

An Inventory of the Records of the
Denver & Rio Grande Western Railroad

Collection Number 513

A Holding of the
Library of the Colorado Historical Society
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Processed by Colleen P. Bradley

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ABBREVIATIONS

AT&SF - Atchison, Topeka & Santa Fe
C,RI&P - Chicago, Rock Island & Pacific
C,RI&CO - Chicago, Rock Island & Colorado
CM - Colorado Midland Railway
C&S - Colorado & Southern Railway
D&RG Ry - Denver & Rio Grande Railway
D&RG RR - Denver & Rio Grande Railroad
D&RGW Ry - Denver & Rio Grande Western Railway
RGW Ry - Rio Grande Western Railway
D&RGW RR - Denver & Rio Grande Western Railroad
D&T RR - Denver & Trinidad Railroad
D&SL - Denver & Salt Lake Railway
D,SP&P - Denver, South Park & Pacific
MP - Missouri Pacific
UP - Union Pacific
WP - Western Pacific Railway/Railroad
RGS - Rio Grande Southern
RGJ - Rio Grande Junction Railway
T&D RR - Trinidad & Denver Railroad
T,SF&N - Texas, Santa Fe & Northern

HISTORY OF THE DENVER & RIO GRANDE WESTERN RAILROAD

The Denver & Rio Grande Railway, brainchild of Civil War veteran General William Jackson Palmer, was incorporated by Palmer and his associates on Oct. 12, 1870. Palmer intended to provide a north-south link between the major transcontinental railroads that passed north and south of Colorado. The first trip on the line occurred Oct. 26, 1871, and took passengers (primarily local newspapermen) from Denver to Colorado Springs. While the original plan was to build south to El Paso, Texas, circumstances soon turned the line westward. The Denver & Rio Grande never reached farther south than northern New Mexico.

As the D&RG Railway expanded westward, it ran into conflicts with other railroads that also wanted to build in the lucrative mining regions of the Rocky Mountains. The Atchison, Topeka & Santa Fe Railroad was particularly aggressive in this area. A quarrel over the right-of-way through the Royal Gorge escalated into a "war" in 1878 and was not settled by the courts (in favor of the D&RG) until 1880.

In the summer of 1881, in order to facilitate the D&RG's westward push, Palmer incorporated a new railway in Salt Lake City - the Denver & Rio Grande Western Railway. The two lines met near Green River, Utah in 1883. Around the same time, the D&RG Railway leased the tracks of the D&RGW Railway for thirty years. The lease, in conjunction with Palmer's constant program of expansion (he feared other lines moving into D&RG territory), put the D&RG in a difficult financial situation. By the summer of 1883 the Board of Directors wanted Palmer out, and they asked for his resignation. He consented, but remained not only as president of the D&RGW Railway, but as a Director of the D&RG. He resigned his position as Director in June 1884 in the midst of a dispute between the two lines over the terms of the D&RG's lease of the D&RGW tracks.

By July 1884, the D&RG's financial condition was so poor it went into receivership. The court appointed William S. Jackson as receiver. Not long after Jackson took control of the D&RG, the D&RGW also found itself in receivership, with W.H. Bancroft as its receiver. Jackson's management of the Denver company could not forestall the D&RG's sale at foreclosure in 1886. British and American stockholders purchased the troubled line, incorporated it as the D&RG Railroad, and named Jackson as president. The courts released the D&RGW from its receivership in August of 1886, and Palmer resumed control of his railroad.

David H. Moffat, an important figure in the development of Colorado railroading, succeeded Jackson as D&RG president in 1887. He remained in that position until 1891, when he resigned in anger over criticism of his management of the line. During his term of office, the D&RG began to convert its main line tracks from narrow gauge to standard gauge. The D&RG also joined with the Colorado Midland to incorporate the Rio Grande Junction Railway for the purpose of building a line between Rifle and Grand Junction.

After Moffat resigned, the Board appointed Edward T. Jeffery to head the company. He was immediately under pressure to make the D&RG profitable, and enable it to meet the interest payments on its bonds. Jeffery met the challenge, and by 1893 the road was in excellent financial condition. Thanks to his conservative policies the D&RG weathered the financial panic of 1893 relatively well.

In 1901 the D&RG purchased a controlling interest in the Rio Grande Western Railway (formerly the D&RGW, it reincorporated in 1889). In that same year General Palmer retired from the RGW, and George Gould (son of Jay) became Chairman of the Board of the D&RG. Competition from the Union Pacific in Utah (the UP tried to deny the D&RG any traffic) forced Gould to make plans to expand his line westward from Ogden, Utah.

To this end Gould and his associates incorporated the Western Pacific Railway in California in 1903, with E.T. Jeffery as its president. The birth of the WP marked the beginning of very difficult times for the D&RG. Three contracts between the D&RG/RGW and the WP obligated the D&RG system to bear the cost of constructing the WP (in the form of bonds), guarantee the semi-annual interest on 30-year 5% gold bonds, and to honor a traffic agreement. In addition, the RGW was to pay any construction cost overruns.

