

HANDOUT

Welcome Aboard!

A special August 13, 1988 excursion of the

ROCKY MOUNTAIN



RAILROAD CLUB



over the **GREAT WESTERN RAILWAY**

The Rocky Mountain Railroad Club is pleased to welcome you aboard this special excursion over the Great Western Railway for a systemwide tour as we continue to celebrate our 50th Anniversary year. The information contained in this handout is designed to enhance your enjoyment and understanding of the day's activities. The officers and staff of the Club sincerely hope that your day is a memorable one. Should you have any questions or requests during the trip, do not hesitate to contact one of the Club's Car Hosts or railroad employees.

ON BOARD

You may sit anywhere in the train except designated seats in the "Great Smoky Mountains" which have been reserved for the band. This has been done to accommodate their equipment and ease their unloading requirements. However, all are welcome to visit that car and its platform as well as all cars. Complimentary coffee and donuts are in the diner in addition to lemonade and drinking water. Please remember, for the comfort of our passengers, **NO SMOKING** is permitted inside our cars.

SAFETY

It is the desire of both the Club and the Great Western Railway that the highest standards of safety be adhered to during the trip. An injury would not only detract from the enjoyment of the excursion, but if serious enough, could jeopardize the railroad's future ability to provide passenger service. Therefore,

we request that all passengers conduct themselves in a safe and cautious manner, giving special attention to the following:

BEFORE crossing a track, always PAUSE and look both ways. Remember, slow moving equipment can be deceptively quiet.

DO NOT open or close vestibule doors or traps. Door operation will be handled by railroad or club personnel. Do not get on or off cars while they are moving.

NEVER run. DO NOT step on a rail, step OVER it.

DO NOT place coins, stones or any other foreign objects on the rail.

During photo runbys DO NOT cross the main line track after unloading without consulting club or railroad representatives first.

When riding near open doors or windows be alert for trees and brush close to the cars. DO NOT sit on the observation car railings.

Passengers are requested to watch their small children at all times.

SCHEDULE

Our anticipated schedule for today, August 13, 1988 will see us depart Loveland at 9:00 A.M.. We will proceed to Longmont where we will stop long enough for the locomotive to run around the train for the northbound journey. Our lunch stop will take place at the Johnstown City Park where Ranniger's Roadbed Commissary will be waiting with tasty Ballastburgers and appropriate condiments. We expect our stop in Johnstown to be about two hours. Departure time will be announced upon our arrival and several long blasts of the whistle will be sounded ten minutes before departure. From Johnstown we will proceed north through Windsor to Eaton. The Great Western track no longer crosses the Union Pacific so we will stop at the west edge of town and STAY ON THE TRAIN while the engine runs around the consist. Departure will be as soon as possible. Return to Loveland is anticipated about 5:00 P.M.

PHOTO RUNBYS

Runby locations have been planned to afford passengers the opportunity to photograph the train in remote settings. Unloading will be on the left side (LS) or the right side (RS). Photographers are asked to form a line near the rear of the train as directed by club personnel so that everyone will have an equal opportunity to photograph for clear shots. Those who do not wish to take pictures are requested to remain behind the photo line. During the runby please remain quiet for the benefit of those with sound recording equipment until the

train is past the photo line. After the runby has been completed, please stay clear of the main line until the train has backed into the loading position and has come to a complete stop.

Runby locations are scheduled as follows:

Northbound

Route 119 bridge at Longmont (RS)
I-25 bridge - M.P. 9.4 (RS)
Bunyan - MP 14.6 (RS)
(Lunch at Johnstown)

Southbound

Poudre River Bridge - M.P. 26.5 (RS)
Lory - M.P. 26.6 (LS)

The Club reserves the right to reschedule or eliminate photo runbys if necessary. An announcement will be made regarding any changes.

THE GOLD NUGGET BRASS BAND

We are most fortunate to have the company today of the Gold Nugget Brass Band who will play during several of our stops. We have had the pleasure of their company on past Club excursions and appreciate their coming up to join us. Their conductor, long time Rocky Mountain Railroad Club member Don Smith, will be wearing a different uniform than the train conductor so as to not cause confusion. Please do not throw rocks or other debris at the band should they play a selection not of your liking. See Don first!

THE GREAT WESTERN RAILWAY

Around 1870 a young German immigrant introduced the sugar beet to northern Colorado. It grew well in the region and became an increasingly important part of the agricultural economy. Transporting the product by wagon became increasingly difficult so in 1901 the Great Western Railway was incorporated by the Great Western Sugar Company to provide a means of transporting sugar beets to its first factory which was completed at Loveland in that same year. By 1907 its lines were completed to serve eight more plants that had been constructed in northern Colorado. An additional segment was added in 1917 when the company purchased an abandoned portion of the Denver, Laramie and Northwestern that ran from Elm (located between Johnstown and Greeley) west to Milliken and then south to Wattenburg (located just north of Brighton). Included in the acquisition were two McKeen motor cars which were enlisted to provide passenger service over the railroad. In the late 1940's most of the line south of Milliken was dismantled. Regular passenger service was discontinued in 1926 although it was possible to buy a ticket and ride company cabooses until 1972 when the company discontinued that service. Rates had not been changed for many years and at the end it was possible to ride roundtrip from Loveland to Longmont for little over a dollar.

