

This project started out as a note to friends that were planning a trip to Colorado for the narrow gauge trains so it is written as a note between friends to supplement their own research.

It includes things that I am interested in as well as many of my favorite photography locations.

For those that do not have time for the trip, here are some of my photos taken in the locations mentioned in the following text:

General Colorado Scenery:

<https://tim-mulina.pixels.com/collections/colorado+scenery>

Narrow Gauge Trains that include Colorado NG:

<https://tim-mulina.pixels.com/collections/railroads+--+narrow+gauge>

Or start at the top and see them all including non-Colo (900+ images):

<https://tim-mulina.pixels.com/?tab=artworkgalleries>

Hope you enjoy,

Tim

Colorado

Railroad, Aviation, Historic Sites, National Parks, and General things to do. Times and general distances

Health Preparations. These are my own personal observations and solutions I have been told over the past 30 years by friends who live there and are to go along with whatever your doctor may suggest, NOT replace it. Use common sense.

The majority of Colorado you will visit will be more than a mile above sea level and as such can cause some health issues.

First is altitude sickness. This is a general term for headache, nausea, and dizziness. It is most often caused by your body not being able to produce enough red blood cells to get adequate oxygen to your brain and can occur inside or outside.

The way to keep this from happening or being as bad is to start over hydrating your body at least 3 days before arrival in Colorado. Drink at least 16 ounces of water every 1-3 waking hours. This is in addition to whatever other beverages you drink. Continue this the entire time you are in Colorado. Yes you will feel like you are sloshing at times.

Second is sinus pressure/dryness. If you are visiting from a part that has some humidity (most of the US) then the water you are drinking to keep the altitude sickness at bay will help but is often not enough. If you are driving, bringing a humidifier is a great idea to run in your hotel room nightly. Also Vicks Vapo-Rub under the nose at night helps but you will still dry out.

Third is sunburn. In Colorado you are above most of the UV shielding so no matter the temperature, take precautions you would if at the beach.

Finally is temperature swings. Colorado weather is fickle. One day it may be 80 and the next may get you a blizzard. What may be rain lower will turn to snow or ice as you climb as the temperature changes with altitude. You lose roughly 4 degrees Fahrenheit or 2 degrees Celsius for every 1000 feet you climb.

Denver elevation is 5280; Golden is 5675 (2 deg colder than downtown); Central City is 8510 (12 deg colder than downtown); Silver Plume is 9101 (14 deg colder than downtown); Silverton is 9308; Animas Forks is 11,200; Ouray is 7792; Durango is 6512; Telluride is 8750; Chama is 7871.

This is based on my own interests and impressions which is aimed at Aerospace, Trains, Wildlife, Nature and landscape views so may skip things others like.

Denver is on the eastern edge of what is called the Front Range...this is the first row of mountains on the east side of the Rocky Mountains and no you can not usually see the mountains until you are west of Limon, CO.

The main East-West Interstate is 70 and North-South is 25. Highway E-470 / 470 encircles the city out a ways and goes to Denver Airport, the east side is a toll rd.

The directions are rough approximations, verify with your GPS or map.

Denver Metro	pg 3
North of Denver - Boulder, Estes Park Rocky Mountain National Park Black Hawk & Central City Pg 4	pg 4
Idaho Springs, Georgetown, Silver Plume, Georgetown Loop overlook	pg 5
Silverthorne and choices between fastest route to Silverton vs. getting onto the DRGW / RGS narrow gauge circle in the top right side which also is heavy DSP&P/C&S - Frisco, Breckenridge, Fairplay, Como, South Park City, Leadville, Buena Vista, Nathrop, St. Elmo	pg 6
Salida, Poncha Jct., Parlin, Monarch, Maysville, Ohio City, Pitkin And DSP&P's THE PALIASADES	pg 7
Gunnison, Lake City, Cimarron, Montrose, Ridgway	pg 8
Ouray, Silverton and her railroads	pg 9
Silverton and her railroads (cont.), Silverton	pg 10
Drive to Durango, Pinkerton Hot Springs, Rockwood, Hermosa & bridge	pg 11
Durango, Route to Chama, Chama	pg 12
Windy Point, Cumbres Pass, Antonito, Alamosa, Creede, Great Sand Dunes	pg 13
Cripple Creek & Victor, Pikes Peak, Colo Springs, Garden of the Gods	pg 14
Map & Times	pg 15

