



NOTES

No author is perfect and I include myself in this group. I welcome corrections, additions, and constructive criticisms at EdwardMKoehler@NYC.RR.COM.

Edward M. Koehler Jr.
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THE DENVER AND RIO GRANDE WESTERN RAILROAD NARROW GAUGE

THE ROUTE TO ITS 21ST CENTURY PERSONA SINCE THE 1940'S

- Grand Junction to Montrose was standard gauged during 1906
- During 1933 the Lake City Branch off of the Gunnison main line was leased to a local operator who created the San Cristobal Railroad to operate it, it would be dismantled in the Fall of 1937
- During 1935 the Pagosa Springs to Gato Branch, the former Rio Grande, Pagosa and Northern Railroad was abandoned
- The 'Chili Line' from Antonito to Santa Fe saw its last train on September 1, 1941
- Sapinero to Cedar Creek was abandoned during 1948 (breaking the Narrow Gauge Circle!)
- The dual gauge trackage between Hooper and Alamosa was made standard gauge only during 1951. The trackage between Hooper and Mears Junction was dismantled
- Cedar Creek to Ouray Junction abandoned during 1952
- Ridgeway to Ouray was abandoned on March 21, 1953
- Ridgeway to Montrose was standard gauged on April 1, 1953
- Sapinero to Poncha Junction via Gunnison and the Crested Butte branch were abandoned during 1954
- During 1956 the Monarch branch which included a switchback in its mainline was converted to standard gauge. Trackage on the connecting mainline from Poncha Junction to Salida was also converted to standard gauge
- Connecting narrow gauge trackage between Durango and Antonito, Carbon Junction and Farmington was abandoned by the D&RGW as of December 5, 1968; the narrow gauge third rail between Antonito and Alamosa was removed after this date
- The states of Colorado and New Mexico jointly purchased the former San Juan Extension between Chama and outside the D&RGW Antonito station limits during September 1970
- The railway between Chama and Antonito was re-named the Cumbres and Toltec Scenic Railroad; it operated its first public train on June 26, 1971
- The Silverton Branch was sold to a new owner, the Durango and Silverton Narrow Gauge Railroad as of May 23, 1981
- On June 29, 2003 the Union Pacific Railroad, successor to the Denver and Rio Grande Western sold the former dual gauge trackage between Alamosa and Antonito to the San Luis and Rio Grande Railroad

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POST 1940 NARROW GAUGE EQUIPMENT TABULATION

LOCOMOTIVES

Class DM	Diesel Mechanical:	50
Class T-12	4-6-0:	168, 169 (both were out of service)
Class C-16	2-8-0:	223, 268, 271, 278
Class C-18	2-8-0:	315, 316, 317, 318, 319
Class C-19	2-8-0:	340, 343, 345, 346
Class C-21	2-8-0:	360, 361
Class C-25	2-8-0:	375
Class K-27	2-8-2:	451 to 464 (known as 'Mudhens')
Class K-28	2-8-2:	470 to 479 (known as 'Sports Models', seven to the US Army for use on the White Pass and Yukon)
Class K-36	2-8-2:	480 to 489
Class K-37	2-8-2:	490 to 499 (rebuilt from standard gauged class C-21 2-8-0's)

The T-12's had been used on the Lake City branch and were held after its abandonment; one was exhibited at the 1939-1940 World's Fair in Flushing, New York. The Consolidations were used on the lighter weight rail in the Gunnison area and on the Crested Butte branch. The K-27's were designed for passenger trains on the narrow gauge. The balance of the K class 2-8-2's served as the main freight power on the narrow gauge lines.

PASSENGER EQUIPMENT

Other than the 1963 built cars, all of these cars were originally of wood construction.

Mail and Baggage Cars:	54, 60, 61 to 66
Baggage Cars:	111, 2nd 118, 2nd 119, 122, 125 to 129
Express Cars:	151, 152, 153 to 156, 158, 159, 163 to 165, 167 to 169
Baggage and Coach Combines:	202, 204, 209-210, second 211, first 212, second 212, 214, first 215, second 215,
Coach and Mail Cars:	240, 241
Full Coaches:	256, 271, second 272, 280 to 285, 287, 289, 290, 296, 297, 300 to 302, 304, 306, 309, second 310, 311, second 312, 313, 316 to 321, 323, 325 to 327
Full Coaches (built in 1963):	330 to 337
Parlor and Chair Cars:	"Alamosa" (second 350) [former "Hildago" (first 403)], "Rosita" (second 401), "Chama", third "Durango", "Gunnison" "Ouray", "Salida"
Observation Cars:	second 400 to second 405, 9605 (later second 402)
Business and Official Cars:	second B-2, second B-3, B-6, B-7

CABOOSES

Short Caboose:	0500, 0501, 0516, 0524, 0548, 0556, 0573, 0575 to 0580
Long Caboose:	0503, 0505, second 0517, 0526, 0540, second 0574, 0585 to 0589
Work Box Cars used as Caboose:	04343, 04982, 04990

POST 1940 NARROW GAUGE EQUIPMENT TABULATION (continued)FREIGHT CARS

Unless otherwise noted all of these cars are of wood construction.