The burden placed upon the D&RG by the contracts with the WP was almost unbearable. By 1913 the Boards of Directors of the D&RG, WP and Missouri Pacific (many of the members served on more than one of the boards) began to discuss the D&RG's plight. The discussions and the continuing financial difficulties of the D&RG led to court battles with the Equitable Trust Co. (which brought suit against the D&RG

for non-payment of debts) and a reorganization plan for the WP. In July 1916 the WP Railway was sold to stockholders and reorganized as the Western Pacific Railroad Company.

The D&RG lost the case with the Equitable Trust Co. in August of 1917. The court determined the railroad owed Equitable \$38 million. The D&RG did not have that much money on hand, but did have some assets in the form of cash, stocks, and bonds. The Equitable Co. sued in New York and Chicago courts to obtain some payment on the \$38 million owed to it, and in 1918 was awarded over \$6.5 million of the D&RG's assets. Another \$4 million was handed to the Equitable Co. when the shares of the Utah Fuel Co., a D&RG subsidiary, were sold at a public auction and the proceeds applied toward the judgement against the D&RG.

This strangulation of the railroad left it with only one option - yet another receivership. To forestall the Equitable Co. from asking for a receivership on terms favorable to it, the D&RG turned to a minor creditor, the Elliot Frog & Switch Co., and asked it to initiate receivership proceedings. Equitable's lawyers tried to stop this in court, but were denied.

In January 1918 the court appointed Edward L. Brown and Alexander R. Baldwin (a vice-president of the WP) as co-receivers. World War I, which the U.S. entered in 1917, complicated the receivership and Equitable's continuing efforts to collect on the judgement awarded to it. All railroads in the country were under the control of the U.S. Railroad Administration, headed by Director General William G. McAdoo, from 1917 to 1920. McAdoo temporarily blocked the Equitable's efforts, but in May of 1918 Judge Sanborn ruled that the D&RG must pay \$3.6 million of its debts. The money came from the sale of securities, cash in the bank, and \$1.5 million contributed by the government for its use of the railroad. When the Railroad Administration ended its control of the country's railroads in the spring of 1920, the D&RG was still in receivership.

The receivership did not improve the financial condition of the D&RG, and by the fall of 1920 the company's creditors once again forced it onto the auction block. On Nov. 20, 1920 the D&RG was sold for \$5 million, and on Nov. 30 the new owners incorporated the Denver & Rio Grande Western Railroad. Angry stockholders of the old company, who received nothing from the new D&RGW, held up the court's confirmation of the sale for several months, but on Mar. 28, 1921 the court confirmed the sale. Serious financial problems, some caused by the devastating Pueblo flood in June of 1921, continued to plague the D&RGW, and by the summer of 1922, the Banker's Trust Co. of New York and the New York Trust Co. instituted new foreclosure proceedings, based on the D&RGW's failure to meet the interest payments on its bonds.

Federal judges Robert E. Lewis and J. Foster Symes named Joseph H. Young, president of the D&RGW, as receiver in July 1922 over the protests of the New York and Banker's Trust Companies. In addition, Judge Lewis further frustrated the bondholders by ordering Young to improve the condition of the D&RGW:

It is common knowledge that the road is badly out of repair. When the case came into this court before, at the time of the forming of the Denver & Rio Grande Western Railroad out of the old Denver company, the railroad conditions were promising. The Western Pacific company took the road over, but they have done little with it. The present owners have not seen fit to keep it in condition, and when it comes into this court we shall see that it is put in condition and we shall see that done before it is turned back to the owners. Furthermore, it will be the policy of this court that no interest shall be paid on the bonds of the road until it is completely rehabilitated and the public thus safeguarded.¹

As ordered by the Judge, receiver Young spent millions on upgrading the D&RGW, particularly the rails and rolling stock.

Even with the court-ordered improvements proceeding, the future of the D&RGW looked uncertain. In 1923-1924, the Missouri Pacific and the Western Pacific tried to absorb the smaller line, but these efforts

¹ *Rocky Mountain News*, July 22, 1922.

drew protests from those bondholders who feared they would be wiped out as had the stockholders of the D&RG in 1920. In Dec. 1923, the Interstate Commerce Commission approved a reorganization plan for the D&RGW, and in Oct. 1924 the D&RGW was sold to the reorganization managers - Kuhn, Loeb & Co. and Equitable Trust Co. The new D&RGW president was J.S. Pyeatt.

Over the next ten years the two major events for the D&RGW were the construction of the Moffat Tunnel in 1927 and the completion of the Dotsero Cut-off in 1934. The Moffat Tunnel, running under James Peak in northwestern Colorado, was named for the man whose dream it was - David H. Moffat. Moffat spent many years and a considerable portion of his personal fortune on the tunnel dream, but to no avail. Over a decade of failed efforts by Colorado business and political leaders to get construction financed and started followed Moffat's death in 1911. Construction actually began in 1923, and was completed in 1927. Like the Moffat Tunnel, the completion of the Dotsero Cut-off in 1934 came only after years of legal battles and financial problems. Despite the opening of the cut-off the D&RGW's financial woes worsened, due in no small part to the Depression. Thus in 1935 the D&RGW was once again in court, petitioning for reorganization under the Federal Bankruptcy Act. The U.S. District Court appointed Wilson McCarthy and Henry Swan as co-trustees. The two men, with the approval of Judge Symes, formulated a multi-million dollar improvement plan. In 1937 alone the two men spent \$18 million on the company. By the end of 1939 the railroad's fortunes had turned around to a remarkable degree. The D&RGW's revenues continued to climb in the 1940's, particularly after the U.S. entered World War II in Dec. 1941.