In the Denver metropolitan area

Forney Transportation Museum - They do have a Big Boy and other trains but call and make sure what is on display and open to the public.

Lookout Mountain above Golden CO. Burial site of Buffalo Bill Cody. Nice for skyline views of Denver Metro

Colorado Railroad Museum, Golden, CO. Hundreds of standard and 3' gauge equipment in outdoor display. The premier Colorado 3' gauge museum and a MUST SEE. You can easily spend 3-6 hours there and still barely scratch the surface.

Coors Brewery, Golden CO. Extensive privately operated railroad from here up the valley to Ft Collins and north. Brewery tours are available as well.

Molly Brown House in Downtown near the mint. Molly Brown was the wife / widow of one of the few miners to strike it rich. She garnered the nickname Un-sinkable Molly Brown as a survivor of the Titanic she took control of the lifeboat she was in when the crew were not willing to. Lots of books and stories about her and is a must see for the Victorian décor to the home.

US Mint...drive by maybe visit the store. Call ahead for info on tours if any.

Denver Public Library / Colorado Historical Society store in downtown Denver. If history of the trains etc in the state are of interest, then this is the stop for you.

Elitch's Amusement Park is one of the oldest ones in the country and you will see it from the Interstate.

Wings over the Rockies Air & Space Museum

North of Denver metro

Denver to Boulder is about 45 minutes to an hour.

In the Boulder area is the corporate HQ of Celestial Seasonings Tea and beverage company which has tours as well as the Univ of CO - Boulder campus.

Up beyond Boulder is the entrance to Rocky Mountain National Park, Estes Park with the famed Stanley Hotel Beautiful views and wildlife! This is realistically a hour to an hour and 15 north of Boulder.

You can retrace your path to get to Denver or if instead you wish to go the back way to Blackhawk & Central City, take Colorado State highway 7 to 72 south and then 119.

There are lots of places to stop and take walks along this route including **St. Malo's Chapel on the Rock**. If you want to go down the front range instead take CO 93 down to CO 6 in Golden.

West of Denver within an hour or so.

BLACK HAWK and CENTRAL CITY.

Allow roughly 60-90 minutes each way from Denver to get to Black Hawk.

I prefer to go out CO 6 from Golden as it is the route that the Colorado & Southern 3' gauge took through the mountains. Many walls, bridge abutments and footings remain on both sides of Clear Creek. This area was an extensive mining area in the mountains but today is more Casinos. The sole saving grace is the towns required casinos to preserve the exterior façade of the historic structures.

The Gilpin Tram of 24" gauge serviced the mines and mills and Central City while the Colorado & Southern served the lower town of Black Hawk and all of the stuff that was brought down to the bottom of the mountain. References for the Gilpin are Harry Brunk's series in the Gazette, **Up Clear Creek on the Narrow Gauge** and Mal Ferrell's **Gilpin Tram** book.

IDAHO SPRINGS. You can get there either via I-70 which goes straight to the town or via CO 6 where road forks on the way to Black Hawk and both are about an hour from Denver. Heading toward Black Hawk there is a fork, to the left gets you up the creek to Idaho Springs along much of the old C&S route so watch for rockwork along the creek on both sides. In Idaho Springs there are 2 passenger cars and a C&S locomotive out behind the City Hall/Police Station that are open to the public. Also in town is the Argo Mill...HUGE milling complex with lots of waste rock too though most has been hauled off. It is somewhere between a must see and a great to see. The main street still has the many historic storefronts.