Refrigerator Cars:	('short' cars) 32 to 81, ('long' cars) 150 to 161, 162 to 169
Drop Bottom Gondolas:	700 to 799
Drop Bottom Gondolas:	800 to 899 (Coke Rack Cars before 1918)
High Side Gondola Cars:	1000 to 1399, 1500 to 1899, 1900 to 1925, 9200 to 9299, 9300 to 9349, 9350 to 9574
High Side Gondola Cars:	1400 to 1499 (Side Dump Gondolas before 1923)
Box Cars:	Second 3000 to second 3749; 4400 to 4499, 4900 to 4999; also an additional 200 cars with various 4xxx series numbers
Stock Cars:	5500 to 5849, 5900 to 5999 (this group scrapped for their trucks)
Wood Flat Cars:	6000 to 6099, 6200 to 6209, 6210 to 6219, 6300 to 6314
Steel Flat Cars:	6400 to 6407, 6500 to 6544 (trucks from 5900's), 6600 to 6694
Wood Idler Cars:	6700 to 6774 (these cars were cut down from stockcars, boxcars, and high side gondolas, never more than fifty in existence)
Steel Pipe Gondolas:	9600 to 9612, 9614, 9616 to 9619 (these were cut down from standard gauge boxcars. six were later converted to passenger open observation cars second 400 to 405)
Tank Cars (all private owner):	Union Tank Car Lines (UTLX): (listed using their 1956 numbers) 11000 to 11025, 11027 to 11058 Texas Company (CYCX later TCX): 60 to 79 (gone by 1955) Conoco (CONX): second 1, 2 to 19, 21 to 38, 43 to 44 (two cars went to a junk yard in Alamosa, one car to the D&RGW, the balance of the cars transferred to Mexico during 1955)

NON REVENUE CARS (Lettered series and a small selection of numbered cars)

Wrecking Derrick:	OA
Pile Driver:	OB
Snow Flangers:	OC to OL, OT
Rotary Snow Plows:	OM, ON, OO, OY
Construction Derrick:	OP
Marion Steam Shovel:	OQ
Air Powered Side Dump Cars:	OR, OS, 0140 to 0143
Jordan Spreader:	OU
Spreader:	OV
Ditcher:	OW, OX, 030
Wrecking Crane:	OZ (usually used on the standard gauge)
Water Cars	W462, W493, W499 (former steam locomotive tenders); second 0459 (former CONX tank car); 0465, second 0469, second 0470 (former Uintah Railway water cars); 0471, 0472 (former UTLX tank cars)
Bridge and Building Car:	0566 (former excursion passenger car converted in 1904)
Alamosa Garbage Car:	06299 (former C&S flat car converted to a CONX tank car and then to a gondola by the D&RGW)

There was also a number of former revenue freight and passenger cars with the number '0', letter 'X' or letter 'W' placed before their original number used in non revenue service.

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THE DURANGO AND SILVERTON NARROW GAUGE RAILROAD

June 18, 1950	The Denver and Rio Grande Western unveiled its 'Painted Train' for the Silverton service. It is a train of narrow gauge passenger cars that were painted yellow with a trim of two black lines on the lower side of the carbody.
April 22, 1953	The last regularly arranged freight train operates on the Silverton Branch until September 13, 1953 the D&RGW operates a three day a week excursion train between Durango and Silverton
June 12, 1953	
July 30, 1954:	The Silverton end of the line extended to Blair Street in Silverton
1955 Season:	Daily trains during the summer season, three days a week in spring and fall
1963 Season:	Construction of open observation cars and steel coaches allow for the operation of a second train
December 5, 1968:	Durango to Silverton becomes an isolated D&RGW operation
March 25, 1981:	The D&RGW sells the branch and trains to the Durango and Silverton Narrow Gauge Railroad
1982 Season:	A third Durango – Silverton train is added to the schedule
May 7, 1988;	until the end of the 1997 season a railcar was operated from Rockwood to Elk Park or Cascade Canyon
February 10, 1989:	A roundhouse fire in Durango damages all of the operable steam locomotives but sufficient repairs are made to allow a full 1989 season
2002 Season:	Diesel locomotives are re-introduced to switch the Durango yards.

