



Newsletter

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Editor: Jim Jordan
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Photo by Jan Moore



A Letter From the President: Jim Jordan

On Saturday the 19th of August, 2017 true railroad

history was made in Como, Colorado. Not since Lindsey Ashby's remarkable feat of rebuilding the Georgetown Loop has an event the equal taken place. True there have been other narrow gauge railroad events which have been fantastic in scope, such as the Cumbres and Toltec's operation, and the Durango and Silverton's success, but to rebuild a railroad that was torn up only the Georgetown Loop and the Denver, South Park and Pacific Railway stand in that category in Colorado.

The remarkable thing in being present in Como on Saturday was that for the first time since 1938 the sound of a deep

throated railroad steam engine whistle sounded in South Park, and the first time since 1937 someone road behind a steam engine. In listening to the whistle one could almost imagine hearing a spectral voice say well done and thanks'

The Boreas Pass day event is always a fun filled spectacular occurrence, but this year it was that and so much more. In years past the attendance have been about two hundred persons, this year it had to be at least fifteen hundred rail road fans.

Our society had been asked to attend and help out at the roundhouse, as we did last year and we were more than happy to oblige. This year the table was balanced and was mounted in the pit. Mrs. Brantigan was able to turn the table a full 360 degrees just by pushing it around the pit with her thumb, so perfect was

the balance. It never ceases to amaze me how the engineers of the eighteenth and nineteenth centuries could be so accurate with their measurements lacking modern computers and instruments.

Finally engine number 4 was fired up, and steam pressure was built up, the smoke began to rise from the smoke box and soon it was hoped the engine would move on to the table and long awaited moment would finally be here. At about 9:30 a gondola was hooked up to the engine and both moved slowly forward, with number 40 slowly pushing the gondola onto the table for a last minute adjustment. Within the hour engine 40 was going on to the table and from then on it was on and off the table all day.

All day the engine would run up to the depot and beck the approximately half



Photos courtesy of Wayne Kemp

Boreas Pass Day

Boreas Pass Day is a celebration of the Denver, South Park and Pacific Railroad, then its successor the Denver, Gunnison and Leadville and finally the Colorado and Southern Railroad. All were owned by the Union Pacific (the Colorado and Southern Railroad was owned by the UP until 1908 when it was sold to the Chicago, Burlington and Quincy Railroad) and each was basically the same railroad. Boreas Pass connects Como with Breckinridge and the railbed is now the county road between the two towns.

Each August the towns of Como and Breckinridge, along with the U.S. Forest Service and the Denver, South Park and Pacific, Historical Service, celebrate the great railroads that ran over Boreas Pass and the men who made it possible.

This year's festivities were the best anyone could hope for, as for the first time since 1938 steam was king once again in Como. Dr. Charles Brantigan and the Denver South Park and Pacific Historical Society, along with David Tompkins performed a miracle in that they laid rail from the magnificent railroad depot to the roundhouse where the newly rebuilt turntable was put into play. We had a number of our members at Como for this historic event; we present to you some of their great pictures, with thanks to Wayne Kemp, James D. Craig, Jan Moore, and Jim Jordan. We wait with eager anticipation for the next Boreas Pass Day.



FINDING COLORADO'S HIDDEN RAILROAD HISTORY

We hope that all who love trains will attend this thought provoking event. We strive to present to you with the finest of experts in their field of railroad history. This symposium will feature several historians who are very knowledgeable in the historical field in which their endeavors lay.

In addition we will present one of the best grant writers in Colorado, who will conduct a workshop over the lunch hour for those who are interested in learning to write a successful grant. There will also be a silent auction with some fabulous items up for bid including a weekend getaway to Palisade, Colorado featuring Amtrak Tickets, a Bed & Breakfast stay, meals, and a rental car.

**ADMISSION: \$30 (includes breakfast & lunch) \$25 for members
ENGLEWOOD ELKS CLUB, 3660 S. Jason St. Englewood, CO 80110**

Interested in Sponsorship or Volunteering? Contact Jim Jordan at 303.269.9768

The Rocky Mountain Railway Heritage Society' Annual Symposium for 2017; will be held on Saturday the 30th of September, at the Elks Club, located at 3690 South Jason Street, Englewood, Colorado from 8 am - 4 pm.

The Symposium should be a really great one this year with the some of the most knowledgeable speakers we have ever had.

This year we will have some really fantastic items up for the silent auction. Amtrak tickets, hotel stays, restaurant dining, railroad antiques, train rides, weekend getaways, art work, fine wines, and many one of a kind treasure.