Watch the right side of the Interstate for mountain goats and other wildlife.

GEORGETOWN. Exit I-70 and take a right at the roundabout onto Argentine street to get to the historical downtown with the exteriors of most of the structures on 6th and 7th streets fairly close to what they were 100 years ago. It also turns into Loop road which takes you to the lower station of the Georgetown Loop Railroad. I do not recommend the lower station as it is where most tourists stop but the road takes you under the reconstituted Devils Gate Viaduct. The Georgetown Loop RR was rebuilt in the late 1970s by Lindsay Ashby's efforts but is owned by the Colorado Historical Society and Lindsay is unfortunately no longer involved.

Scenic Overlook - ONLY ACCESSIBLE on the Eastbound side of I-70. It is well worth it to go to Silver Plume exit then turn back toward Georgetown to be able to stop here. The majority of the Georgetown Loop Railroad is right at your feet. Park the car and take the camera!

SILVER PLUME. This is the next exit up the interstate from Georgetown west-bound. This is the top terminal for the Georgetown Loop RR and parking is usually available in one of many lots around the exit and the station. You can see the crews working on the locomotives and cars from here and boarding the train was possible last time I checked. If you can get on the train here, sit on the side closest to the Interstate (this is the inside of the curves and you get the best view of the bridges). Also in Silver Plume is the Colorado Historical Society's car barn. As of last report it contained C&S Baggage-Mail 13, C&S Coach 76, and C&S Business Car 911. These cars were stored by the C&S after being used in the late 1940's in Chicago and the first two were restored by prisoners of one of the Colorado state prisons as practice to get them ready to work on the Business Car 911 but the program was ended before the 911 was restored.

The first two cars are subject of Quick Pic Books. <http://www.quickpicbooks.com>

Look at the mountainsides above Silver Plume and you will see the spoil of many mines dotting the mountainside. After finishing up at the Georgetown Loop RR, I usually stay on the same street that the interstate ramps are on and continue into town. It crosses Clear Creek on an interesting iron bridge, and dead ends into Main St. Take a left and go to the Rowe Museum in the old brick schoolhouse and take a right and you may recognize some buildings that have been made as kits.

While you are on the side away from the railroad, look up at the mountain above it. The roadbed of the Argentine Central 2' railway can be seen. Wikipedia has a nice article on the Argentine Central .

Leaving Silver Plume heading west on I 70 will bring you to the continental divide. The old route I do not recommend for any except the most seasoned Colorado driver, is the Loveland Pass route via CO-6.... Or stay on I-70 through the tunnels and get onto the other side and more trains faster.

Both get you to **SILVERTHORNE** Leaving Silverthorne you have 3 options. #2 & #3 put you on opposite sides of the same mountain range with no connecting roads until Buena Vista both lead to the NE corner of the DRGW / RGS circle.

1- Stay on I-70 westbound to get to **Grand Junction**, the fastest way to Silverton and the RGS, and then head south. A DRGW 200 Ton crane is currently based in GJ. **Cross Orchards Museum** has trains & road equipment. **Skip to mid page 7.**

2- **This route is made for the primary C&S / DSP&P fan mostly.**

Take CO-9 through Frisco to Breckenridge and visit Colorado & Southern loco #9 that had been restored for operation on the Georgetown Loop and then on to Fairplay to South Park City Museum (highly recommended by friends but I have not stopped there yet) the intersection of US 285. To the left a short way is Como and the line of the DSP&P. Turning right gets you to Buena Vista, also on the DSP&P

3- **This is more for the casual DSP&P/ C&S fan.** Go a bit further west on I-70 and take the exit for CO-91 / Leadville and a bit later that road turns into US 24.

