



# Newsletter

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Winter Edition 2020

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## In This Issue

- A Letter From the President .....1
- Lions Club of Calhan .....3
- Royal Gorge Route .....4 & 5
- Train Robbery .....6 & 7
- Royal Gorge War .....8
- Museum of Mountain West ..... 9
- Train Expo Colorado .....10
- Advertisements .....11 & 12



Photos by  
Wayne Kemp



In this issue of our newsletter we are going to showcase some of the premier groups that

are Associate Members of the RMRHS. Groups such as the Museum of the West, Colorado Model Railroad Museum, TECO, and TCA.

We will be discussing the first part of a two part story of the importance of the Royal Gorge and the railroad to the State of Colorado and how its development led to the riches in the Rockies being responsible for the states growth. We also will look back on the great Marshall Pass Robbery. Plus we will discuss our visit to the Calhan Lions Club, the TECO Show, the Museum of the Mountain West and many other interesting tidbits.

We will bring you up to date on our ongoing projects. We'll also cover the background behind the decision to trade/donate the great bench which the wonderful people in Laramie presented to us this past summer.

We owe a deep debt of gratitude to Elizabeth and Mike Maline, John Emmot, Doug Cohn, Rich Luckin, for the incredible. Power Point that they put together. As Richard Luckin stated it is very, very professional and a great job. High praise from a gentleman who created the PBS program about Grand Central Station. Elizabeth has done a super job of putting it together and deserves 90% of the credit. We recently presented the program to the Denver Garden Railway and it was very well received. The Denver Garden Railway may give us a cash donation to repair and

replace the soffit at the Calhan Depot. In addition, the power point was also presented to the Boulder Valley Model Railroad Group, who kindly invited us up to their meeting in Louisville this past week. It is a really nice bunch of folks who deeply enjoy the hobby of railroading. They likewise enjoyed our presentation.

Finally, there is a chance that we will have a diesel railroad engine donated to us within the next few weeks. According to a spokesperson for CEMEX which is going to give us this engine, it was once a Rock Island Switcher built in 1948 and disposed of in the early 50's as it was too small to handle long trains in its switching duties. We will keep you up to date as this story develops.

We have had some marvelous donations from members this past few weeks. From Dave Weddle who donated 10 Adlake

## President's Letter *continued...*

kerosene switchman's lanterns, 24 locks, 20 keys and a lot of paper manuals from a great number of railroads. We are selling these to raise funds for our main project the depot. Cady and Linda Daniels who are really strong supporters of the society donated 4 boxes of railroad books. These are great books, some of which are long out of print. We will be selling these donated items at the next three shows. The Daniels were the ones who helped drive spikes in 2017 when we laid rail and are great friends.

A special thanks goes to John Emmot who has worked tirelessly to find a contractor for the soffit and or decking for the roof. John also negotiated the donation of a new roof for the Calhan Depot after either the decking or soffit is replaced. We have had two contractors with one bid given. Time will tell. Finally, Larry Santucci donated 10 almost brand new ties for our laying track East of the caboose in Calhan. Larry is the person who had his track crew journey out to Calhan last year and fix the problem with the rails under the coach, at no cost to us. Thanks Larry."

Photo By  
Larry Santucci



Photos by  
Wayne Kemp



## Meeting the Lions Club of Calhan

By Elizabeth Maline

This past July, those of us staffing the booth at the Calhan Day event were invited to speak before the Lions Club in Calhan. So, on Tuesday night October 1st, 2019 three of us journeyed to Calhan to meet the good people of the Lions International at their monthly dinner, which they hold at the El Paso County Fair Grounds.

After a great spaghetti dinner, we were allowed to speak about our project in Calhan. Elizabeth gave an incredible presentation; she also produced something which she built, a really good advertising type of cabinet (in the old school sense of the word).

The people at the Lions Club liked her presentation and a community leader joined our group, the Reverend Melinda Babel became a member. We had several other persons inquire about joining that evening, so we handed out what literature we had with us.

Wayne Kemp took some great pictures which seem to capture the warmth and kindness of all we met that evening. We hope that there will be more interaction between the excellent organization of the Calhan Lions Club and us.