In April 1947 the trusteeship of Swan and McCarthy ended and the D&RGW returned to private ownership under an ICC-approved reorganization plan. The plan was opposed, unsuccessfully, by the Missouri Pacific and the Western Pacific all the way to the U.S. Supreme Court. The reorganization committee, headed by John Evans, elected a new Board of Directors with Evans as its chairman. The Board selected Wilson McCarthy as the president of the D&RGW.

In the post-war years passenger traffic declined on the line but freight traffic grew, thanks in part to McCarthy's policy of encouraging industrial and agricultural development in Rio Grande territory. McCarthy provided strong leadership of the D&RGW until his death in 1956. Gale B. "Gus" Aydelott succeeded him in the presidency, and continued many of McCarthy's forward-looking policies, especially that of improving the line. While Aydelott's improvement program included attempts to reduce or eliminate passenger service on unprofitable runs, it also included technical advances in communications, locomotives and other areas.²

² This historical outline of the D&RGW was chiefly drawn from Robert G. Athearn's *Rebel of the Rockies: The Denver and Rio Grande Western Railroad* (Yale University Press, 1962).

In 1969 the D&RGW formed Rio Grande Industries, Inc., a holding company designed to diversify and expand the company into other fields. In 1970 the various activities of RGI included real estate development, industrial contracting and insurance, but the railroad continued to produce the majority of RGI's annual income, most of it from freight revenues. The 1960s and 1970s saw a steady downward trend in passenger traffic on all railroads. By 1970 the D&RGW had virtually abandoned passenger traffic, with the exception of a thrice-weekly run from Denver to Salt Lake on the *Rio Grande Zephyr*, formerly the *California Zephyr*. Competition from the airlines and the rapid growth in the number of private cars resulted in many passenger trains operating at a loss. The D&RGW retired the *Rio Grande Zephyr* in April 1983, and Amtrak took over the running of passenger trains over the Rio Grande route.³

By the time W.J. "Bill" Holtman succeeded Aydelott as President of the D&RGW in 1977 (and as CEO in 1978) Aydelott had built up the railroad's annual freight revenues to over \$305 million, and won the admiration and respect of railroad men nationwide for the "tight ship" he ran. Aydelott retired as chairman of the railroad in 1983, and died in 1991.⁴

Between 1984 and 1987 Denver businessman Philip F. Anschutz purchased enough of the D&RGW stock to become a majority owner, and the formerly publicly-held company went private. In 1988 Anschutz purchased nearly a third of the stock of the Southern Pacific railroad and merged the two lines to form the Southern Pacific Rail Corp. In 1995 Anschutz and Union Pacific officials agreed to a deal that would merge the two lines and restore the UP to its former status as North America's largest rail company. Despite a great deal of opposition from various interest groups, including farmers and ranchers who feared decreases in service and increases in freight rates, the deal was approved by the Surface Transportation Board on July 3, 1996.⁵

Colleen P. Bradley, Project Archivist
July 1996

³ *Denver Post Empire Magazine*, Oct. 25, 1970, p.13; *Green Light*, summer 1983, p.12.

⁴ *Railway Age*, Sept. 11, 1978, pp.26-32; *Denver Post*, Feb. 16, 1991.

⁵ *Denver Post*, Aug. 8, 1995, p.1D; conversation with Harry Philips, retired Southern Pacific employee.

SCOPE AND CONTENTS

In January 1944, the state of Colorado appointed Herbert O. Brayer, archivist for the Denver & Rio Grande Western Railroad, as Colorado State Archivist. Brayer and railroad receiver (and CHS Board member) Henry Swan subsequently arranged for the company to donate its archives to the Colorado Historical Society. Additions to the collection continued over many years, as the D&RGW found old records in various places, including depots along the line. The photographic portion of the archives, which contains prints, glass and film negatives, slides and color transparencies, is now maintained as a separate collection in the Photography Department.

The manuscript collection consists of 197 linear feet of material, 1870-1974, arranged in 16 series: Bureau of Railway Economics, Bus & Truck Operations, Construction & Maintenance, Correspondence, Financial Papers, Histories, Legal Papers, Maps, Personnel, Publications, Publicity & Promotional Materials, Railroad Operations, Receiverships, Reorganizations, United States Railroad Administration, and Newsclippings. There are two additional groups of documents - miscellaneous, and related items from the library's ephemera files. When possible, the original subject headings have been retained. Other files have been rearranged, retitled or combined for clarity and ease of use. Three dimensional materials have been transferred to either the Material Culture or Decorative and Fine Arts departments, and are accordingly noted in the finding aid.