Beet harvesting season took place in the fall and early winter. The factories would work around the clock to process the sugar beets and the railroad played an important roll in delivering beets from the collecting stations. A factory such as the one at Longmont would require about 70 cars of beets every day , without fail, for four months. The refined sugar and by-products would then have to be transported to rail interchanges. During the rest of the year the railroad would transport supplies and materials used at the factories.

Although the first diesels were acquired in 1951, steam was used on the railroad until 1962, long after many railroads had dieselized. The railroad had a reputation for maintaining its motive power in meticulous condition. The Great Western Sugar Company continued using small steam saddletank switch engines at its plants well into the 1970's with the last engine performing its final operation at Brush in 1981. A number of Great Western Railroad steam engines survive and operate to this day including 2-8-0 No. 51 (sold in 1963 and now privately owned and stored at Mead, Colorado), 2-8-0 No. 60 (sold in 1963 and now operated by the Black River & Western at Ringos, New Jersey), 2-8-0 No. 75 (sold in 1965, privately owned and stored at the Rocky Mountain Arsenal near Denver and used occasionally in the production of motion pictures and commercials), and 2-10-0 No. 90 (operated by the Strasburg Railroad in Pennsylvania). No. 90 operated on the Grest Western infrequently from 1962 until 1967 when it was sold to the Strasburg. Other interesting pieces of old rolling stock survive including combine No. 100 which is now on display at the Colorado Railroad Museum and several cabooses sold to private parties a few years ago and kept on the property at Loveland.

Tough times beset the sugar beet industry in Colorado in the 1970's . Most of the plants have closed, some now being used for other purposes. The Great Western Railway was sold to purchasers whose intent is to keep the line in operation. Some freight and occasional passenger excursions provide revenue as well as repair of motive power from other railroads at the Loveland shops.

The Rocky Mountain Railroad Club has experienced a number of wonderful excursions in the past over the rails of the Great Western Railway. Between 1951 and 1962 steam powered excursions originated in Denver and traveled over the Colorado & Southern Railroad to either Loveland or Longmont where Great Western steam would take over for the trip over its lines. It is with great pleasure that we return to the rails of this tenacious little railroad in 1988 for another memorable experience.

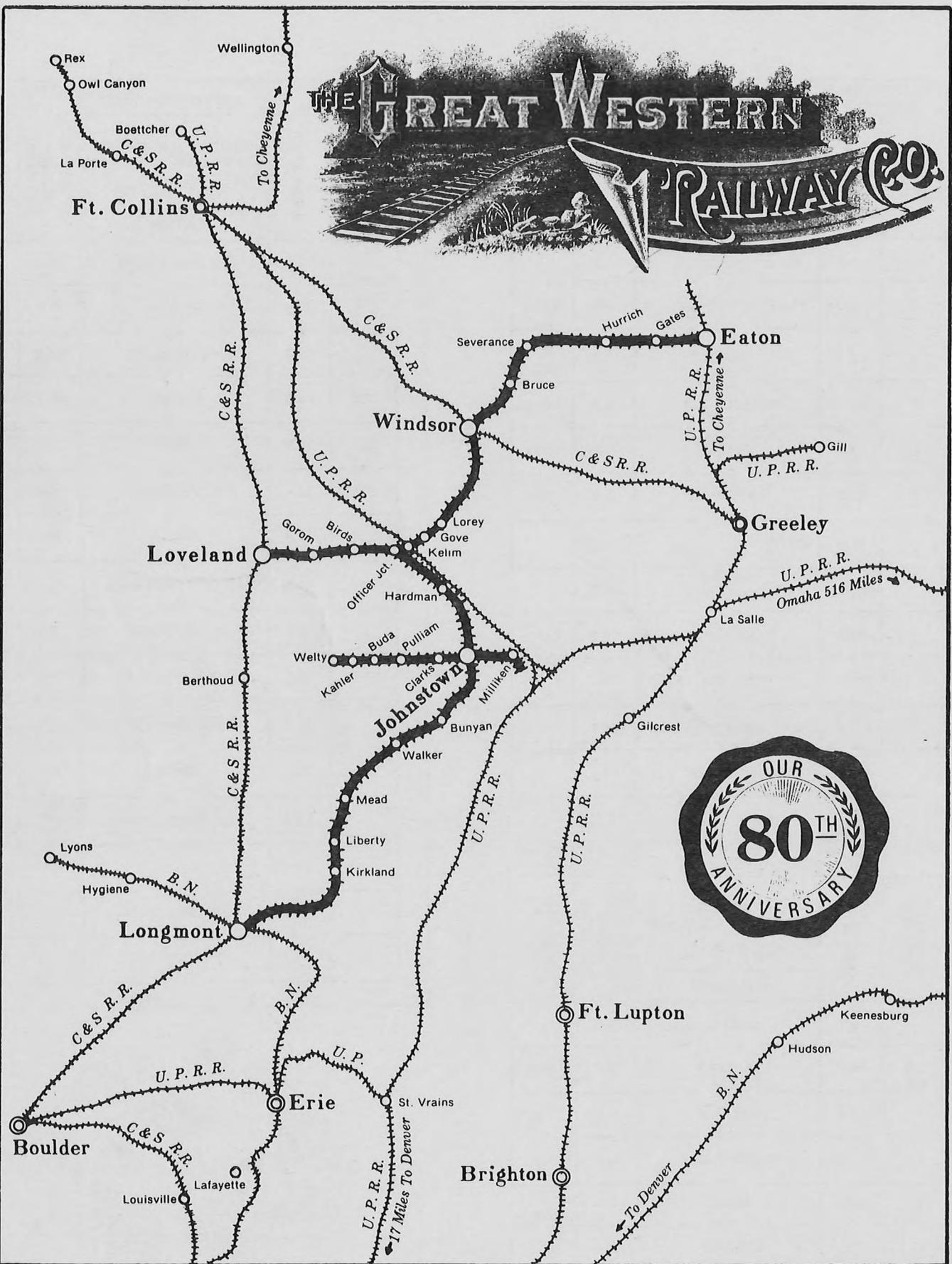
A
50TH ANNIVERSARY
CELEBRATION
1938 - 1988