Just about 5 miles south of the intersection of US 24 and US 285 on the south end of **Buena Vista** is the town of Nathrop where 285 makes a slight bend. Just past that is **County Road 162 / Chalk Creek Rd** on the west side of the road. That takes you to the ghost town of **St Elmo** after about 15-30 minute drive. If you have a 4wd you can go further up from **St. Elmo** to other locations along the former DSP&P but not necessary except for the hardcore South Park person.

Now back onto US 285 heading south... Continue on to Salida / Poncha Junction at the intersections of US 285 & US 50.

This is where there is **another choice** to be made. This is essentially the top right corner of a rectangle that is formed by the D&RGW and the RGS railroads.

I am going to head west on US 50 at this point but you can just as easily head south to **Alamosa. I will join the sections up (pg 12) once I make it around.**

SALIDA was a dual gauge division point on the D&RGW with the tracks across the Arkansas River...essentially nothing exists there of the railroad so it is just a nice town for a stretch break with lots of mineral and historical shops. The minerals often come from Mt Antero which is just south of St Elmo.

Heading west on US 50 you will quickly come to **Maysville** then **Monarch**. If you look north as you pass between the two towns you may be able to see Mt Shavano which had one of the DRGW NG passenger trains named after it. The DRGW Right of Way is on the right side of the road and can be spotted from time to time

Just past **Monarch** on the south side of the road is the limestone quarry that supplied the gondola loads for the CF&I Furnaces. The railroad grade is still visible on the north side of the highway until you get to where the grade crossing was and then you are at the quarry.

Go to Google maps and you can zoom in and see the right of way easily.

This is the quarry that made the rotary dump at Salida necessary which caused all of the side stake splices on the DRGW NG high side gondolas as they are seen today.

For the DSP&P / C&S fan, About 35 miles past Monarch you will get to **Parlin**. This is where the DSP&P line that went up to **St Elmo** gets back parallel to the DRGW into **Gunnison**. Up County Road 76 there takes you to **Ohio City** and **Pitkin** which eventually can get you up to **THE PALIASADES** and the west end of Alpine Tunnel but that turns to mostly 4wd roads and there have been reports of road problems that way so talk to the locals first.

Staying on US 50 about 10 more miles down the road is **Gunnison. Gunnison** was a major town on the D&RGW as well as the DSP&P.

GUNNISON - MUST STOP at The Pioneer Museum. There are many buildings that are filled with everything of the pioneer through modern day. There is a \$10 admission but it's worth it. <http://www.gunnisonpioneermuseum.com/>

North on CO - 135 will take you up the DRGW Crested Butte branch

About 6 miles west of Gunnison is where CO 149 turns off to the left to go to **Lake City**. It is near this intersection the famous photo of the highway bridge over the Black Canyon of the Gunnison soared above the right of way for the DRGW and where their Lake City Branch headed south. This was submerged by the damming of the river and creation of the Blue Mesa Reservoir.

About 48 miles onward you will come to **Cimarron**. On the right is a national Historic site. You will want to stop there as the national park Service has rebuilt a stock loading pen and placed some DRGW stock cars. This part of the line was very well known for stock movements seasonally and was about all that kept it open as long as it was.

From **Cimarron to Montrose** is only about 20 miles but right before you get into town on the south side of the highway you will see some train cars and buildings. Exit there to visit The Museum of the Mountain West.
www.museumofthemountainwest.org

If you took choice #1 on page 5 and went west on I-70 to Grand Junction and headed south on US 50, this is where you will pick back up with us.

MONTROSE is where the DRGW Narrow Gauge lines headed south to the mining areas of Ouray and the north terminus of the Rio Grande Southern. Take US 550 south out of Montrose.

RIDGWAY - About 25 miles south of Montrose is Ridgway, the northern terminus of the Rio Grande Southern. The Ridgway Railroad Museum is right there and worth a stop and visit.

For those wanting to visit the RGS area when you get to Ridgway, take a right turn onto CO-62 to Placerville then CO-145 to Telluride and eventually hits US 160 east heading into Durango. Ridgway to Durango is only about a 3 hour drive not counting stops in Telluride, Dolores, Rico, Trout Lake, Lizard Head, etc.