Last year some really incredible items went for a small fraction of their worth, maybe you will be fortunate to spend a week at a resort, or a weekend in Glenwood. Possibly you will go river rafting on the Colorado or Green River. Perchance a one of a kind painting signed by a world famous artist. A case of fine wine for your wine cellar might be in the offering. Who knows what you might win, if you get the right bid.

So plan to attend, and enjoy history, and help your society! For information, please call C.J. Cullian at: 720-556-6770. Thank you on behalf of YOUR Society.

President's Letter Continued

mile to the roundhouse. I admit that I was surprised to see the engine burning wood, as the original engines in the 1870's had burned wood. As currently there is less than a half mile of track which has been laid, plans call for a lot more rail to be set down for a much longer ride in the future.

This great feat would not have been possible without the dedication of the DS&PHS's very dedicated volunteers, Bob Schoppe the President and Dr. Charles Brantigan the owner of the Roundhouse, proved that visionaries can make things happen, with strong leadership, dedicated volunteers and strong grant writing. Kudo's to all who built this great monument to a magnificent railroad. Good luck in the future and thank you for your great contribution.

Newsletter Design

by Lindsey Runyan

For contact info and online portfolio please visit:
www.coroflot.com/lindseyrunyan

The Cascades Daylight 2017 Portland-Bend Excursion

Celebrating 75 years of the Southern Pacific 4449

The Friends of SP-4449 hosted and operated a 2-day round-trip excursion from Portland to Bend, Oregon via Wishram, Washington on June 24 and 25, 2017. The trip was run in partnership with Amtrak and the BNSF Railway and followed BNSF rail lines. Approximately 600 passengers and railfans rode in 1950's vintage passenger cars including vista and full dome cars and 1980's style Amtrak Horizon coaches. The route followed the Columbia River Gorge on the Washington side to Wishram where the SP-4449 crossed the Columbia River on the Celilo Bridge. The route then ran up the Deschutes River Canyon, past Maupin crossing the Deschutes River and its tributaries several times on high steel bridges. The route climbs out of the canyon near Gateway and then runs across the Central Oregon high desert through Madras, Redmond, and on into Bend in the shadows of several snow-capped Cascade volcanoes including the Three Sisters and Mt. Jefferson.

The star of the excursion was the SP-4449, the spectacular GS-4 "Northern" Class 4-8-4 steam locomotive built in May, 1941 as a member of Southern Pacific's streamlined fleet of Daylight Locomotives. It was built by the Lima Locomotive Works (Lima, Ohio) and was assigned to passenger service pulling the famous Daylight passenger trains between L.A. and Portland from the mid-1940's to 1957. It was selected to be the locomotive for the 1975-76 Freedom Train that celebrated America's Bi-Centennial. Since then it has pulled several excursion trains and has seen service in several movie roles. The locomotive and main tender have a combined length of 110 feet and weigh 763,000 pounds fully loaded. The SP-4449 also has an auxiliary tender that is often used to extend the range of steam excursions. The 2017 Portland-Bend excursion was a celebration of 75+ years of service for the locomotive.

Photos by Wayne Kemp



Royal Gorge Planning Committee Meeting

On Sunday the 13th of August, the Planning Committee held its bi-monthly meeting on board of the Royal Gorge Route Railroad train. The complimentary tickets were very welcome, and our thanks to the Assistant General Manager Rich Millard. We were seated in one of the ex-Alaskan Railroad "Super Dome" cars, which was very possibly an ex-Milwaukee car which was sold to the Alaskan Railroad and then to the Royal Gorge Route. The Super Domes were used primarily by the Milwaukee, Canadian National and Amtrak Railroads.

On the Royal Gorge train(s) they have been totally renovated and have become the railroad's first class dining cars. There is absolutely nothing like riding in a super dome and having a great meal, as some if not the most spectacular scenery in Colorado passes by, as the train winds its way through the Royal Gorge. All of the committee enjoyed their repast and the incredibly fascinating beauty of this world famous canyon.

The trip was a courtesy bestowed on us by Lindsey and Rosa Ashby (the owners of the Royal Gorge Route) and Rich Millard. Both Lindsey and Rosa are very knowledgeable about railroading and have been involved in a number of very successful railroad operations, most notably the Georgetown Loop which they were the primary movers and developers of seeing restored back in the mid 1960's. It was under their hard work and great direction that the rebuild of the Georgetown Loop railroad became a reality.