Bureau of Railway Economics, 1926-1937, contains national reviews and statistics of the railroad industry produced by the Bureau.

Bus & Truck Operations, 1930-1933, consists primarily of correspondence relating to the Rio Grande Motorway, a subsidiary of the D&RGW created in 1927 to provide bus and truck service to small, remote areas of Colorado and Utah. By 1947 the bus system paralleled most of the D&RGW rail lines, and the company used the service as part of its justification in asking the Interstate Commerce Commission for permission to abandon unprofitable rail lines. In 1948 the D&RGW sold the bus operations to the Continental Bus System.

Construction & Maintenance, 1871-1965 (bulk 1871-1930), is a broad series including records on the construction and repair of bridges, construction chronologies, map filing records, site-specific construction data, correspondence (including letterpress books (LPB) of the Chief Engineer and the Supt. of the Building & Bridges Dept.), cost estimates, grading estimates, repair & improvement records, reports, right-of-way data, surveys, system profiles and track mileage records. The survey records include over 3300 survey books. These books, arranged alphabetically by site and/or branch/extension name, are inventoried in the appendix, which is indexed.

Correspondence, 1873-1973 (bulk 1873-1939), is arranged by date except when a topic had sufficient volume to warrant an individual entry. When possible these entries were given the heading originally assigned by the D&RG archivist (i.e. Ballard & Thompson RR), others were changed for clarity. Correspondence relating primarily to finances, legal matters, construction, etc., is located in the appropriate series.

Financial Papers, 1870-1974 (bulk 1870-1930), includes annual reports of the various corporate identities of the D&RGW, the Colorado & Southern Railway and the Mexican National Railway, samples of bonds, correspondence, journals and ledgers, mortgage documents, passenger volume data, payroll records, statements of earnings & expenses, stock documents (including certificates, registers, stockholder reports and meeting minutes, and transaction records), and tax records (1912-1917).

Histories, 1879-1960, consists of notes, articles, speeches and pamphlets written by D&RGW employees, and outsiders, about various aspects of the company's turbulent history. In addition, this series contains a few histories on non-D&RGW topics.

Legal Papers, 1871-1942, chronicles the legal history of the railroad, particularly its agreements (with banks, contractors, bondholders, etc), contracts, correspondence and lawsuits. The series also contains articles of association/ incorporation, minutes from Board of Director's meetings, legal briefs, by-laws, copyrights, court decisions, ICC records relating to the D&RGW's efforts to abandon sections of the line, indentures, leases, memos, pleadings, property and sales records, resolutions, and documents relating to the Ute Indian lands in Colorado and Utah.

Maps, 1858-1958, consists of the railroad's route maps (including its connections in the U.S. and Mexico), plats of various towns and some D&RG properties, mining maps for Colorado & Utah, maps of the Utah and Wyoming Territories, several USGS maps of the Colorado River Basin, other railroads in Colorado and Utah, and specialty maps such as an archaeological map of Pajarito Park, NM, and a 1924 oil map of Colorado.

Personnel, 1876-1950, documents part of the employee experience with the D&RG through correspondence, injury reports, and work agreements for various positions. Personnel also contains a few biographical sketches of employees, souvenirs from employee parties, personnel records, rate of pay booklets, and rosters.

Publications, 1892-1930, lists the collection's inventory of publications produced by the D&RG or its employees. These include the *D&RG Agricultural Bulletin*, *D&RGW Traffic Bulletin*, *D&RGW Magazine*, *Railroad Employee*, *Railroad Red Book*, *Rio Grande Employee Magazine*, *Rio Grande Service Bulletin*, *Rio Grande Service Gazette*, *The Scenic Lines*, and *The Scenic Monthly*.

Publicity/Promotional Materials, 1871-1963, are significant for their breadth. The series contains advertisements and other publicity materials created by the D&RG, other railroads, and some towns and regions. It is divided into eleven major sections (General - material not specific to one state, Advertisements, California, Colorado, Conventions, Corres., Menus, New Mexico, Scripts, Speeches, and Utah) and several smaller sections.

Railroad Operations, 1871-1977, (bulk 1871-1960), is a broad series with an extensive collection of passenger and employee timetables. Other items include circulars, code books, corres., equipment and freight records, manuals/instruction books, travel passes, reports, rules & regulations, station data, and train registers. The series also documents the D&RG's response to the Pueblo Flood of 1921.

Receiverships, 1884-1926, is a partial record of the many times the D&RG was put under court-supervised control. The series primarily consists of correspondence and bound volumes of the legal proceedings of the 1922-1926 receivership.

Reorganizations, 1886-1942, is a partial record of the various corporate reorganizations of the D&RG. There are plans and agreements, ICC documents, and the Proceedings record of the 1935-1942 reorganization. In addition the series contains the records of the reorganization of the Northwestern Terminal Railway.

United States Railroad Administration, 1918-1943 (bulk 1918-1920), documents the federal government's control of the railroads during the two world wars. The series includes correspondence, contracts, claims and compensation records, and financial data.