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DURANGO AND SILVERTON NARROW GAUGE RAILROAD Timetable Number 5 Effective May 16, 1995	
451.52	Durango
457.25	Home Ranch
462.52	Hermosa
465.75	Pinkerton's
469.09	Rockwood
472.28	Tacoma
474.00	Mile Post 474 (Tank Creek water tank)
475.25	Tall Timber
477.55	Cascade Canyon
477.81	Teft
479.55	Schaaf's Cabin phone booth
484.00	Needleton
484.40	Needleton Water Tank (out of service)
489.87	Right of way realignment
490.67	Elk Park
496.70	Silverton (depot)
	Silverton (Blair Street via yard trackage)

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THE DURANGO AND SILVERTON NARROW GAUGE RAILROAD EQUIPMENT SUMMARY

LOCOMOTIVES

Diesels:	1 "Hot Shot", 2 first "PB" (since sold), 4 (since sold), 5 (stored unrestored), 7 "Big Al", 9 (being rebuilt), 11 second "PB", D&RGW 50 (used 1963 to 1970 in Durango, sold prior to the D&SNG sale), former WP&YR 101, 107; two new locomotives under construction (1201, 1202)
C-17 2-8-0:	Rio Grande Southern 42 (on static exhibit)
K-28 2-8-2:	D&RGW 473, D&RGW 476, D&RGW 478 (all three stored serviceable)
K-36 2-8-2:	D&RGW 480, D&RGW 481, D&RGW 482 (acquired 1991 from the Cumbres and Toltec Scenic in a trade), D&RGW 486 (acquired 1999 from the Royal Gorge Company in a trade)
K-37 2-8-2:	D&RGW 493 (operational), D&RGW 497 (traded to the Cumbres and Toltec Scenic in 1991), D&RGW 498 (stored unserviceable in Durango), D&RGW 499 (traded to the Royal Gorge Company in 1999)

COACHES

The Denver and Rio Grande Western transferred twenty-two passenger cars to the Durango and Silverton Narrow Gauge Railroad; these car numbers are prefixed 'D&RGW'. Those cars which have been restored for; built by; or for the Durango and Silverton Narrow Gauge are prefixed 'D&S'. Car names are not shown.

Concession Cars:	64 (a restoration), D&RGW 126, 'Butch Cassidy and Sundance' 127 (now the movie car in the Durango Roundhouse Museum), D&RGW second 212, D&S 311 (a restoration), 566 (was D&RGW work car 0566)
Handicap Coach:	D&S 212
Coaches:	former RGS 257, D&S 270, D&S 291, D&RGW second 312, D&RGW 319, D&RGW 323, D&RGW 327
Steel Coaches:	D&RGW 330 to D&RGW 337, D&S 630 to D&S 632
Observations:	D&S first 313 (renumbered to 410), D&S second 313 (re-creation of the "Silver Vista"), D&S 314, D&RGW 400 to 405, D&S first 406 (later D&S 410), D&S first 407 (later 412), D&S second 406, D&S second 407, D&S 408 to D&S 416
Parlor Car:	D&RGW second 350 "Alamosa" (this car was acquired by the D&S with a coach interior)
Business Cars:	second B-2, second B-3, D&RGW B-7
Box Cars:	D&RGW second 3219, D&RGW second 3468, D&RGW second 3631
Restoration Project:	0460 (a D&RGW work car that was originally a narrow gauge Pullman sleeper)

Denver and Rio Grande Western coaches 280, 284, 306, and 320 had been used in the Silverton service but were sold off before the Durango and Silverton Narrow Gauge purchase.

OTHER EQUIPMENT:

Of the various freight and work cars sold to the Durango and Silverton only the three box cars shown under the passenger car in this list are actually in service. The balance of this equipment has basically been set aside, a large group of cars serving as a fence and another as offices in Durango. One flat car has been modified with a ramp at one end for transporting motor vehicles for maintenance of way work. Four hopper cars have been acquired from the East Broad Top for ballast service. Many freight cars are on display in the Silverton freight yard. Two former Phillips 66 tank cars are on hand.