The Royal Gorge is the very well run and classy operation it is because of them.

If you ever have a chance to visit the Royal Gorge and ride on this train, I strongly suggest that you do so as it one pleasant and thrilling trip, which you will long remember.

Photos by James Craig,
Jan Moore and Jim
Jordan





Photo by?

An Explosive Story By C. A. Arthur

On the 18th of May, 1888, Santa Fe passenger Train Number 7 pulled out of Pueblo and started heading north for Colorado Springs. The conductor gave the "highball" to the engineer, and so began one of the strangest stories in Colorado railroad history.

Running ahead of Number 7 was train Number 31, a mixed local freight train, which the passenger train Number 7 had written orders to pass at CO Springs.

At the southern end of the Colorado Springs yard, the mixed freight stopped and began switching some of its cars around the yards, as it was instructed to do. Four cars and the caboose were moved from the main line and left out, with the brakes set; while the engine and the rest of the train went into a siding to pick up some more cars. The

caboose and one boxcar were equipped with handbrakes only. The other three had the new airbrakes which had been introduced by George Westinghouse in 1869, but not all railroads had fully adopted them even as late as 1888. The five cars were set and were only waiting for the drama about to begin shortly.

In the caboose, which was doubling as a passenger coach, two passengers were pretty intoxicated, an argument ensued, and a fight was started. One of the miscreants pulled out a knife, and proceeded to knife the other man, which killed him. The murder suddenly realized what he had done, and proceeded to escape from the caboose, instantly sobered as he realized what fate awaited him if he was caught. Looking for an escape

route, he happened to glance down the tracks, and seeing the train crew which were working to pick up other cars that were a good distance away. The felon loosened the handbrake and bled the air, which caused the car to begin rolling down the 15 mile grade towards the town of Fountain. In the caboose the murdered victim's body began rolling from side to side with the swinging of the car, underneath the oil lamp hanging from the ceiling. the inevitable deterioration from facing the harsh weather in South Park without maintenance. Bill and his son, Greg restored the building to its 1910 appearance and collected documentation on its history.

The murder assumed that by loosening the brake it would cause an accident out

of town where he felt the crime would be covered by the anticipated wreck of the train and caboose.

The five cars quickly picked up speed as it raced down the grade. Flanges were screaming as it swung around corners. Gaining speed it swept down the track heading for a looming disaster. One of the tank cars held over 3,500 gallons of naphtha, the next car which was a boxcar holding over 18,000 pounds of highly explosive black powder. The third boxcar carried over 30,000 pounds of hardware and steel rods, the fourth carried 4,000 of tile! Train number 7 was a nightmare come to life.

Meanwhile at Fountain, train Number 7's engineer was busy oiling the big engine, he paused in his work as he heard the flanges of the oncoming speeding train screaming down the track; he yelled for the fireman to jump to safety. Conductor Mike Cowan had heard it also, but before he could get his passengers off the train, the speeding train slammed into his train at over 70 miles an hour. The wooden caboose disintegrated as it climbed a top of the big steam engine, as it threw out the body of the murdered man.

The naphtha oil tanker broke apart, and the oil which flew everywhere exploded into flame as it made contact with the red hot engine boiler and smoke box. The oil which flew all over the engine immediately, with flames spreading along the train beginning to consume all the wooden coach cars burst into flame.

Mike Cowan by the flames light saw something that made his blood run cold, one of the box cars had a red explosive card posted to its side. Cowan, the engineer John Ammon and the fireman managed to get the passengers, even some who were badly injured, away from the train.

By then the townspeople who had been awakened by the crash, were moved, along with the passengers to a ditch, which had recently been excavated, and made to lie down. The bodies of the murdered man and two passengers who had been killed in the crash were placed behind a large berm of sand.

Everyone's eyes were glued to the spreading fire, as slowly the minutes ticked by. All eyes glued to the burning train. For over twenty minutes everyone watched and



Photo by??

B5299 Santa Fe Depot, Fountain, Colo.

Explosive... Cont.

waited from behind the berm. All were hoping against hope that nothing would happen, but knowing that it was just wishful thinking.

At 3:15 a.m., thirty minutes after the crash, 18,000 pounds of blasting powder exploded with a gigantic roar. A fourteen car maintenance of way train setting on a nearby siding totally disintegrated. The tiles and the hardware which were in the next car shot through the air as shrapnel. A large bolt hit a woman killing her instantly. But all the other people were behind the berm and escaped injury, but of the Town of Fountain's dwellings very little were left. The boxcar where the black powder had been was now a crater thirty feet across, and fourteen feet in depth. Train Number 7 was just a heap of twisted metal scrap.