Newsclippings, 1871-1969, are primarily arranged by date, although there are a few topical entries, including Receiverships, Reorganizations and the U.S. Railroad Administration.

Colleen P. Bradley, Project Archivist
June 1996

ADVERTISING see *Publicity/Promotional Materials*

BUREAU OF RAILWAY ECONOMICS

1

FF1 *Railway Statistics, 1926*
FF2 *Railways and Economic Progress, 1929*
Review of Railway Operations
FF3 1926
FF4 1930
FF5 1936
FF6 1937
FF7 *Review of Economic Situation in Railway Industry, 1927*

BUS & TRUCK OPERATIONS (Rio Grande Express, Rio Grande Motor Way)

Corres.
1930
FF8 Nov.
FF9 Dec.
1931
FF10 Jan.
FF11 Mar.-Apr.
FF12 May, Sept.
FF13 Dec.
1932
FF14 Jan.-Feb.
FF15 Mar.
FF16 Apr.
FF17 May
FF18 June
FF19 July-Aug.
FF20 Sept.
FF21 Oct.
FF22 Nov.-Dec., n.d.
1933
FF23 Apr.
FF24 Regulation of operations, report, 1931

CONSTRUCTION & MAINTENANCE

FF25 GEN., 1882-1890, n.d.
FF26 ALAMOSA EXT., plan, 1877
ALIGNMENT & GRADE CHART, DENVER->Pueblo southbound (no#, rolled up in tissue)
ANNUAL REPORT OF CHIEF ENGINEER, 1881
FF27 Gen.
FF28 Timber in bridges
BLUEPRINTS
FF29 "Colorado" (Hotel?), Glenwood Springs, 1894
FF30 Murphy ore chute
FF31 Space leased to Am. Exp. Co., 1921
FF32 Tunnel segment, unknown
BRIDGES
FF33 Data (RGW), stand. gauge, 1890 (blueprints)

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CONSTRUCTION & MAINTENANCE

1

Estimates

Albuquerque Ext. (RG Ext. Co.)

1880

FF34 July-Aug.

FF35 Sept.-Oct.

1880-1881

FF36 Aug.-Jan.

1881

FF37 Jan.-Feb.

FF38 n.d.

Blue R. Ext., 1881

FF39 Sec.21-31

FF40 Sec.25-31

FF41 duplicate

FF42 Eagle R. Ext., 1881

Gunnison Ext.

1881

FF43 Jan.-Aug.

1881-1882

FF44 Jan.-Dec.

FF45 Gunnison Mines Ext., 1881

FF46 Maysville Ext., 1883

San Juan Ext.

1880

FF47 May-July

FF48 July-Sept.

FF49 July-Dec.

FF50 Sept.-Oct.

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1880-1881

FF51 Nov.-Feb.

FF52 Dec.-Mar.

1881

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FF54 June-July

FF55 San Luis Valley Ext., 1881

FF56 Silver Cliff Ext., 1881

FF57 Silverton Ext., 1881

Uncompahgre Ext.

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1882

FF59 Aug.-Sept.

FF60 Sept.-Oct.

FF61 Oct.-Nov.

FF62 Nov.-Dec.

FF63 Dec.

FF64 Wagon Wheel Gap Ext., 1881

FF65 Repairs, 1885

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CONSTRUCTION & MAINTENANCE

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Replacements, Santa Fe Branch
1926

FF66 Bridge 350-A

FF67 Bridge 351-A

1926-1927

FF68 Bridge 347-B

FF69 Bridge 347-C

FF70 Bridge 348-A

CHIEF ENGINEER'S ACCOUNTS, GENERAL ABSTRACT

1890-1891 (RGW Ry.)

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1891-1901 (RGW Const. Co.)

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CONSTRUCTION

FF71 Chronology to 1921

Const. & map filing records

FF72 1878-1899

FF73 1870-1917 (see Misc. microfilm 299D437ri)

FF74 1915

Detailed statement, 1870-1883

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Durango, connection of D&RG and RGS, 1890

FF75 Feb.-May

FF76 July-Oct.

FF77 Espanola, NM, sidewalks, 1925-1930

Glenwood Springs, yard and shops

1890

FF78 Mar.-Apr.

FF79 May

FF80 June

FF81 1891

FF82 San Juan Valley, new railroad, 1924-1925

FF83 Santa Fe, power line on right of way, 1928-1929

Santa Fe Br.

FF84 Cattle guards & road crossing, 1927-1928

FF85 Change in creek channel, 1930-1931

Conditions

FF86 1923

1924

FF87 Jan.

FF88 Feb.

FF89 Apr.-June

Culvert replacements

FF90 1926

FF91 1929-1931

FF92 Sevier Railway Co., 1897

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FF93 Specifications (labor & material), 1883-84

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CONSTRUCTION & MAINTENANCE

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Spurs

Fremont

1893

FF94 Aug.-Oct.

FF95 Nov.-Dec.

1894

FF96 Jan.-Mar.

