## HISTORIC TINCUP . . FABULOUS CRIPPLE CREEK

NATIOST western place names are either montonously prosaic or delightfully fanciful. Typical examples of the latter are Peekaboo Gulch, Conundrum Creek,

Pieplant Gulch, Slaughterhouse Gulch, Roaring Judy Gulch. These names are all found in the far-away corner of Colorado surrounding historic Tincup—nestled high on the western flank of the Continental Divide.

which is pretty well agreed on by historians, though there is rough on its marshalls—a couple of them "died with their

some divergence on details. It seems that one Jim Taylor and three companions were prospecting the region in 1860. One night their horses wandered away a matter of no little consequence. While searching for them on foot, Taylor crossed a dried-up stream bed. Something about the appearance of the gravel bed caught his keen prospector's eye. There was no water at hand with which to pan the sand, so Taylor scooped up a tincupful, which he carried with him the rest of the day. That evening he got back to camp with the sand (and, presumably, the horses) and proceeded to pan out his sample.

The result was so encouraging, the partners worked the gulch the remainder of the summer, and returned in secret for many summers to come.

Another variation of the story ascribes the actual discovery to one of Taylor's partners—Ben Grey. This grizzled old sourdough had a set of whiskers of which he was inordinately vain. Rather than dip them into icy mountain streams every time he got thirsty, he carried a battered tin cup with him, and this was the only utensil available with which to pan a sample of the likely-looking gravel.

Regardless of details, the partners guarded their secret for many years. It was not until 1878 that the Tincup "boom" got underway with the discovery of rich gold and silver quartz nearby. By 1880, the census showed 1,495 residents, including but 42 "females." A few years later it had grown to 4,000, with schools, churches, the largest Masonic hall and membership in that part of the west—and, of course, plenty of saloons, Tincup itself has an equally-intriguing name—the origin of gambling houses, and "palaces of joy." Early-day Tincup was

> boots on" (and were buried with appropriate ceremonies on "Boot Hill"), several others were wounded in combat, and one ended his days in an insane asylum.

Most famous of Tincup's mines was the "Gold Cup," which produced about \$2 million in precious metals before finaly closing down in 1917. lincup today is a deserted ghost town through the long Colorado winters, a peaceful secluded vacation resort during the brief summer.

Cripple Creek — most famous of all Colorado gold camps, blazed into prominence in 1891. Robert Womack, a cowboy, prospecting at leisure while riding herd proved this \$400 million



Tincup in its heyday—the early '80s—when 4,000 boisterous miners made life miserable (but short) for peace officers.

"cow-pasture." His successful find sent him off on a roaring binge, during which he sold a \$5 million producer for \$500.

During Cripple Creek's boom days, new wealth to the extent of \$2 million a year poured from its mines, many of which are still consistent producers, though on a considerably small scale.

The Chicago Railroad Fair "town" of Gold Gulch-southern terminus of the Cripple Creek and Tincup Railroad—is a replica of early-day Cripple Creek.

# TIME TABLE

# Cripple Creek & Tincup Railway

(Moffat Tunnel Route)

TINCUP

Northbound Southbound STATION (Read Down)

Ar. Too Soon\*

(Read Up)

(Deadwood) Florida (C&EI)

San Francisco Cable Car (WP)

Latin Quarter (IC)

Western Vacationland (CB&Q-GN-NP)

MOFFAT TUNNEL (Rio Grande)

Indian Village (AT&SF)

Rocket Village (CRI&P)

Vitarama Hall (Eastern Railroads)

"Wheels-A-Rolling"

Paul Bunyan (C&NW)

Pullman Co.

Spanish-America (UP)

Exhibition Tracks

Restaurants

Gold Gulch Postoffice

Ar. Too soon\*

Budd Company

GOLD GULCH Lv. Frequently (Cripple Creek)

\*Operates continuously 10 AM to 10 PM Daily

# EQUIPMENT

#### locomotive

MONTEZUMA—Denver & Rio Grande Western Engine No. 268—veteran of 67 years of service in the Colorado Rockies—has been renamed in honor of the Rio Grande's first locomotive built in 1871.