Photo By  
Wayne Kemp



# We Serve



## Lions Club

366 10th Street  
Calhan, CO 80808  
719-347-2368  
<http://e-clubhouse.org/sites/calhanco>

Meetings: 1st Tuesday of the month at 6:30 pm  
Where: Swink Hall @ the El Paso Country Fair Grounds Calhan



Photos courtesy of CO Springs Gazette Pioneer Museum of CO Springs

## The Royal Gorge Route, *Part 1 of 2*

By Richard Sharp

In this the first of a two part series, we are going to discuss the importance that the Royal Gorge played in the development of the State of Colorado and the impact it has still today.

The rocks found in the Royal Gorge are 1.7 billion-years-old, and are known as the Idaho Springs metamorphic complexes, some of the oldest rocks on the North American continent. They were originally deposited as sediments and lava flows that were later buried and metamorphosed (changed by heat, pressure, and other geologic forces) into the rocks we see today.

The Royal Gorge is a natural gateway from the South Eastern Colorado plains to the high passes of the mountains and the great mineral and timber regions which would produce untold wealth from the 1850's through today. The Royal Gorge in many ways was the catalyst to this miracle. Without this fascinating gorge the development of Leadville, Gunnison, and the Southwestern part of the state would have been long delayed.

The story of the Denver and Rio Grande Railroad and the Royal Gorge are deeply interwoven together. It was the Denver and Rio Grande that planned to forge through the canyon heading west for the fabled riches of western Colorado, New Mexico and old Mexico. To understand the development of this part of Colorado one must understand the history of the man who built the Denver and Rio Grande Railroad.

### GENERAL WILLIAM JACKSON PALMER

No discussion of the Royal Gorge would be complete without mentioning General William Jackson Palmer, the founder of the Denver and Rio Grande Railway and the great contribution he made to railroading in the west.

William Jackson Palmer was born to a Quaker family in Delaware on September 17, 1836. As a young boy, William was fascinated by trains. He later worked for the Pennsylvania Railroad and learned all he could about a railroad company and engineering. William was the first person to suggest that trains should burn coal and not wood, which was running out in some areas. The Pennsylvania Railroad became the first to switch to coal.

As a Quaker, William disapproved of violence. However, he believed in ending slavery and Palmer, joined the Union Army in 1861, at the age of 24, as a green cavalry captain. It wasn't long before Palmer and his men were ordered to act as scouts along the front lines of a badly disorganized Union Army on the eve of the Battle of Antietam. The general in charge complained that he had only one man per mile of front, but said Palmer more than made up for it by sneaking across "Confederate lines every night for nearly a week under various disguises, gathering all the information possible as to the movements of Lee's command." Palmer often tapped into enemy telegraph lines to send messages back to the North. Eventually, he was caught by Confederate soldiers in the house of a friendly farmer. He changed into civilian clothes and insisted to the enemy that he was not the wanted spy W. J. Palmer, but a Maryland mine owner named W. J. Peters. The Confederates bought the story but, suspicious of Peters, imprisoned Palmer anyway. He was released six months later in a routine prisoner exchange, and then rode right back to command his scouts.

## continued...

For the next two years his 15th Pennsylvania Cavalry ranged from Tennessee to Georgia. Palmer's tactic was to be fast and stealthy, using his elite gang of horsemen to flank enemy troops and take them by surprise. Palmer was awarded the Medal of Honor for his actions in the war and promoted to General.

The war affected Palmer deeply, forging the man who pushed west across Indian Territory building railroads. After the Civil War, Palmer joined the Kansas Pacific Railroad. Under his direction and guidance, the Kansas Pacific reached Denver, Colorado in August 1870. Soon after, the General founded his own railroad, the Denver & Rio Grande Railroad with his friend, Dr. William Bell. The first tracks went from Denver to the Pikes Peak area, the heart of Colorado mining at the time.

Paso, Texas, then through the Mexican state of Chihuahua and eventually on into Mexico City. It also said that branch lines would run from Salida, Colorado to Salt Lake City. The D&RG Railroad was capitalized for \$2,500,000.