FF97 Apr.-May, n.d.

FF98 for Paul Graham (Santa Fe)

FF99 Luchetti Estate, 1921-1926

Tracks

FF100 for Peacock Coal Co. (Santa Fe)

FF101 Side track extensions (Lava, NM)

FF102 Taos County, NM, 1924

FF103 Trinchera Timber Co., road crossing, 1927-29

FF104 White Pine, proposed line to, 1888-94

CORRES.

Gen.

FF105 1871

FF106 1873-1880

FF107 1881

FF108 1882

FF109 1883-1893

FF110 1897-1916, n.d.

FF111 Assessment for street improvements, Santa Fe, NM, 1928

Chapman, James R., Supt. of Bridges & Bldg. Dept. (LPB)

FF112 1885

FF113 1885-1886

FF114 1886

FF115 1886

FF116 1886-1887

FF117 1887

FF118 1887-1888

FF119 Chapman, James R., R.E. Briggs, J.E. Hubbard, 1888

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FF120 Chief Engineers Office, 1871-77 (J.P. Mess...?, J.A. McMurtrie)

FF121 Colo. State Board of Land Commissioners, 1888

FF122 Dodge, D.C. & M.L. Burgess, 1882

FF123 Embudo, NM - turntable for "Wye", 1927

Greenwood, W.H., Gen. Mgr. & Supt. of Const.

FF124 1871-1872 (LPB)

FF125 1871-72, 1877 (LPB, incl. J.A. McMurtrie)

FF126 Gwyn, J., locating engineer - 1902 (LPB)

FF127 Hanging bridge, 1909

Hubbard, J.E., Supt. of B&B Dept. (LPB)

1888

FF128 July-Nov.

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FF1659	Rails to Rainbow's End (movie leaflet)	
FF1660	Resources of Wet Water Valley, 1918	
	<i>Rhymes of the Rockies</i>	
FF1661	1887	
FF1662	1891	
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FF1665	1901	
FF1666	"The Last Good Ride," Rocky Mountain Magazine, March 1980	
	<i>Rocky Mountain Scenery</i> , ca.1885	
FF1667	c.1	
FF1668	c.2	
	<i>Rocky Mountain Views on the Rio Grande</i>	
	1914	
FF1669	c.1	
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FF1675	<i>The Route of the Rio Grande</i> , 1926 (2c.)	
FF1676	San Juan Basin of Colorado & New Mexico, ca. 1911	
FF1677	Scenic Limited, 1906	
FF1678	<i>The Scenic Route, Colorado, Utah and New Mexico via the Denver & Rio Grande Railway</i> , 1882	
FF1679	<i>Scenic Wonders of the Rockies</i> , 1904	
FF1680	"See America First", 1906	
FF1681	<i>75 Years of Progress</i> , ca.1945	