CHIEF OURAY -Honoring the mighty Ute warrior who-with his wife Chipeta—befriended the white man and aided immeasurably in the development of the west.

#### observation cars

BRIGHAM YOUNG-Named for the fabulous frontiersman who led the historic trek of the dauntless Mormon pioneers into their "promised land" in 1847—on July 24 of that year uttering the now famous phrase "This is the

DAVID MOFFAT—Pioneer Colorado railroad builder, who battled against insuperable difficulties to lay rails across the rugged Rockies. His dream of a tunnel through the Continental Divide was never realized in his lifetime. The 6.2-mile Moffat Tunnel, completed in 1927, now honors his name; today is the route of such trains as the California Zephyr and the Prospector.

JOHN EVANS—First governor of territorial Colorado and another leader in railroad development in the west. His name is equally familiar to Chicagoans; John Evans founded Northwestern University, and the Chicago suburb of Evanston was named for him.

HEBER C. KIMBALL—Second only to Brigham Young in the establishment of the Great Mormon Empire.

### private car

GENERAL WILLIAM J. PALMER—Builder of the Denver & Rio Grande in the '70s and '80s—then as now the "Main Line Through the Rockies"; guiding spirit in the establishment of heavy industry in the region; founder of Colorado Springs, the beautiful city at the base of Pikes Peak.

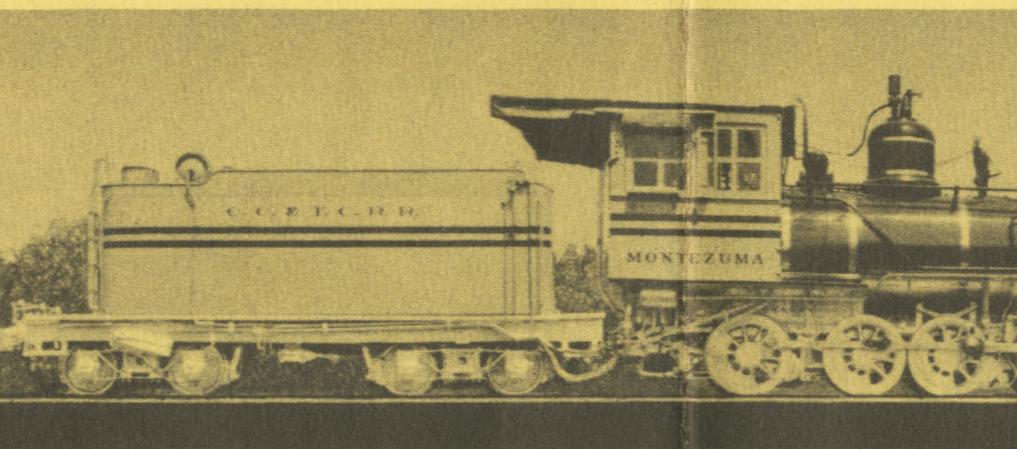
# TIME TABLE TIME TABLE



SCENIC LINE OF THE CHICAGO RAILROAD FAIR

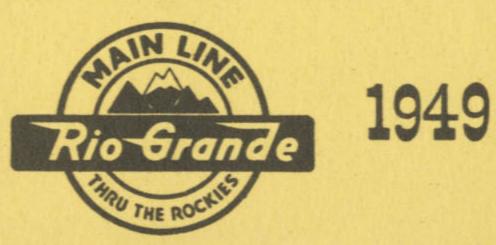


SCENIC LINE OF THE CHICAGO RAILROAD FAIR



Route of the "Montezuma"

Route of the "Montezuma"



Operated by The Chicago Railroad Fair,

Operated by The Chicago Railroad Fair,



# MODEL RAILROADERS BUILD THE "MONTEZUMA" FOR YOUR "O" OR "HO" NARROW-GAUGE RAILROAD TOP VIEW FRONT VIEW Delagare o Pao Borgare REAR VIEW ELEVATION OF TENDER