On July 26th, 1871 the very first passenger engine of the Denver and Rio Grande arrived in Denver. The first engine was a small 17 ton 2-4-0 narrow gauge steam locomotive that was built by the Baird Locomotive Works of Philadelphia. It was named the Montezuma, evidently in optimistic hopes of reaching Mexico City.

Three days later, on July 29th, 1871 the first rails headed south were laid in front of the Denver Depot. Things happened fast for on August 14th, 1871 the Montezuma steamed out of Denver for three miles and returned as a special excursion run. Speeds up to 30 miles per hour were reached. Less than four months later, on October 4th, 1871 the D&RG had reached El Paso County. Seventeen days later the railroad reached Colorado Springs. The next day regular passenger rail service was established between Denver and Colorado Springs.

During the winter of 1871, slow progress was made as the line continued south to Pueblo. The winter was a brutal one, typical of intense winters that do occur with frequency on the Eastern Plains of Colorado. It wasn't until June 19th, 1872 that the D&RG finally reached Pueblo.



## Upcoming Events

As a service to our members and readers, we try and list upcoming events for all railroad happenings. RMRHS is not responsible if an event is cancelled or postponed, if we are not notified. We do encourage you to attend these events and see what great things others are doing to promote and save our railroad heritage. If you have an event you would like to have us mention, contact us at GrafSpee40@yahoo.com or telephone us at 303-961-5929.

### FEBRUARY 15TH & 16TH

Rails Over the Rockies  
Larimer County Fairgrounds  
Estes Park, Colorado

### MARCH 7TH & 8TH

TCA Metro Denver Train Show  
The Mart  
451 East 58th Avenue  
Denver, Colorado

### APRIL 18TH & 19TH

TECO Spring Train Show  
Chapel Hills Mall  
Colorado Springs, Colorado



The Great Train Robbery by N.C. Wyeth



Photo by Richard Fike



Photo from CBS News.com

## The Great Marshall Pass Train Robbery ~ Rocky Mountain News, July 15th, 1902

GRAND JUNCTION, COLORADO. ....JULY 15TH, 1902  
Word was received in this city this morning to the effect that a sheriff's posse is on the trail of the masked men who held up the Denver and Rio Grande passenger train near Marshall Pass in the mountains north of Gunnison. It has been learned that the dynamite used in blowing up the safe was purchased in Aspen and from this information, authorities hope to obtain some clue as to the guilty parties.

GUNNISON, COLORADO. .... JULY 15TH, 1902  
Three posses of deputies from Gunnison, Sargent and Salida have discovered the trail of the bandits who held up the Rio Grande train. A bloodhound from Canon City followed the trail for about two and a half miles, then became sick from the dope that the robbers placed in their shoes. It is thought the dope contains cayenne pepper and poisonous materials.

The dog was unable to follow the trail further. The deputies number about twenty five and are scouting the mountain trails in the vicinity of Marshall Pass. Another report that reached this place that the dog lost the trail and the deputies were unable to determine which course to pursue, The bandits are heavily armed and familiar with the country; a conflict is certain if they are overtaken.

If the five masked men who held up the train yesterday at the base of Marshall Pass had waited one day, they would have made a rich haul in the express safes. They were just one day out in their reckoning; hence the only money they got was from the passengers. It is believed that the amount did not exceed \$1500.

Tuesday is payday, not only on the Rio Grande, but in several of the big mining camps in the San Juan country. For this day the banks in Salida bring in from their deposits \$45,000.

The First National Bank alone is taking \$20,000. Money was sent from Denver on Monday. It reached Salida on Monday morning. Instead it was taken off the train at Salida and there was no money in the safe the robbers blew open. There



Photo By  
Phoenixville  
Chamber.

## ... continued

were also large sums of money for the mining companies taken off at Salida and deposited there to be sent on the next day. This money was taken off because the railroad did not want the guardian to stay up for one or two days.

The bandits undoubtedly had made calculations as to the train which would carry the fortune. However they did not know the treasure would be taken off at Salida and be deposited in the banks of that town. It is presumed the bandits knew the country and were familiar with the paydays.

