

Robert W. Richardson Railroad Library

Built in 1997, the Robert W. Richardson Railroad Library at the Colorado Railroad Museum is designed to look like a small town depot and contains one of the most comprehensive railroad reference libraries in the United States. From timetables to employee records, photographs to engineering documents, maps to books, it offers a wealth of information on railroads across the nation and around the world.



Brochure Contents From:

Railfan & Railroad Nov. 2006 Article 'Rio Grande Southern No. 20 to Steam Again' by Jeff Terry.

Photographs are from the Colorado Railroad Museum collection.

Artifacts:

The Colorado Railroad Museum has many artifacts related to the Rio Grande Southern (RGS) and Locomotive No. 20 including:

Extensive paper files of the RGS including: timesheets, tickets, dispatch sheets, and rule books; an RGS uniform and depot signs, and three Galloping Geese, Nos. 2, 6 and 7.

Mission Statement

To acquire, preserve and exhibit to the general public, railroad equipment, artifacts, paper records, books, artwork and photographs emphasizing Rocky Mountain area railroads, to explain and interpret the role of railroads in the history of this region from the 1860s to the present by means of exhibits, a reference library, educational programs, publications and information sharing with other historical groups. Furthermore to provide incentives that will enhance interest in railroads and railroading history.

Colorado **RAILROAD** Museum®

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RIO GRANDE SOUTHERN LOCOMOTIVE NO. 20



The Rio Grande Southern No. 20 is arguably the most popular locomotive ever owned by the Rio Grande Southern Railroad (RGS).

Built in 1899 by the Schenectady Locomotive Works and first operated on the Florence & Cripple Creek (F&CC) line. No. 20 was at that time nicknamed the Portland after a famous mine in the Cripple Creek District. It was made to haul freight, passengers and gold from Cripple Creek and Victor Colorado to the Front Range

No. 20 was sold to the RGS in 1916 after flash floods destroyed much of the F&CC, putting that line out of business. It was in operation with the RGS until 1951.

The Rocky Mountain Railroad Club preserved No. 20 and moved it to Robert Richardson's Narrow Gauge Motel in Alamosa. Once the Colorado Railroad Museum opened in Golden, No. 20 was moved to the new location and donated to the Museum in 2006.

Now, No. 20 is in Strasburg, Pennsylvania undergoing restoration so it can be put back into service.

Portland

-Height Front	43"
- " Back	41"
-Number of	171
-Dio. Out	

-Firebox Sq.Ft.	86.88
-Total Sq.Ft.	1124.
Width Over Running Boards	8'-7"

* Front Drivers
* Main
* Back



Keeping No. 20 Running

For about 13 years, No. 20 chugged up and down Phantom Canyon, until the flood of July, 1912 ripped out much of the track and brought a halt to F&CC operations.

In 1916, F&CC's No. 20 was sold to the Rio Grande Southern (RGS) for \$2,500 and was moved to the Denver and Rio Grande shops in Alamosa for a complete overhaul at a cost of \$1,415.

The rebuilt No. 20 arrived in Durango in March of 1916 and began service on the RGS line and spent the next 35 years on the Silver San Juan Route. In 1951, the RGS went bankrupt and No. 20 was retired.

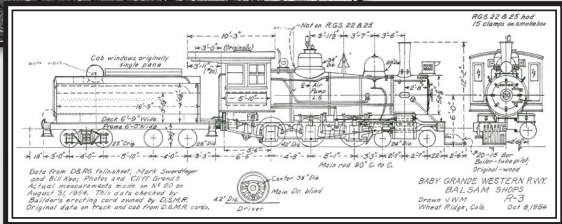
The Rocky Mountain Railroad club purchased No. 20 for \$2,400. The club has spent considerable amounts of money over the years to keep it in top-notch cosmetic shape, resulting in its placement on the National Register of Historic Places in 2000.

Heavy Ten-Wheeler

No. 20 was a 4-6-0 Ten-Wheeler weighing in at 33 tons. This weight, greater than typical for the time, provided increased track adhesion which allowed it to haul heavier loads over the steep Colorado Rocky Mountain grades.

Back when it operated on the F&CC line, it could travel on the line because the track was built to high standards using 45-pound rail and tie plates. The F&CC was able to use locomotives that would have been too heavy for many other narrow-gauge railroads.

In fact, the RGS only had 30-pound rail from Ridgway to Telluride so they had to upgrade the track before No. 20 could travel on it.



A Close Call for No. 20

On August 31, 1943, Locomotive No. 20 and Locomotive No. 40 were pulling a heavy freight load up grade. The lead No. 40 derailed on the inside of a curve at milepost 142 near Cima and pulled No. 20 over as well.

No. 20 had a flat spot on its boiler, but it wasn't seriously damaged so it was hauled back to Ridgway for repairs. That spring, No. 20 was back on the track.

A Ticket to Tomahawk

No. 20 became a star when, in 1949, it was cast in the movie *A Ticket to Tomahawk*, produced by 20th Century Fox.

This fictional film was a Western Comedy about the Tomahawk & Western Railroad and co-stared Dan Daily and Anne Baxter.

Although the script was written for an 1875 Baldwin engine, none remained in existence.

Because of its antiquated looks, the producers of the movie decided that No. 20 would be adequate with a few modifications. The props department added a large balloon stack, wood pilot, fake Baldwin plates and a kerosene headlight with antlers. It was also painted in shades of red, green and gold and a fully-rigged clipper ship was painted on the sides of the tender.

A Ticket to Tomahawk premiered on April 16, 1950 in Durango, Colorado



The Movie Plot

In order to keep its charter, the Tomahawk & Western Railroad has to run a train with at least one paying passenger between Epitaph and Tomahawk, Colorado (fictional towns) before noon on Saturday, September 5, 1876.

But the tracks haven't been completed into Tomahawk yet. So the solution is to hitch the railroad's lone steam locomotive to a team of horses and tow it 40 miles over a mountain pass into town, thus fulfilling the obligations of the charter and saving the railroad.