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	<i>Sight Places and Resorts in the Rockies</i>	
FF1683	1899-1901	
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	<i>Some Peaks and Canons of the Rio Grande Railroad</i> , 1906(2c.)	58
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FF1688	<i>Tourist's Guide - Rocky Mountains to the Golden Gate</i>	
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FF1691	<i>Tours through Colorado and the Rocky Mountains</i> , 1898	
FF1692	"The Denver & Rio Grande Railroad" True West magazine, (3/86)	
FF1693	<i>Vacation Estimates</i> , 1906 (2c.), 1907	
FF1694	<i>Views along the Denver & Rio Grande & D. & R.G.W. R.R.</i> , 1889	
FF1695	Winter route to California (2c.), n.d.	
FF1696	<i>Wintertime in Colorado and Utah</i> , pre-1908	
FF1697	<i>With Nature in the Rockies</i> , n.d.	
FF1698	<i>With Rod and Line in the Rockies</i> , ca.1926 (2c.)	
FF1699	Yellowstone Park, 1913 (3 c.)	
FF1700	Misc.	
	ADVERTISEMENTS (for particular events, places, fares, etc.; x = sent to DFA)	
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	California Zephyr trains	
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FF1704	<i>Railway Age</i> magazine, March 26, 1949	
FF1705	Colonists and homeseekers	
FF1706	Conventions	
FF1707	D&RG & RGW	
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	Excursions/special events (incl. broadsides & posters)	
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	x Apple Pie Day - Rifle 1912, n.d.	
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FF1715	Gold fields x Holiday 1913, 1914(2c.) x Modern Woodmen of America, to Pine Crest (poster) n.d. National Western Stock Show (given to Stan in January) x San Juan excursion to Salt Lake City 1912, 1913(2c.)
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FF1728	"Scenic Line of the World" 1905-1907, n.d.
FF1729	Tourist rates 1905-1914
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FF1732	"Spend your vacation on the Crest of the Continent"
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FF1735	National Conventions, Colorado and Utah, 1913 Burlington Lines
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FF1757	Gen.	
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FF1759	Poultry Facts, 1910	
FF1760	<i>Beautiful Colorado</i> , 1901 (2c.)	
FF1761	Blakeland Industrial Park, 1975	
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FF1763	<i>Buena Vista, Colorado - In the heart of the American Alps</i>	
FF1764	<i>The Holloway Hotel & Hot Springs Company</i>	
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FF1766	<i>Canon City Colorado and the Royal Gorge</i>	
FF1767	<i>Scenic Drives - Canon City, Colorado</i>	
FF1768	<i>The City of Cripple Creek Gold Mine</i> , 1908	
FF1769	Colorado Revisited (editorial reprint),1871	
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FF1773	Denver - "What to see and do", n.d.	
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FF1788 *Gems of Colorado Scenery*, Silverton Souvenir ed., 1894
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FF1791 *Gold and Silver Fields...in Southwestern Colorado*,
1913 (incl. map)
FF1792 *The Gold Fields of Colorado*, 1896
FF1793 *The Grand River Valley in Colorado.*, ca.1908
FF1794 Gray's Peak
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FF1796 Gunnison Tunnel
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FF1804 *The Little Empire of the Western Slope (2c.)*
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FF1811 Gen. 1908-1932, n.d.
FF1812 "Explorations and Field Work of the Smithsonian
Institution in 1919"
FF1813 NOT USED
FF1814 Mining, n.d.
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FF1816 *Montrose - Metropolis of Uncompaghre*, n.d.
FF1817 Montezuma County, n.d.
FF1818 Montezuma Valley, n.d.
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FF1819 ca. 1890 (3c.)
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FF1822 ca. 1899, 1901
FF1823 *The New Santa Fe Trail and Rainbow Route in
Colorado - Transcontinental Highway*, ca.1912
FF1824 *The New Silver Land - Gunnison and San Juan*, 1881
FF1825 *Olathe and the Gunnison Tunnel*, ca. 1906
FF1826 "One Thousand Miles Through Colorado", 1912
(*Motor Age* reprint)
FF1827 "The Opening of the Ute Indian Reservation", 1899
FF1828 *The Orchard Town of Loma*, ca.1909
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FF1831 *Pike Centennial Celebration* (program, 2c.), 1906
Pike's Peak area
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Daily Doings in the Pikes's Peak Region 1914
FF1834 June 7 - July 4
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FF1837 Pike's Peak Highway, 1913-1914
FF1838 *The Pike's Peak Region*
FF1839 *Pine Crest - A Modern Resort Among the Pines of
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FF1840 *Postal Service at the Denver Post Office*
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FF1842 "The Wheels of Destiny," ca.1942
FF1843 *Rails Among the Peaks*, ca.1949
FF1844 Railway Map and Tourist Guide to Colorado, ca. 1873
FF1845 *Rio Blanco County and its Resources*, 1914
FF1846 Rocky Mountain Chautauqua at Glen Park, 1900
FF1847 Royal Gorge 1912-1917
FF1848 Salida
FF1849 *San Juan Basin Transportation and the Rio Grande*, ca. 1949

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FF1850 San Juan County, n.d.
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FF1852 Gibson Settlement brochure
FF1853 *Sunny San Luis*, 1889
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FF1854 Booklet

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FF1858 c.1
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FF1862 *Stratton Park, South Cheyenne Canyon and Seven Falls*, 1908
FF1863 "There is Gold in Colorado...", 1894
FF1864 *Tourist Guide Book To Denver*, 1882
Uncompaghre Valley
FF1865 Official report: Uncompaghre Valley Project (reprint)
FF1866 *A Permanent Water Supply Provided by the United States
Government for Irrigating 150,000 acres (2c.)*, ca. 1909
FF1867 *An Uncompaghre Rancher Talks* (poem), n.d.
FF1868 *Uncompaghre Valley in Delta and Montrose Counties*
(2c.), n.d.
Wagon Wheel Gap
FF1869 Hot Springs Hotel, 1914
FF1870 *A Resort and Fishing Place* (6c.), n.d.
FF1871 *While You Are Looking About in Colorado*, 1902 (2c.)
Winter Days in Sunny Colorado
FF1872 1904 (2c.)
FF1873 1905 (2c.)
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FF1874 1902 (2c.)

FF1875 1903 (2c.)
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FF1881 1910 (2c.)
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FF1895 1905
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FF1898 International League of Press Clubs, 1906 (souvenir book)
FF1899 International Sunday School Association, 1911
FF1900 International Typographical Union, 1905 (souvenir book)
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FF1917 1906 (2c.)
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United Society of Christian Endeavors
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Baldwin Locomotives article

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 FF1945 Southern Methodist University, 1912-1913
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 FF1948 St. Louis World's Fair 1904
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 FF1950 *Beautiful Historical Taos* (2c.), n.d.
 FF1951 *Ever Hear of Taos?*, n.d.
 FF1952 *The Lands of Taos*, ca.1909
 FF1953 "Open Air Treatment", 1903
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 FF1954 1883-1912, n.d.
 FF1955 RIO GRANDE MOTOR WAY, ca.1965
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 FF1957 "Denver & Rio Grande" (screenplay), 1951
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 FF1959 Alamosa Division, 1941
 FF1960 Assessed value of D&RG (by E.O. Wolcott), 1887
 FF1961 Business Progress (by Henry Swan), 1943
 FF1962 Microfilming, 1950
 FF1963 Monroe Doctrine, 1896 (by W.J. Palmer)
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 FF1964 Palmer, William J., 1942
 FF1965 The People and Their Railways (by E.T. Jeffery), 1897
 FF1966 Transportation (by D.C. Dodge), 1919
 FF1967 Tunnel 10 Fire (D&SL Ry.), 1944-45