Going upon the theory the men were familiar with the paydays, those searching for the bandits beg a definite clue will be secured to identify the robbers and then their capture will be only a question of a few days. an a systematic search of every cabin and camp for many miles around the scene of the holdup. It is believed before the search is finished.

While there are many prospectors in the mountains contiguous to the scene of the hold-up, the country is rough and sparsely settled. Therefore, the minute inspection will not be difficult.

The robbery was carefully planned and executed. The five bandits were dressed exactly alike; each wore a white mask made of canvas. Only one of them did any talking, a short man who seemed to be the leader directed their movements. The men went about their work with precision and dispatch. There was no hitch anywhere in the proceedings. They were brisk and business like from the beginning to the end. Each man seemed to know just what was expected of him. For this reason they are believed to be professionals who went into the country purposely for the hold- up.

From the passengers on the morning train from Salida, several interesting incidents were obtained. One story is of a man who, when he heard the explosion and looked out and saw the masked men, sprang from the train and ran up the mountain; the last seen of him was he was still running. One report was that he had \$2000 on his person; the accepted theory was fright. Three other men jumped off the train and started up the mountain but fearing they would meet the bandits later returned and were duly robbed.

When the train stopped, there was a cry throughout. Immediately there was a skirmish among the occupants of the car to hide their valuables. It is said that after the train pulled out, there was considerable controversy as to who owned watches, pocketbooks, diamonds and other jewelry that was hidden in coal scuttles, under cushions and seats and mats in the aisles.

There was a rush pell mell for the doors when the robber appeared with Winchester in hand. He ordered all to come out, speaking sharply. There was no hesitating. Every man and woman wanted to be the first to obey the command; outside they lined up by the cars. While one man searched, another held up a sack into which the money and jewelry was dropped. A third man with a rifle in hand covered the crowd, a fourth man watched the crew and the fifth man was a few yards away on a high [point as look out.

Engineer Perry Ruland was not struck in the cab. An obstruction on the track compelled him to stop the train. He was ordered to the express cars and when a remark was addressed to him that he did not understand, he said "what?" "I'll what you", exclaimed one of the bandits, bringing the stock of a Winchester down upon Ruland's head.

The blow made him unconscious. Both Ruland and conductor Mike Guerin were noted for their bravery. They were old timers of the West and the Rio Grande. It is thought that the bandits knew him and it is believed Ruland's remark was only an excuse to "put him out" so that nothing would be feared from him.

During the hold up, the robbers were perfectly calm, said little to anyone and appeared not afraid of molestation. They went through the passengers systematically and when the passenger would not hand over the money or jewelry, the searcher would pat the pockets and if he felt anything that felt like money, he said "Give me that". If the money was not forthcoming, he spoke sharply again. The robbers made no attempt to search the women, but were content with what they handed over and in this way many saved large sums of money.

J.W. Calhoun, General Manager of the Salida Telephone and Telegraph Company, said our wires were kept hot summing posses and locating strange men in various sections of the mountains. So active are the poses and citizens, I don't see how the bandits can escape.

The General Manager of the Rio Grande, notified Governor James B. Orman of Colorado by telegram of the robbery. Asking if the Governor's office would notify the sheriffs of Custer, Fremont Pitkin, Chaffe, Rio Grande, Mineral, Lake and Park Counties to try and the robbers.