Thirteen miles away in Colorado Springs, every window was blown out, including a very large number of plate glass store front windows in the business district. In Pueblo, chimneys fell from the effects of the shockwave 34 miles south of Fountain. La Junta which lies over 90 miles away had the doors and windows shaken and rattled by the huge explosion. It was to be considered the largest blast the State of Colorado had ever known, 81 years before the atomic underground blast which was a 40-kiloton nuclear explosion on September 10, 1969 in Rulison, Colorado.

A subsequent inquest absolved the Santa Fe Railway and train Number 31's crew of any blame. The blame was placed squarely on the murderer, with over a half dozen deaths on his soul. He had disappeared and subsequently escaped justice.

Uintah Caboose

BEFORE & AFTER



Photo Courtesy of Jim Jordan



Additional Photo Here?

Yes – restoration on the caboose has been completed! Caboose #3 of the Uintah Railway was obtained in very poor condition. It had been used for farm storage for many years and was sitting on bare ground with one side against a dirt embankment. There was such extensive rotting on the under body, floor and one side that it had to be moved to its current location – Cross Orchards Historic Site, 3073 F Road.

In the summer of 1996 members of the Rio Grande Chapter of the National Railway Historical Society decided to attempt a full restoration. The car was disassembled and a new car was made,

re-using original parts and materials as much as possible. The new under body frame beams were salvaged from an old standard gauge flatcar and were ripped to size by Skilsaw. The frame beams and end sills were attached with mortise and tenon joints and secured in place with steel tension rods salvaged from the original car.

Most of the car's vertical frame members (studs) were in good condition except for the rotted bottoms that were repaired by splicing in new wood sections. Long angle braces with rot on one end were trimmed to replace the shorter rotted pieces. New wood was used to replace the long pieces.

The car now has all siding windows, roofing doors and exterior hardware installed. This includes steps, end rails, ladders and couplers. The Chapter has also placed it on a short section of track with a stairway and platform for visitor access.

As part of the final touches, the group designed a "typical caboose interior" based on the D&RGW long cabooses since there were no known interior pictures or details of the original car. Both cupola "platforms" with seats, the conductor's desk and bench seats with seat cushions have also been added.

The Englewood Santa Fe Depot

The Englewood Santa Fe Depot was built in 1915. It is one of 50 built by the Railroad across Arizona, New Mexico and a few in Colorado. The one in Englewood is one of only two left. The other is in New Mexico. It was in active use until 1975 when the railroad decided it was not worth a stop. It lay dormant and empty until 1994 when RTD announced the creation of the Santa Fe Corridor Light Rail. The depot was in the way! The old Englewood Historical Society decided to have it moved to a safe location out of the way of progress. It was moved to a vacant lot about a mile from its original location and the plan was to have it as the passenger waiting area when the Bates light rail station was built. RTD decided against building the Bates station. Then the old Society wanted it to be the Englewood History Museum. They worked hard to stabilize it and make it ready to house the museum.

Then crazy things happened and that historical society dissolved leaving the building forlorn. For the next 10 years it was neglected. In 2012 a developer offered to buy it. He planned to build

a large apartment complex about 2 blocks north and the depot would be his sales office. He made an offer to buy it at a City Council meeting on March 19, 2012. Many residents heard about the offer and asked lots of questions and urged Council to not sell it to him. He withdrew his offer and the building again lay neglected. About a dozen of the residents talked after it was over and decided to create a new historic society with the goal of completing the vision of the old historic society. The depot should be the Englewood Museum. The Englewood Historic Preservation Society was born. They formed a 501c3 and began negotiating with the City. Would the City sell it to the new group? No! Would they give it to the new group? No! Would they allow the group to move it off that valuable corner? No!

After a year and a half, the Council decided to offer the depot for sale again. Objections were raised since the depot was in a City Park and park land could not legally be sold without a vote of the people. Those legal objections were ignored. The City

Photo courtesy of Denver Public Library by John McCall



By Doug Cohn

Council then put it up for sale again. There were two bidders. One offer came from a man whose vision was to create an old school printing museum. The other offer came from the new historic society. The printer won the bidding.

In the past 4 years the printer has done almost nothing to stabilize the building or fix the leaks in the roof. About two months ago he finally started doing a few repairs.