Otherwise stay on US-550 south to Ouray, Silverton, and Durango.

Montrose to Ouray is only 10 miles and is likely the last reliable cell phone coverage until you are over the top and into the outskirts of Silverton.

OURAY - The majority of this town is along US-550 or within a block or so of it. It is worth a drive through town and possibly a soak in the hot springs if you are in need of a tension break.

As you head south out of Ouray you begin climbing. Just as you get out of town there is a hairpin turn and past it is a pull-off you can take a photo looking back down the valley at the top of the town.

This part of the road is called The Million Dollar Highway. Various reasons for this include stories that the gravel is the spoil from area mines and contains over that much in gold and silver...or that it cost that much to build. If you have never travelled it before I strongly suggest making it here at least 2 hours before sunset to make it in the daylight but the afternoon is better for photography.

As you climb, eventually the road gets to the right side of the canyon and on the left (drivers side) is Engineer and one of the many Red Mountain's. Just before you hit the view areas for the historic mine ruins you will pass through the exit for the town site of Ironton which was the final terminus of the Silverton Railway that was trying to get to Ouray.

You will come to a scenic overview. Definitely plan a stop to read and view the historical photos and take your own. This stop is about 13 miles from Ouray but usually takes around 30 minutes or more to travel it.

Just a couple of miles further up you will crest the top of Red Mountain Pass and it will be mostly downhill the next 20 minutes or so into Silverton.

SILVERTON and her railroads - The terminus of 4 railroads. D&RGW made it to Silverton July 8, 1882, up from Durango. Otto Mears formed 3 railroads heading north and west out of Silverton.

The Silverton Railway (1888-1926) went to the mining district of Red Mountain that you just left. It follows Mineral Creek for the most part except for a small detour up Mill Creek. As you come down the mountain you will make a sweeping turn to the right almost 90 degrees that then turns into a left hairpin turn followed by a sweeping left. That is roughly the route of the Chattanooga Loop the SRR followed. The right of way departs the highway eventually ending in Ironton.

Silverton Northern Railroad (1889-1942) The SN began as a branch of the Silverton and was split off by Otto Mears. The route went north out of Silverton to the town of **Animas Forks** and serviced the mining districts between the two. The town site of **Animas Forks** has been partly preserved with many period structures remaining or being rebuilt and is an easy couple of hour trip up the roadbed of the SN by 4 wheel ATV or 4WD vehicle with high clearance. Along the way the foundations of the Sunnyside Mill and many others can be seen. The San Juan County Historical Society is attempting to recreate at least part of this line and plan operations of their Casey Jones Railbus and many other pieces in the future. Though surviving the Great Depression, The need for surplus 3' gauge equipment for the war effort in Alaska and Hawaii saw the majority of the remaining equipment moved out of the area in 1942.

Silverton, Gladstone, & Northerly (1899-1942) Only about 8 miles of total trackage, this is essentially a branch and was operated as such over the years by the Silverton Northern. It was chartered as a financial tool to reach additional mining areas out of Silverton. TO access the area either an ATV or 4WD high clearance vehicle is highly recommended.

SILVERTON - US -550 makes a sharp hairpin turn to the left right at the entrance to Silverton. There is a gas station there and if you are needing gas that is it. In the past it has closed around 4 or 5 pm so make that a priority stop early if necessary.

Being the terminus of today's Durango & Silverton, the town sees a significant amount of tourist traffic when the trains are in town but by later in the afternoon, the sleepy town returns and the bustle of Train Time relaxes. The stores close and the restaurants are much less crowded.

