colorado

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Only 711 steam locomotives were owned by the Class I railroads of the United States at the beginning of 1960, as compared with a steam locomotive ownership total of 28,964 ten years ago.

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A modest admission charge of 25¢ has been established at the Colorado Railroad Museum, and railroad club members whose dues are paid up will be pleased to know that they can use their club membership card for free admission to the Museum. Be sure to carry your membership card with you when you visit this fascinating display of railroad equipment, photographs, papers, etc., on West 44th Avenue (Route 58), near Golden, Colorado.

A. O. Clint, Treasurer

R. H. Kindig, President