Legal questions still swirl around the procedure used, some want an investigation and some want a vote of the people to challenge the sale to the printer.





CRI&P Caboose No.17834 at the Oklahoma Railway Museum

This unique caboose, horizontally wood-sheathed with steel frames and outside bracing, started life as a 40-ton Class B-2 boxcar. It was probably built in 1915 by the Bettendorf Company of Iowa. (It rides on Bettendorf trucks, and the steel under-frames were cast in 1914.) The boxcar served on the Chicago, Rock Island & Pacific (CRI&P) Railroad for about thirty years. When the Rock Island RR needed more cabooses in the early 1940's, about 200 B-2 boxcars were converted in their shops, either in Chicago or Silvis, Illinois. At this time, the United States was preparing for or engaged in WW II, and rail transport became critically important. Twenty boxcars were converted to an unusual passenger/baggage/crew configuration with three sections: passenger seating, baggage room with sliding external doors, and a cupola-topped crew compartment. CRI&P No. 1772, shown below, is located at the Mid-Continent Railway Museum in Wisconsin.

However, our caboose, CRI&P No. 17834, was modified differently, exclusively for train crew use. It is believed this conversion was accomplished in 1943. The car was shortened by removing the middle

section where the sliding doors were located. (Look carefully, and you can see where the frame sections were spliced.) Platforms were added to each end, a steel cupola was mounted on the roof, windows were cut into the sides, and the interior was outfitted with crew bunks, a toilet, conductor's desk, benches, a stove, and an ice box.

The Rock Island probably used this car until the 1970's when cabooses were taken off active service by all railroads. Around this time, Caboose No. 17834 was acquired by John Kirkpatrick Jr. of Oklahoma City. He parked the car next to his lumber yard and supposedly used it for meetings and parties. In 1978, the caboose was donated to the CORC, predecessor of the Oklahoma Railway Museum, by the Kirkpatrick family. For a time, it was on display at the Omniplex Science Museum.

From there, it went into storage where it was allowed to deteriorate. Interestingly, Rock Island No. 17834 became a "movie star" in 2010. While sitting on the Owanda siding at the ORM, it was used as one of the sets for the movie, "Bringing Up Bobby." (See a short video on You Tube and the article in "Remember the Rock," Vol.6, No. 3.)



Photos courtesy of Oklahoma Railway Museum



Photos courtesy of Oklahoma Railway Museum

Restoration

Restoration began in about 2010, funded in part by a 2012 Heritage grant from the National Railway Historical Society. Caboose No. 17834 was moved into the ORM Maintenance shop where most of the work was conducted. Two-thirds of the floor had rotted away, so the first task was to replace the sub-floor which was then covered with new interior floor boards in the forward compartment. In addition, the decayed end platforms were replaced. Most of the exterior walls boards were replaced, followed by new interior wall boards in the forward section. Walls and flooring in the rear compartment were in good enough condition that cosmetic repairs were all that was needed. New side windows and frames, including those in the cupola, were fabricated and installed.

The caboose roof was so decayed that the exterior smoke jack had fallen inside: thus, the roof was completely remade with the exception of the metal cupola roof. Weather-proof roofing material was applied and sealed. Most of the interior fixtures were either missing or totally dilapidated. Consequently, new bunk beds and benches, as well as the conductor's chair and desk, were crafted in our wood shop. The original ice box was cosmetically restored and installed.

The interior and exterior of the caboose were repainted in their original colors. Appropriate stencils were cut and lettering was applied to the interior and exterior. The toilet compartment was too deteriorated to repair and was therefore eliminated: it was replaced with a sink from a newly-acquired SL&SF (Frisco) caboose. A coal-fired pot-belly stove, which also came from the Frisco caboose, was refurbished and installed with an interior chimney. Meanwhile, the smoke jack was remounted on the new roof. Electric lights, rather than oil-burning lanterns, were installed. One of the final projects was the fabrication, painting, and installation of new roof-walks. The dilapidated under-frame tool box was remade with a transparent door so that tools inside could be viewed. Finally, replacement seat cushions were custom made, and bunk mattresses were acquired.

The newly-completed No. 17834 looks like a pretty comfortable residence for train crews away from home. If only someone would provide a decent set of wheels, we could be back on the rails again!

Continued...

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The Malley Center By Jim Jordan

One of the strongest supporters for our society is the Malley Senior Recreational Center in Englewood, Colorado. The "Malley" is where we have held our symposium the last two years, and where we are going to hold our art show on the 21st of November this year.