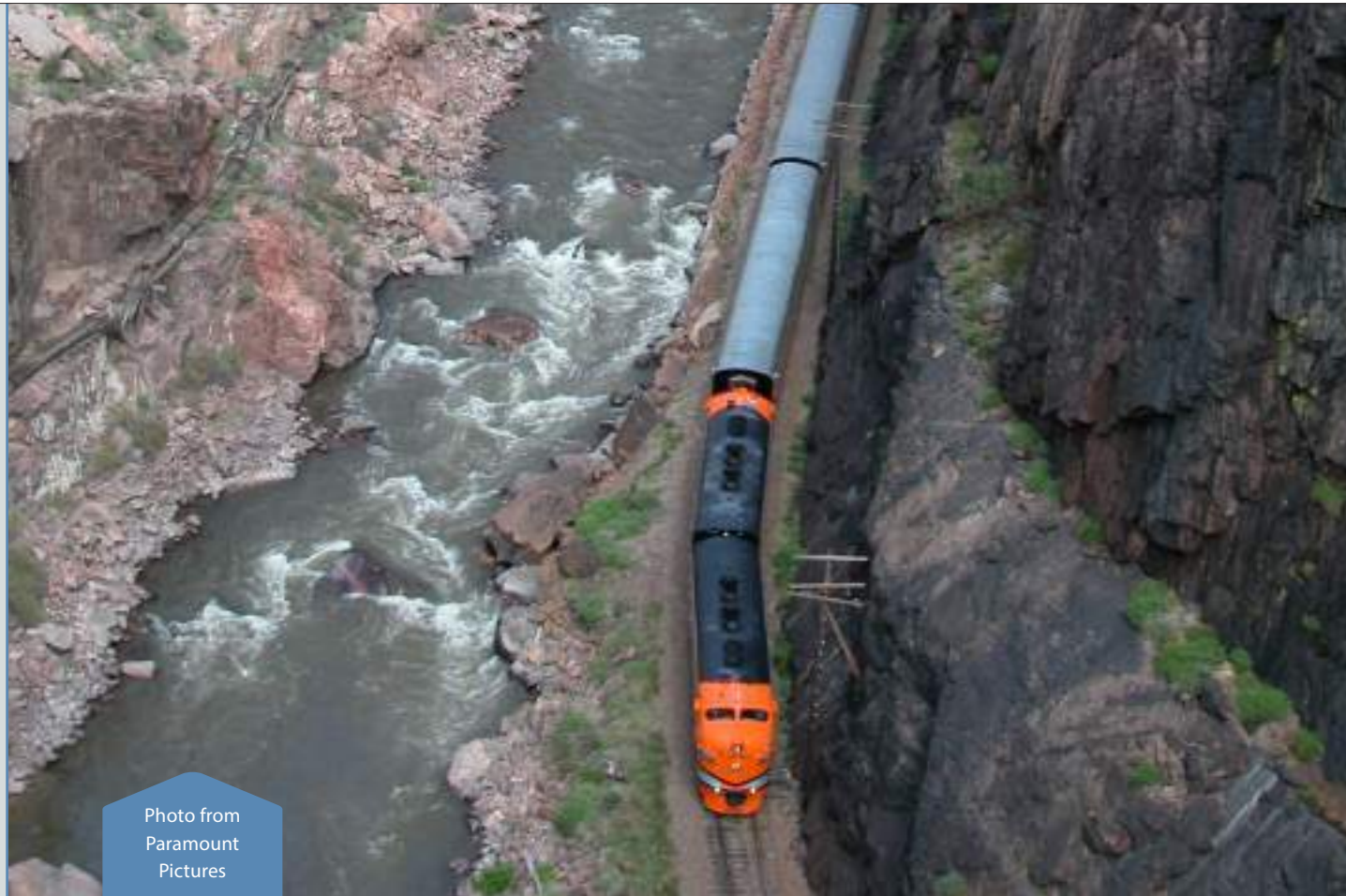


Photo from  
Paramount  
Pictures

## The Royal Gorge War

The Royal Gorge Railroad War was fought in the Royal Gorge along the Arkansas River following the discovery of a large silver strike in Leadville, CO. Both General Palmer's Denver and Rio Grande and the Santa Fe Railroad wanted to be the major rail carrier to enter Leadville. Both railroads knew whoever reached Leadville first would reap significant financial rewards for years to come. The race was on and both sides graded roadbed and began laying track towards Leadville which is at an elevation of more than 10,000 feet in the mountains.

The fastest way towards Leadville was through the Royal Gorge of the Arkansas River just west of Cañon City. At its narrowest, the gorge pinched down to 30 feet with sheer rock walls rising nearly a quarter of a mile. There wasn't room for a footpath at that point, much less two railroads.