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FF1968 Uncompaghre Valley-Gunnison Tunnel, 1907
FF1969 "What the Rio Grande Means To Colorado"
(by Wilson McCarthy), 1940

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UTAH

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FF1970 1912-1915
FF1971 n.d.
FF1972 *The City of Salt Lake by the Great Salt Sea*, ca.1911
FF1973 *Facts about Utah Lands*,n.d.
A Glimpse of Utah - Where Health and Wealth Abound
1906
FF1974 c.1
FF1975 c.2
FF1976 1908
FF1977 1909
FF1978 1910
FF1979 *Gold and Silver Treasure Vaults of Tintic District Utah*, ca. 1892
FF1980 *In the Green River Valley of Utah* 1905-1906
FF1981 *The Lands of Utah*, ca.1911
FF1982 *Mt. Nebo, Utah*, ca.1896
FF1983 "Prospector's Map of Utah", ca.1899
FF1984 *Salt Lake City and Utah By-ways*, 1883
FF1985 *Salt Lake City: The City of the Saints* 1902-1907
FF1986 Uintah Indian Reservation, open to homesteaders, 1905
Utah - A Peep into a Mountain Walled Treasury of the Gods
1891 (2c.)
FF1987 1900
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FF1992 *Utah County, Utah in pictures and prose*, 1914
FF1993 *Utah Tourist's Guide*, ca.1899 (RGW)
FF1994 *Valleys of the Great Salt Lake*, 1890

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FF1995 *Alaska-Yukon-Pacific Exposition*, 1909 (2c.)

WESTERN PACIFIC RAILWAY

FF1996 Gen., 1910
FF1997 *Story of the Western Pacific Railway*, ca.1909
FF1998 SCRAPBOOK - includes brochures, postcards, timetables, catalogs
and articles re: California Zephyr & Prospector
trains, special event trains (incl. ski trains),
Monument Valley, UT, Silverton narrow gauge train,
Rocky Mountains, Moffat Tunnel route, Yampa Valley
Mail, D&RG history, D&RG films, interim report to
stockholders (Jan.-Apr.1963), safety issues.

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FF2000 BAGGAGE RECORD, PALMER LAKE - 1884
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	CALL BOOKS	
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	Dodge, D.C., Gen'l. Supt. (LPB)	
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FF2040	Presidential Train, 1910	
FF2041	Retirement of equip./prop. at Rio Grande, NM, 1928	
FF2042	Station facilities, Servilleta, N.M., 1924	
FF2043	Ticket office opening, Salt Lake City, 1956	
FF2044	Uniform code book, preparation	
	DIRECTORIES	
	Directory of Industries 1900-01	
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FF2046	c.2	
FF2047	1920	
FF2048	post-1932	
FF2049	Territorial Directory, 1920	
FF2050	DISPATCHER'S TRAIN SHEET, 1882	
	EQUIPMENT	
FF2051	Airbrake license certificate, 1889	
FF2052	Baldwin Locomotive catalogue, 1884 Blueprints & drawings	
FF2053	Gen., 1906-1943	
FF2054	D&RGW(excl. locomotives), n.d.	
FF2055	D&RG system (excl. locomotives), n.d. Locomotives Gen.	
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FF2075	Standard caboose equipment, ca. 1925	
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FF2103 Record-keeping procedures, 1945-47
FF2104 Rio Grande Manual of Procedures, n.d.
FF2105 Standard Heat & Ventilation Co., 1913
FF2106 Table of clearances, 1920
FF2107 Table of depot grounds, 1882
FF2108 Table of spirals, 1924
FF2109 Train crews, re: injury reports, 1880
FF2110 Train handling, 1903
FF2111 Treasury Dept., Globe Express & D&RG, 1906
FF2112 Treasurer's office, 1889
FF2113 MICROFILM PROJECT, REPORT, 1944-45
FF2114 MONTHLY REPORT OF TRACK CHANGES, 1887
FF2114A NOTICES, 1886-1910
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train ticket, LA->SF, May 15, 1954
train ticket w/Pullman stub, San Diego->LA,
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two empty D&RG envelopes
calendar, wallet-size, with a picture of a
D&RG train, 1949
announcement card re: change of address for D&RGW fiscal
office, 1935
admittance card to company Christmas party, 1935
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sheet of paper with D&RG RR logo in three sizes

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Timetable #6, effective Oct. 30, 1983
A,T&SFRC/D&RGWRC joint line timetable #1, eff.
Jan. 5, 1975
A,T&SFRC/D&RGWRC joint line timetable #4, eff.
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timetable, Aug. 2, 1979

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