The main street into town is Greene St and is where most of the businesses and hotels are and is one of the few that is paved. Paralleling it to the Anvil Mountain (the rust colored one) side is Reese St which is more residential and toward the valley side is Empire St. which has some more businesses. Take a right on 9th street and it will get you to the Silverton Northern Enginehouse which is covered in corrugated metal. There rarely is access to this structure unless it is a work weekend. 9th street dead ends and you must take a left onto Cement St. which parallels the tiny yard and the final D&RGW Station. This is NOT where the Durango & Silverton boards though. That happen in the double tracks that go down the middle of 12th Street. After the trains are empty, they are pulled into the WYE on the south end of town and turned around for the trip back to Durango.

Silverton has 2 large municipal buildings at the end of Greene St. The first one you come to on the right is the City Hall. BUT just a block or so beyond it on the left is a large imposing San Juan County Courthouse. Around it is the restored jail which now houses the **San Juan County Historical Society's** collection of mining and minerals. I HIGHLY Recommend a visit to the collection and their bookstore which helps fund their operation.

Weather....Most afternoons somewhere between noon and 3 pm there will be a rain/snow shower or two so be prepared.

**Leaving Silverton head south on US 550 to Durango.
There are a few pull offs for photos and to stretch.**

The Molas Pass & Coal Bank overlooks are worth a few minutes stop especially after about 1pm when the sun has the eastern mountains fully lit and not in shadows.

Just past the sign for the LODGE AT TAMARRON is a turn for County road 200 which goes to the Rockwood platform and Wye for the D&SNG. Rockwood is right south of where the highline exits between the rock cut.

County Road 250 is the next road on the east and then less than 1/2 mile south of it is one of my favorite train photo spots.

If you have a GPS there is an awesome photo location where 550 crosses over the D&SNG at **37°28'10.5"N 107°48'24.5"W** **it is a sweeping curve with a bridge and pulloffs on both sides of it.**

Within a mile of that toward Durango is Pinkerton Hot Springs just to the east of the highway and accessible from 550 and then across on the west side just a bit further is Honeyville and then you come to Hermosa. You will see on the east side of the road one of the DRGW 50000 gallon water tanks and a MOW yard which may still have a former baggage or RPO as a storehouse. About 100 yards to the south is the Hermosa through truss bridge that has been made into kit for in most scales.

You are just a couple of miles out of Durango at that point. Start looking for gas stations and top off as prices on that end of town have tended to be cheaper than closer into downtown.

DURANGO

US 550 turns into Main St in Durango. Taking a turn to the east on E 15th St and going down 2 blocks and taking a turn north on E 2nd Av gets you to Rotary Park which has a parking lot and a bridge over the Animas River right next to the D&Sng bridges. This is a great photo place to be as the trains leave in the morning and return in the evening.

At 14th St, Camino Del Rio splits off to the west. Stay straight on Main Av down to College Dr and turn onto West College Dr. 1 block west is the one way street Narrow Gauge Av which is ONE WAY heading north and right next to the tracks. If you stay on Main, it dead ends right in front of the depot.

Heading out of Durango to get to Chama you have two choices. First is stay on US 550 toward Farmington and then head east at Aztec before you get to Farmington on US 64 OR you can take US 160 through Pagosa Springs to US 84/64 to Chama.

If you do not wish to go to Chama, stay on US 160 to South Fork which is the entrance to the cut that Creede is west on. US 160 goes all the way into Alamosa but you miss Antonito and Chama the two terminals on the Cumbres & Toltec.

CHAMA

Once you are in Chama, you are on NM 17 (which is also CO 17 when you cross the state line) There is enough out there on the Chama Yard and station that you should know about it and if not the coaling tower on the east side of downtown will clue you into where it is. **BE SAFE, BE WATCHFUL!** Trains move on tracks almost silently and will creep up on you so stay well clear of the tracks as this is a working yard.

Across the street from the coaling tower the building with the covered patio that looks like a bar and is one...is FOSTER'S. Foster's is the oldest continually operating hotel in the state of NM. It is also one of the few still existing Harvey House hotels as well.

Heading out of town on the east side is the Rio Chama RV Park for those wanting a camping place and at the back of it is a steel bridge carrying the C&TS east. You can get to the bridge also from one of the roads just before or after the grade crossing around the curve.