On April 19th, 1878, a track construction crew from the Santa Fe began grading for a railroad just west of Cañon City in the mouth of the gorge. The D&RG whose end of track was only  $\frac{3}{4}$  of a mile from Cañon City raced crews to the same area, but they were blocked by the Santa Fe graders in the narrow canyon. By only a few hours D&RG had lost the first round in what became a two-year struggle between the two railroads that would be known as the Royal Gorge War.

The D&RG crews tried leapfrogging the Santa Fe grading crews but were met with court injunctions from the Santa Fe in the contest for the right-of-way. The D&RG built several stone "forts" upstream (such as Fort De Remer at Texas Creek) as an attempt to block the Santa Fe's progress. The Santa Fe grading crews were harassed by rocks

## By Fredrick Von Mueller

rolled down on them, tools thrown in the river and other acts of sabotage. Both sides hired armed guards for their crews. Rifles and pistols accompanied picks and shovels as tools.

The railroads went to court against each other trying to establish their primacy to the right of way. After a long legal battle that ended in the U.S. Supreme Court, on April 21, 1879, the D&RG was granted the primary right to build through the gorge that in places was wide enough at best for only one railroad.

The Santa Fe resorted to its larger corporate power and announced it would build tracks parallel to and in competition with the existing D&RG lines. The bondholders of the D&RG, fearing financial ruin from this threat, pressured the management of the D&RG

## Associate Member: Museum of the Mountain West By Richard Fike

One of our newer Associate Members is the Museum of the Mountain West, a really incredible museum. Among the many railroad exhibits is the mail car as used in the motion picture "Butch Cassidy and the Sun Dance Kid" which originally was used on the D&RG out of Durango, Colorado. But there are so many need artifacts and historic buildings at this museum. This very unique museum is a little like the Sturbridge Village Museum in Massachusetts, or like the South Park City Museum in Fairplay, in so far as they represent a portion of history on a large scale than normal which includes 25 buildings on 7 acres, displaying approximately 500,000 artifacts dating between 1840 to 1940.

The main building opened as a 501(c) (3) as a nonprofit organization in 2005. Today the Museum of the Mountain West is essentially two Museums in one: The main building contains a recreated Old West main street of 9 stores/offices including a 1890s saloon, 1880s dentist and doctors' offices, a drugstore, and a dry goods store--all furnished and displaying thousands of artifacts.

Outside, Adobe Flats is a collection of more than 20 restored and many furnished buildings, most salvaged prior to demolition and moved to MMW from sites in SW Colorado. Notably the 1880's section house from Olathe, Colorado, and the original Denver and Rio Grande Railroad, Montrose, Depot.

Artifacts are on display without glass barriers, and available to view in recreated settings. Tour guides lead you on an outstanding and educational tour. The MMW was a runner-up as one of the premier Western museums in the United States and is considered Number One out of 39 attractions by TripAdvisor for the region, excluding the Black Canyon National Park. The Museum of the Mountain West (MMW) is dedicated to educating children and adults in the history of the West through the collecting, historic preservation, stewardship, restoration and display of historical buildings and artifacts. We urge our members and followers to visit this really unique and fascinating.



Photo by  
Rich Fike

## War... continued

to lease the existing railroad to the Santa Fe for a 30-year period. This created a short-lived truce in the struggle.

The Santa Fe soon manipulated freight rates south of Denver to favor shippers from Kansas City (over Santa Fe's lines to the east) to the detriment of Denver merchants and traffic over the leased D&RG lines. During this period the Santa Fe constructed the railroad through the gorge itself. The D&RG, however, continued construction in areas west of the gorge still trying to block the Santa Fe's progress towards Leadville.