The Malley is one of the city's finest facilities and has many great programs, facilities and staff to help make being a senior easier. A newly equipped exercise area, a ballroom, pool and billiard tables, library, full size gymnasium, kitchen, class rooms and computer lab are just some of the features of the facility.

The Malley staff is well trained to handle problems, or make suggestions to make being a "senior" easier. The Malley offers many classes, tours and talks and lectures and is constantly trying to create new programs for not only seniors but the community at well.

At Christmas they put on a couple of great programs, a Breakfast with Santa, a Christmas Fair, and a Santa Calling program where Santa calls the children, regardless where they live, and it doesn't cost anything, unlike some places that charge.

So regardless if you do or don't live in Englewood, consider looking into the Malley for recreational or meeting purposes. The Malley does rent there facility out at very reasonable rates. Support them as they help support our mission.



Photo courtesy of Malley Senior Recreation Center and ?

Malley Senior Recreation Center

3380 S. Lincoln Street
Englewood, Colorado 80113
303-762-2660

Hours: Monday - Thursday:
8 am - 7 pm
Friday: 8 am - 5 pm
Saturday: 9 am - 1 pm
Sunday: Closed

Access Printing

Access Printing was the first sponsor that we had going on five years now. Both Jenny and Christian have been great sponsors of our society and our symposium. They are high volume printers, and while they have a lot of clients, they do take time to do special orders for us when need be. They are a family run business that stresses perfection in their product. If you aren't satisfied they will do it over again and again until it is exactly right!

Located at 3380 South Broadway, they do have clients all over Colorado; we have had them print all of Lindsey Runyan and Jim Matsuka's work for us and have never had a complaint. They did our banners we had for a few years, plus all of our stationary, and more important if they cannot print something, then there is no one that can.

Stop by and give them a call and even if you live near La Junta, or Walsh, or Meeker they can do the job then forward them to you via next day air. It will be cheaper than going to a printer who doesn't care about the finished product.

Call 303-789-7636, or stop by and see Jenny you won't be sorry!



Photos courtesy of Google Maps and ???



3384 S. Broadway,
Englewood, CO 80113
303.789.7636
www.accessprint.biz

Hours:
Monday - Friday
9 am - 5 pm

Vista & Vineyards B & B By Lindsey Runyan



Sante Fe "Bleeding Blue" Mug

The "Bleeding Blue" pattern railroad china was first introduced in the early 1920's for use on the Santa Fe Railway's crack passenger trains.

The Santa Fe Railroad was a leader in the idea of dining car service on board passenger trains, while George Pullman is given credit for originating the concept of dining cars, it was the genius of Fred Henry Harvey and Charles F. Morse who was the Superintendent of the Santa Fe who perfected it.

Fred Harvey was able to provide great and decent food at reasonable prices at both the railroad's dining houses and on board train dining service. The fact that the Santa Fe was willing to take a chance with Fred Harvey's unique idea, which developed into a partnership that lasted until the time Santa Fe gave up passenger rail service to AMTRAK. Harvey House Restaurants, the dining car service, and the various great hotels which Santa Fe owned and operated, such as the La Fonda in Santa Fe, New Mexico and fifteen others in the system.

Fred Harvey also developed a wait staff that was efficient, had manners, and gained fame as the "Harvey Girls". The combination of efficient attractive waitresses, great food, beautiful scenery caused the Santa Fe to become one of the most popular railroads in America.

The Santa Fe had over 11 different patterns of china, during its long history of dining service. One of the most attractive was the "Bleeding Blue" pattern. "Bleeding Blue" pattern railroad china was first introduced in the early 1920's for use on the Santa Fe Railway's crack passenger trains.

We proudly present the third coffee mug in our series. "Bleeding Blue" joins the D&RGW "Prospector" and the "Curecanti" patterns. We are sure you will enjoy the high quality mug for many years to come. Only 200 of these mugs will be produced, once they have been sold out, they will no longer be available anywhere. Thank you for your support and help in saving our vanishing railroad history, we appreciate it very much.



**Special Membership Pricing
\$30.00 each**





MEMBERSHIP APPLICATION

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Please enclose a check or Money Order. For Credit cards please call 303.269.9768

Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

2017 Membership expires on January 31, 2018. Those joining after September 2017 will not have their membership expire until January 31st, 2018.

Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

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rockymountainrailroad@yahoo.com

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