Roughly 8 miles east of Chama there is another grade crossing below a large mountain. That mountain is **Windy Point** and just past it is **Cumbres Pass** where the eastbound train always takes on water. There is a small parking lot and the section house still stands there.

Beyond that you have lots of mountain driving through the aspen groves then come out to an open area with the water tank and a sweeping turn with straight sections on both sides and a low trestle. Just as the road makes that right hand turn, the tracks go off away from the road so it is just mountains till right outside of Antonito.

ANTONITO

Just south of Hwy 17 is the C&TS Antonito terminal and yard. Not as much here as Chama but there is still some stuff worth the stop and see and the road turns into US 285. As the road sweeps to the north, there is the old DRGW Antonito station on the same side as the C&TS facility and just about 1/4 mile past it all. As of Google maps most recent updates the Standard gauge rails are still in use past that station.

For the next half hour the tracks stay mostly on the east side of the Highway with occasional bridges passing through the San Luis valley agriculture area.

ALAMOSA

Once you get into Alamosa you have two narrow gauge choices and one standard.

1 - Stay on 17 and head back north to Salida as mentioned on page 6

If you go north on 17, The Great Sand Dunes National site is off to the east and in the shadow of the range that includes Pikes Peak further north.

That stretch of tracks was the longest stretch of dead straight track in the entire US and was dual gauged. The area is one of those places you can get an entire cloud formation in the photograph.

2 - Head east through La Veta Pass, the original DRGW NG route on Colorado Hwy 160 all the way to Interstate 25 and then head to Colorado Springs.

3 - If you took off to Creede instead of going to Chama, this is where Highway 160/285 connects back in. Or you could head west from here to visit Creede.

CRIPPLE CREEK and VICTOR

Situated west of Colorado Springs and east of Buena Vista is this small mining area. US 24 gets to it from the east and US 285 from the west.

There is an occasional operating NG railroad, the Cripple Creek & Victor as well as lot of historical buildings and the towns are mostly catering to the casino industry now.

COLORADO SPRINGS

Pike's Peak Cog Railway

Situated in the suburbs of Colorado Springs in the town of Manitou Springs is the bottom terminal. Strongly advise remembering that the elevation at the bottom is 6412 and at the top is 14115' so roughly 30 degrees colder on top.

Garden of the Gods

This is a drive through park on the western suburbs up in the foothills. Plenty of places to stop and walk but has to be seen.

USAF Academy Cadet Chapel

I strongly recommend visiting the USAF Academy to see their chapel. Made of aluminum with stained glass panels, the acoustics are such that inside, the wind blowing through the 17 spires sounds like a small stream burbling through the woods. Very relaxing and open to the public. Check their website to make sure it is still open as it is due to close for 4 years for repairs starting in 2018.

National Museum of World War 2 Aviation ** Summer Schedule Tues, Thurs, Fri & Sat Open 10am-4pm. Check their website for hours!