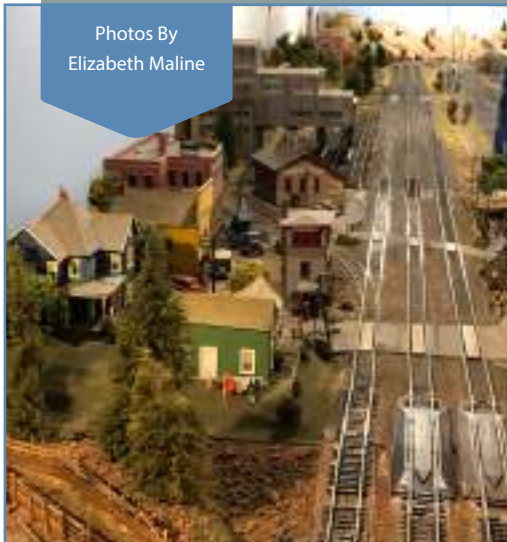
After months of shrinking earnings from their leased railroad, the D&RG management went to court to break the lease. An injunction from a local court restraining the Santa Fe from operating on the D&RG on June 10, 1879, sparked an armed retaking of their railroad by D&RG crews – war in earnest in the old west. Trains were commandeered, depots and engine houses were put under siege, bullets flew, and a few men died.

A final peace in the war came after the intervention of the Federal courts, and the railroad "robber baron" Jay Gould who loaned the D&RG \$400,000. Gould announced the intention to complete a rail line in competition to the Santa Fe from St. Louis to Pueblo. On March 27, 1880, the D&RG and the Santa Fe Railroads signed what was called the "Treaty of Boston" settling all litigation and giving the D&RG back its railroad. The D&RG paid the Santa Fe \$1.8 million for the railroad it had built in the gorge, the grading it had completed, materials on hand, and interest. The Royal Gorge War was over. D&RG construction resumed, and rails reached Leadville on July 12th, 1880.

Next Issue .... From 1880 until Today



Photos By Elizabeth Maline



## TECO - Train Expo Colorado

<https://tecoshow.org>  
 Email: [tecoshowcommunications@gmail.com](mailto:tecoshowcommunications@gmail.com)

## Associate Member: Train Expo Colorado By Elizabeth Maline, *Chairman*

Among the many great Associate Members we have is the TECO (Train Exhibition Colorado) one of our most committed Associate Members. Besides putting on great train shows in Colorado Springs they have journeyed to Calhan to help us work on the restoration of the depot. They have provided insight and very well thought out suggestions. They are a credit to the railroad hobby in the greater Pikes Peak region. Here is their story.

### MODEL RAILROADING IN SOUTHERN COLORADO

Train Expo Colorado, or TECO (tee kō), was founded 13 years ago to incorporate model railroading resources in the Southern Colorado region. TECO has been a mainstay in the area, even with the ebbs and flows of the economy, and as hobbyists search for outlets associated with the model railroading hobby.

TECO works to preserve railroad history and model railroading by providing historical presentations, how-to clinics, layouts to view, and vendors that offer materials for the novices and experts alike. There are representatives of museums and other organizations that promote the railroading history of Colorado.

Each TECO show is theme-based on historic regional rail lines of the Colorado region. The historical presentations offered during a TECO model train show reflect that theme. Themes selected for the 2020 year are:

- January 11 & 12 – Denver, South Park, and Pacific
- April 18 & 19 – Denver & Rio Grande, The 168, Cumbres & Toltec
- October 24 & 25 – MoPac

Listen to our historians and view the images they incorporate to their stories of these rail lines. Our associated historians work hard to provide interesting histories for those in attendance.

Our vendors have everything from track to cars and locomotives in all the most popular scales. We have additional vendors that are not model railroad-related, but more in the realm of railroad memorabilia and artifacts that we hope to pique your interest. Stop by the museum and railroad booths and find out the history they are trying to preserve. Purchase a mug or poster or other items they are selling; all purchases benefit these organizations.

The TECO staff also features "How to" clinics from basic track laying to scenery techniques, or technical modeling concerns such as DCC and incorporating the use of Arduinos. These hands-on sessions occur every hour on the hour, both days of the model train show. There are myriads of clinics we offer, and we change them as we learn new things to share.

TECO has various model train layouts from the local model railroad clubs on display. We hope you get ideas on what your model railroad empire will look like. We model railroaders are a friendly bunch and love to share our knowledge and the techniques we used on our layouts. Learn the difference between scale and gauge as they are not the same. Ask us questions; that's why we are there.