CUMBRES AND TOLTEC SCENIC RAILROAD

- December, 5, 1968: Trackage between Durango and Antonito and Durango (Carbon Junction) and Farmington was taken out of service after the last westbound reached Durango.
- July, 1970: the trackage between Antonito and Chama was transferred to the states of Colorado and New Mexico for operation by the Cumbres and Toltec Scenic Railroad.
- June 26, 1971: The first revenue run of the Cumbres and Toltec Scenic was on June 26, 1971. Service was originally for sixteen weekends. Service is built up to four days a week during the next few years. One way train service is supplemented with buses.
- 1980 Season: Two trains are operated from each end of the line with passengers changing trains at Osier; service is four days a week. No buses are utilized.
- 1983 Season: A seven day a week schedule with two trains is operated. Train service is supplemented with buses.

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CUMBRES AND TOLTEC SCENIC RAILROAD	
280.32	Antonito (site of connection with the branch line to Santa Fe, New Mexico) (current connection with the San Luis and Rio Grande Railroad)
290.77	Lava
291.50	(Water Tank)
299.41	Big Horn
306.06	Sublette
310.46	Toltec
313.40	(Water Tank)
318.40	Osier
322.12	Los Pinos
325.50	(Water Tank)
330.60	Cumbres
332.25	Coxo
335.50	Cresco
339.00	Dalton
339.99	Labato
343.00	Broad's
344.12	Chama (site of former connection with the D&RGW Third District) (site of connection with the Tierra Amarilla Southern Railroad)

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CUMBRES AND TOLTEC SCENIC RAILROAD EQUIPMENT SUMMARY

LOCOMOTIVES

44 Ton Diesels:	GB&L 15 (leased), 19 (Both of these locomotives originated on the Oahu Railway and Land Company)
'Critter':	A four wheel locomotive used in Chama
T-16:	168 (leased)
C-18	315 (originally D&RG 425) (leased)
K-27 2-8-2:	463 (former D&RGW 463 acquired via two private owners)
K-36 2-8-2:	D&RGW 482 (traded to the Durango and Silverton in 1991), D&RGW 483, D&RGW 484, D&RGW 487 (snowplow pilot), D&RGW 488, D&RGW 489
K-37 2-8-2:	D&RGW 492 (stored out of service in Chama), D&RGW 494 (on display in Antonito), D&RGW 495 (on display in Antonito), D&RGW 497 (received in a trade from the Durango and Silverton in 1991, stored needing boiler work in Chama)

PASSENGER CARS

D&RGW passenger:	D&RGW 54, D&RGW 65 (former mail baggage cars), 256 and 293 (coaches)
Converted Boxcars:	200 to 214 (all out of service) (subsequently 205 converted to an observation car resembling a high side gondola and 208 converted to a concession car; as rebuilt these two cars remain in service when a third train set is needed)
Converted Boxcars:	248 to 251 (snack bar cars, all out of service)
Converted Boxcars:	400 (later 450), 401 (souvenir stand cars, all out of service)
Observation Cars:	300 to 302 (converted from high side gondola cars, the 302 never carried its new number; all out of service)
Observation Cars:	D&RGW 9613, D&RGW 9615 (converted pipe gondolas)
'Antonito' Cars:	500 to 506 (car 502 is a concession car, car 506 has a handicap elevator)
1987 Coaches:	510 to 516, 523 (built using parts from standard gauge flatcars) (coach 512 built as a concession car, coach 516 has a handicap elevator) (these cars have been modified several times, the 512 and 514 are now parlor observation cars, the 510 and 511 are now deluxe coaches, the interior of the 513 is now half devoted to a concession stand)
1993 Coaches:	520 to 522 (built using parts from standard gauge flatcars)
1997 Coaches:	517, 523 (built using parts from standard gauge flatcars)

FREIGHT CARS

One 'short' refrigerator car, four 'long' refrigerator cars, eighteen drop bottom gondolas, twenty-eight flat bottom gondolas, fifty-two boxcars, fourteen stock cars, four wood flat cars, twenty-four steel flatcars (six used for the 'Antonito' passenger cars), three wood idler flatcars, seven high side gondolas, four steel pipe gondolas (two sold, two converted to passenger observation cars), eight former Union Tank Car Lines tank cars. There are three long cabooses (two built from other freight cars by the C&TS), and one short caboose.

NON REVENUE EQUIPMENT

Five hopper cars from the East Broad Top; two hopper cars from the Butte, Anaconda and Pacific; Pile Driver OB; Flangers OJ, OK, and OL; Rotary Snow Plows OM and OY; Derrick OP, Jordan Spreader OU; Water Cars W462, W499 (coupled to the OM), 0471 to 0472 (former UTLX tank cars); an additional thirteen revenue freight cars converted to non revenue service.