PUEBLO

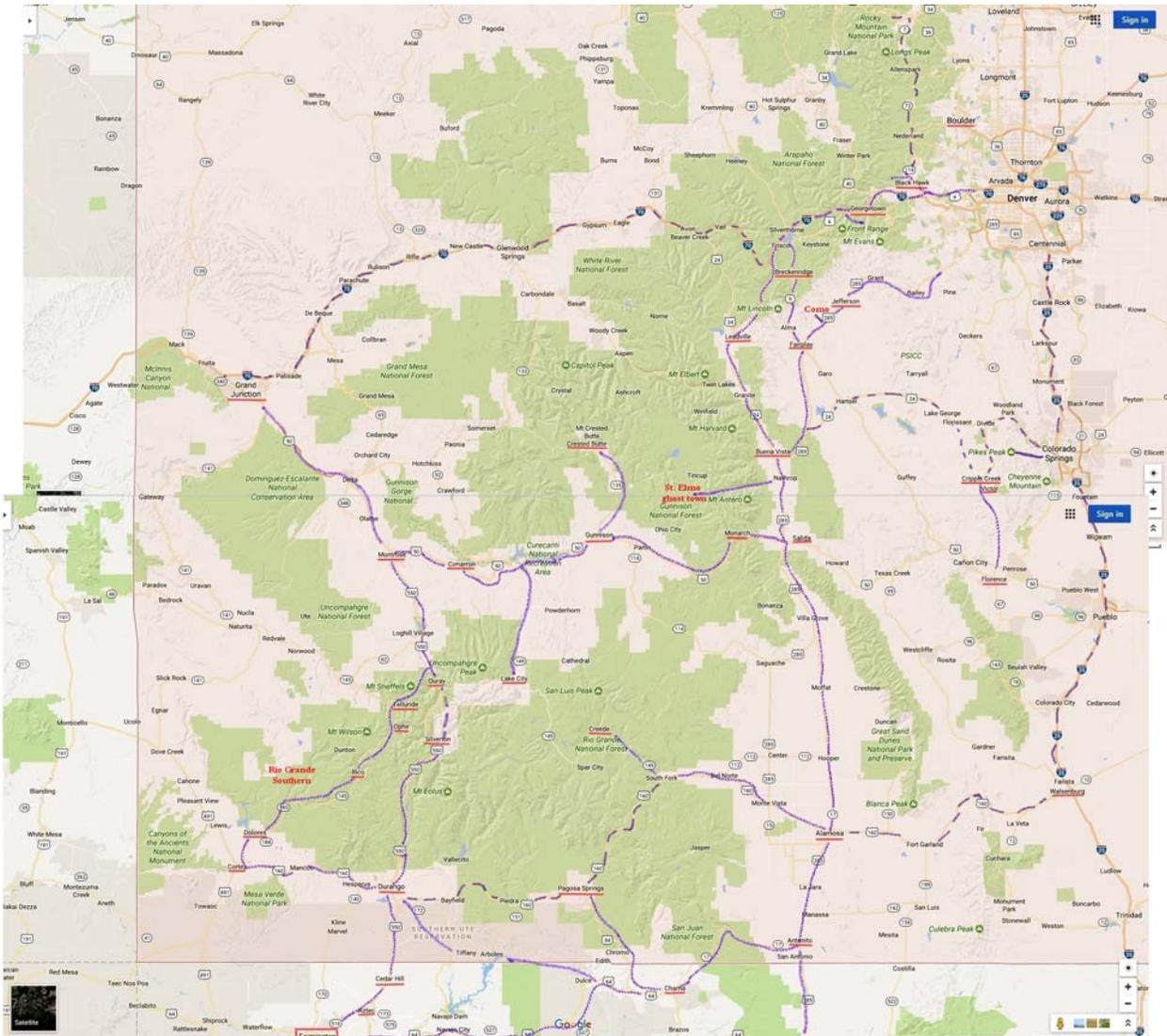
Pueblo Weisbrod Aircraft Museum Check their website for hours!

Back to Denver

Take I-25 north and you will be back fast. Traffic rarely does just the speed limit so be aware of passing vehicles.

Map from <https://www.google.com/maps/place/Colorado/@38.7369121,-105.9203736,8z/data=!4m5!3m4!1s0x874014749b1856b7:0xc75483314990a7ff!8m2!3d39.5500507!4d-105.7820674>

Modifications showing RRs, routes, and other info are approximations and appear here for illustrative purposes.



Denver Tech Center to:

Golden - Colo RR Museum, Coors Brewery, Colo School of Mines - 30 minutes

Black Hawk - 1 hour + depending upon casino traffic

Idaho Springs - 45 minutes to an hour

Georgetown - 1 hour

Silverthorn - 75 minutes

Estes Park - 90 minutes

Colorado Springs - 1 hour