For more information on TECO, visit our website. We are a Colorado non-profit and distribute proceeds from the model train shows to the participating model railroad groups that support the model train shows. Do you have a topic to suggest? A historical presentation you would like to share? Or, do you have railroad or modeling items you would like to sell? Contact us at we'd love to hear from you!

## Please support these local businesses!

**Any And All BIKES**  
 Don and Vi - Owners  
 Phone: 303-995-8731  
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 We Sell & Buy Model Trains all Scales

Roy and Margit  
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 2218 East Pikes Peak, Colorado Springs  
 CO, 80909  
 719-728-0503  
 Email: [roysmodeltrains@comcast.net](mailto:roysmodeltrains@comcast.net)  
 Website: [roysmodeltrains.com](http://roysmodeltrains.com)

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[kendrac@anthologyfineart.com](mailto:kendrac@anthologyfineart.com) | [anthologyfineart.com](http://anthologyfineart.com)  
 3419 S Lincoln St. Englewood, CO 80113

**Jesse Notz**

720-345-7000

2 Great Locations to now serve you!  
 1212 W. Littleton Littleton, CO 80120  
 3346 S. Broadway Englewood, CO 80113  
 Sales / Service / Buy / Sell / Smartphones

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**Jason Whyte**  
 Branch Manager, IT

3531 S. Logan Street, Suite A  
 Englewood, CO 80113  
 D 303-754-5395 C 303-999-5145  
 F 303-374-3599  
[jason.whyte@simmonsbank.com](mailto:jason.whyte@simmonsbank.com)  
 NMLS# 644057

**Forney**  
 Museum of Transportation

4303 Brighton Blvd.  
 Denver, CO 80216  
[www.forneymuseum.org](http://www.forneymuseum.org)

Phone: 303-297-1113  
 Fax: 303-297-3113

**Cheyenne Depot Museum**  
 www.cheyennedepotmuseum.org  
 —Museum—Event Space—Entertainment Venue—

121 West 15th Street  
 Cheyenne, WY 82001  
[RAYLAN@CHEYENNEDEPOTMUSEUM.ORG](mailto:RAYLAN@CHEYENNEDEPOTMUSEUM.ORG)  
 307.632.3905  
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## Advertise your business here in the upcoming Spring Edition of the RMRHS Newsletter!!

The cost to run an business card sized ad (2 x 3.5 in) is \$10 per issue or \$35.00 for a year - 4 issues total. Space is limited so if you would like to advertise please call 303-961-5929. Digital files are encouraged, high resolution pdf or jpg or we can scan existing business cards. Ads will be due by Friday, February 19th.



**The Moffat Road Railroad Museum**

Home of the  
Grand County Model Railroad Club  
1,100 sq. ft. 0 scale layout

Dave Naples, Director  
970.281.9094  
[www.MoffatRoadRailroadMuseum.org](http://www.MoffatRoadRailroadMuseum.org)

LEARN MORE: [www.MoffatRoadRailroadMuseum.org](http://www.MoffatRoadRailroadMuseum.org)

**CHAMBERS CONSULTING, INC.**  
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L.G. "Gus" Chambers PLS      805 Bear Creek Avenue  
Jamee Rogers Chambers AICP      Mail: PO Box 339  
303-697-0650      Morrison, Colorado 80465-0339

[chaconinc@chamberscon.com](mailto:chaconinc@chamberscon.com)



**Richard Fike**  
Director

**Museum of the Mountain West**

970-240-3400 or 970-596-2653  
68169 Miami Rd, Montrose, CO

[Richfike@gmail.com](mailto:Richfike@gmail.com)

"Where the West Becomes Alive"



**NY TO-DO LIST:**

- Wash the Cat
- Sell Jeff my old TOYS
- Buy Cheese

307.920.2225  
*Jeff Alley*  
[jeff.alley@comcast.net](mailto:jeff.alley@comcast.net)

**I ALSO BUY COMIC BOOKS**

## Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969 - 303-269-9768

[rockymountainrailroad@yahoo.com](mailto:rockymountainrailroad@yahoo.com)

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