SOUTHBOUND READ DOWN		SUBDIVISION A		NORTHBOUND READ UP	
STATION NUMBER	MILE POST	TIMETABLE NO. 20 EFFECTIVE 12:01 A.M. MARCH 13, 1988		DISTANCE FROM LOVELAND	LENGTH OF SIDING
		STATIONS			
	L6.6	BN CONNECTION	Y	0.3	
1	L6.3	0.3 BFKORR LOVELAND	Y	0.0	YARD
4	L2.4	2.4 BIRD		3.9	715'N 292' S
7	23.5	2.4 OFFICER JCT.		6.3	1194'
7	23.0	0.5 OFFICER		6.8	1069'
9	20.3	2.7 HARDMAN		9.5	757'
	18.3	2.0 JCT. BERTHOUD BRANCH	Y	11.5	
	18.1	0.2 JCT. SUBDIVISION B	Y	11.7	
11	M0.2	0.2 JOHNSTOWN	Y	11.9	YARD
213	M2.4	2.2 MILLIKEN	Y	14.1	YARD
	M2.4	0.0 UP CONNECTION	Y	14.1	
	M2.8	0.4 END OF TRACK	Y	14.5	
		(14.8)			

SOUTHBOUND READ DOWN		MAINLINE SUBDIVISION B		NORTHBOUND READ UP	
STATION NUMBER	MILE POST	TIMETABLE NO. 20 EFFECTIVE 12:01 A.M. MARCH 13, 1988		DISTANCE FROM JCT. SOUTHERN DIVISION	LENGTH OF SIDING
		STATIONS			
	18.1	JCT. SUBDIVISION A		0.0	
15	14.7	3.4 BUNYAN		3.4	845'
17	12.5	2.2 WALKER		5.6	1190'
17	12.0	0.5 NEW WALKER		6.1	1264' N
21	8.4	1.8 MEAD		9.7	477' 1104' N
23	6.4	2.0 LIBERTY		11.7	858'
29	0.5	1.3 LONGMONT	Y	17.6	YARD
	0.0	0.5 BN CONNECTION	Y	18.1	
		(18.1)			

SOUTHBOUND READ DOWN		SUBDIVISIONS C,D,E		NORTHBOUND READ UP			
SUBDIVISION	STATION NUMBER	MILE POST	TIMETABLE NO. 20 EFFECTIVE 12:01 A.M. MARCH 13, 1988		DISTANCE FROM OFFICER JCT.	LENGTH OF SIDING	
			STATIONS				
E		42.7	UP CONNECTION	Y	19.2		
			0.2				
	326	42.5	EATON	Y	19.0	YARD	
			0.4				
		42.1	UP CROSSING	Y	18.6		
D			2.3				
	323	39.8	GATES		16.3	323' S	
			1.9				
	321	37.9	HURRICH		14.4	1593'	
			3.5				
		318	34.4	SEVERANCE		10.9	1120' W 1115' E
			2.0				
		316	32.4	BRUCE	Y	8.9	865'
			0.9				
		314	31.5	WINDSOR BEET PILE	Y	8.0	
C			1.0				
			30.5	BN CROSSING	Y	7.0	
			0.0				
		314	30.5	WINDSOR	Y	7.0	1073'
			0.0				
			30.5	BN CONNECTION	Y	7.0	
			4.4				
		39	25.0	GOVE		1.5	1105'
			1.4				
			23.6	UP CONECTION		0.1	
		0.0					
	8	23.6	KELIM		0.1	588' N	
		0.0					
		23.6	UP CROSSING		0.1		
		0.1					
	7	23.5	OFFICER JCT.		0.0	1194'	
			(19.2)				





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