

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, June 8, 1960, at the Farmers Union Auditorium, East 16th and Sherman, Denver, at 8:00 P.M. We will see some of Otto Perry's interesting movies--some we have never seen before, including pictures of the Colorado & Southern standard gauge rotary on the Leadville-Climax line, photographed in action this year.

An interesting item concerning a couple of the Rio Grande's "Mud Hens," as the 450-464 series narrow gauge engines were affectionately nicknamed, has been discovered by G. M. Best on his research on locomotive history. Back in 1941, D&RGW engines 458 and 459 were sold to the National of Mexico, and were sent south of the border, where they became N. de M. 400 and 401. They were used on the Zitacuaro branch, about 90 miles west of Mexico City. The branch was standard-gauged about 1950, and it now turns out that the locomotives were widened out along with the trackage, being renumbered N. de M. 2250 and 2251 after they were converted to standard gauge. The 2251 was scrapped in 1957, but 2250 is still in service on the branch; apparently the line has such severe curvature that only relatively small engines can be used there.

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The Rocky Mountain Railroad Club's big yellow interurban, standard gauge car 25, of the Denver & Inter-Mountain Railway, is one of the exhibits at the Colorado Railroad Museum. The trackage on which it operated, a distance of 17 miles, between Denver and Golden, was originally a steam railroad, named the Denver, Lakewood & Golden R.R. This line was completed in 1892, the name was changed to the Denver & Inter-Mountain in 1907, and shortly afterward it was decided to electrify the line. Three cars, numbered 21, 22, and 23, were built by the McGuire-Cumming Company in 1909, and in 1911 the 24 and 25 were added. These two cars were built by the Woerber Car Co. of Denver. According to an early resident of Golden, the original color scheme was black and cherry red, but the exact details of the color arrangements are obscure. Later the cars were painted a brownish-green color, elegantly striped and decorated. In the late 1930's, the color became the standard chrome yellow of the Denver Tramway Corporation, which controlled the line. The car has been recently repainted, and is a fine subject for color photos for museum visitors. According to a company blueprint, the car is 48 feet, 6 inches long; 8 feet 8 inches wide, and stands a little over 14 feet high, not including the two trolleys mounted on the roof. It is a double-ended car, and seats 52 passengers, with a note that it could carry 70, including standees. It is equipped with G. E. motors, with a total horsepower rating of 200. Total weight is 30,300 lbs., so it was no small item when it was moved from the city of Golden to its present site at the museum. It made its last run from Denver to Golden on March 8, 1953, and is a fine example of one of the electric interurbans which flourished over much of the United States during the first two decades of the 1900's.

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A. O. Clint, Treasurer.

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