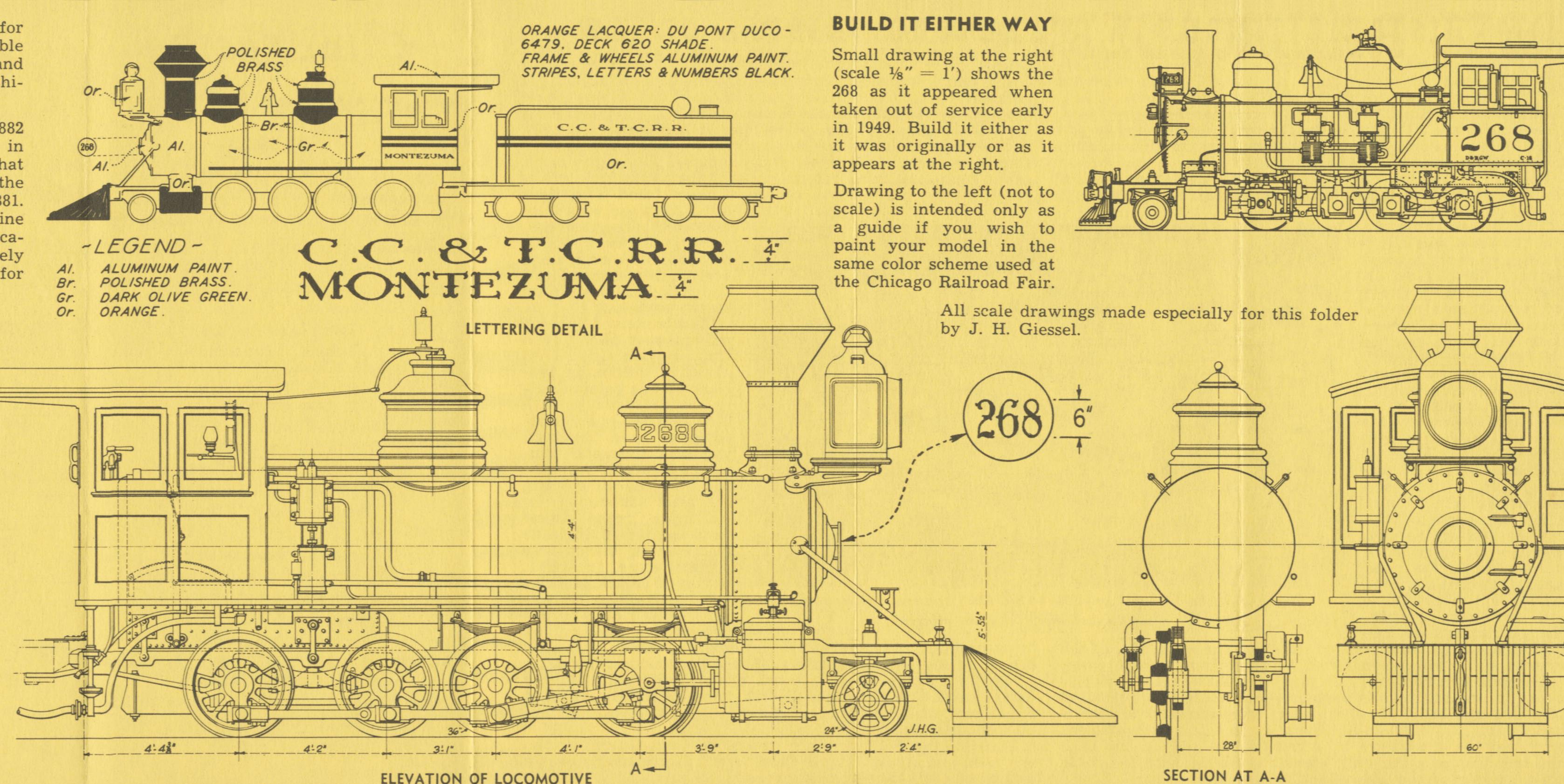
These scale drawings, to exact size for "0" gauge — ¼ inch = 1 foot, will enable you to duplicate the "Cripple Creek and Tincup" locomotive in service at the Chicago Railroad Fair.

This locomotive was delivered in 1882 and has been in continuous service in the Colorado Rockies ever since that time. Drawings were made from the original builder's blueprints, dated 1881. During the years, of course, the engine has undergone a number of modifications, but has been restored as closely as possible to its original appearance for use at the Fair.

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