



## President's Letter

As this is the season when we review the past year and remember the good and the bad happenings which this year there were quite a few of both. In looking at the good we received a new roof for the depot, which had been needed for any number of years. We also traded for an original Rock Island semaphore, that is Rock Island marked.

In addition, we had about 150+ feet of rail laid this past summer, and we will be running the speeder on it come spring. We need to give Larry Santucci and his dynamite track crew thanks for helping lay the rail part of the way, and Bob Schope and his crew from Como to finish the distance. Still to be done is the switches put in and more rails laid behind the caboose track. The building of a speeder house next to the north rails. Greg feels he can build that easily enough.

We had some new members join our organization, Roy Martinez, and Ken Valles, who really seem to know what we are all about. In addition, Bill Lugs new wife Dana became a member and has been a real help and has provided a lot of positive ideas. We welcome all our new members and hope they have a great time being part of our grand project.

Now to the bad things which we had happen this year. I feel the saddest thing was the passing of Roy Thompson's wife Magritte. She was a real lady in every way and as decent a person as you will ever meet. At train shows her warm and happy personality affected everyone who knew her and would stop and chat with her. She is missed by all.

The next disaster was the vandalism of the cars. The amount of damage done was estimated to be about \$16,000.00. The miscreants broke every window out of the steel caboose and caused extensive damage to the coach car. Crime stoppers has issued a \$1,000 reward. It has been suggested that we increase the reward to \$2,000 and might have better luck in finding out who did it. I believe that we could manage that figure, but it will be a Board decision in the end.

Next, we have the worse thing that has happened to us this past year. An attack by the most heartless of creatures, demons from hell are mild compared to these creatures. Pigeons are as evil a bird as has ever existed. We have suffered an infestation of these flying poop machines. Some of these spawns of the devil had gotten into the depot via the removed soffit and nested inside. There are tons of pigeon poop all over the place, well maybe not tons but enough to make cleaning the depot a real chore for the future months. Greg Roberts feels he and his lady friend can clean it up for us. I hope he can otherwise there will be cleaning costs in the future, but it must be done before spring.

Finally, we have some great plans for the coming new year. I hope it is a great and prosperous new year for each of the members and supporters. I wish you a very Merry Christmas or a Happy Hanukkah and a safe and Happy New Year.

God bless all!

Jim



Photo by Wayne Kemp. It's a night shot image of the vintage Rock Island E-units (#652 and #630) owned by the Iowa Northern RR and stored at their Manly, IA yard facilities. The



#652 is an E8A and the #630 is an E6A. The image was captured during a sponsored night photo shoot on May 30, 2019.

# Englewood Train Depot

By Dave Paschal

The Santa Fe depot 3090 S. Galapago St. The station was built in 1915 as one of 50 "mission style" by the railroad. This is one of only 2 left. It served the military at Fort Logan, the local flower growers and many local manufacturers and businesses until 1975 when the railroad decided to close it. It was saved from destruction in 1994 by the old Englewood Historical Society and moved to its current location when RTD decided to build the Santa Fe corridor light rail.



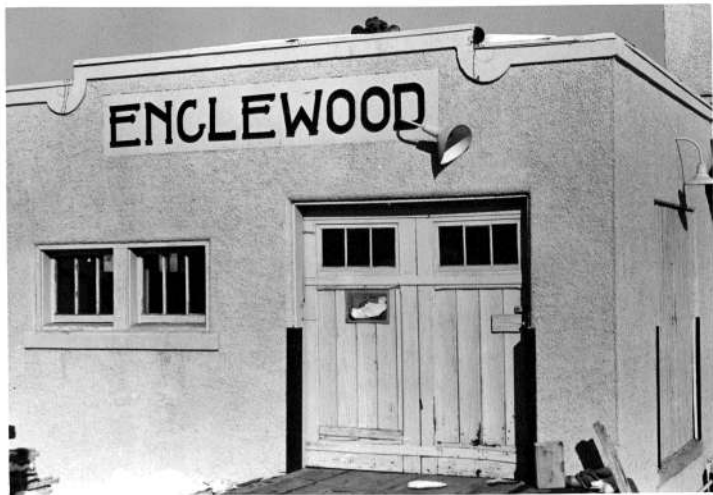
The Englewood Train Depot Story: At the numerous urgings by the Cities of Englewood and Sheridan, the Englewood Depot was built by the Atchison, Topeka, and Santa Fe Railways Company in 1915 replacing a small wood frame open air building used as the train station since 1898. The Depot was built on the same property the earlier station occupied. The land had been donated in 1890 by Peter Mangus, a resident of Sheridan, for the D&RGW to build the original station. Although, the Depot was named Englewood by the AT&SF as the official stop, the building was actually in the Sheridan City Limits. There was not a common rail use agreement between the railroads serving the Depot. To accommodate both the AT&SF and the D&RGW, a separate set of tracks for each line had to be provided. The Englewood Depot, which opened on June 1, 1915, is the only Colorado example of the mission style railroad depot designed by the Santa Fe Railways Company. There were fifty stations built in this architectural style throughout New Mexico, Arizona, and into California. Only a few of the fifty mission type depots along the Santa Fe railway system included a baggage and freight facility. Because of the tonnage commitment by both cities, the Englewood Depot was built with a baggage and freight annex complete with a high capacity scale and a 125 foot long wooden plank loading dock serviced by a dedicated track and switching capability. Today, on-

ly two mission style stations remain. One serves as a U.S. Post Office in Glorieta, New Mexico and the other is the Englewood Depot with the unique freight annex. The Depot ceased scheduled operations in the late 1970's.

Depot Historical Significance: In 1910, five years prior to the construction of the Depot; a Denver realtor, John D. Valentine, ventured into the floral business. He had an idea to create an expansion of the floral industry by networking sales with other florists by telegraph. Initially, 14 floral companies became part of the system. This group, called the Floral Telegraph Delivery Association, evolved into what is known today as the FTD. Valentine coined the slogan, "Say it with flowers". The combination of the completion of the Englewood Depot in 1915 and the numerous carnation flower growers in the Englewood area encouraged Valentine's company, Park Floral, to purchase the Depot property which gave Park Floral access to the local growers, the telegraph, and improved shipping capabilities. It can be said that FTD's roots are an integral part of the Depot's history.

During WW I and WW II, the Englewood Depot was a vital link as a marshalling area for the troops at Fort Logan. WW II prisoners destined for Fort Logan were processed through the Depot. After WW II, the 1945 passenger and freight demands began to decline. For economic reasons, the Santa Fe Railways Company closed a number of its facilities along their Southwestern lines. The Englewood Depot passenger service ceased operations in late 1945. The Depot freight facility remained in operation. The freight complex in La Junta, Colorado still served the main East-West line from Chicago to Los Angeles and freight and coal movement remained high in this region. The D&RGW, the AT&SF, and the Colorado and Southern (C&S) all used the freight operation at the Englewood Depot.





## McKeen Motor Car

The McKeen Motor Car came about when, in 1904, President Edward Harriman of the Union Pacific Railroad was concerned about the high cost of running passenger and mixed freight trains on low volume branch lines. As such, he turned to his chief mechanical engineer, William R. McKeen, for solutions. His answer was a mechanically driven self-propelled railcar. “McKeen wanted something revolutionary, and he certainly got it. He was an early devotee of integral construction — the side members assisting the floor beams in bearing weight. The cars were to be low-slung (one to two feet lower than standard) and (although the word had not yet been invented) streamlined.”

“This six-cylinder, gas powered, internal combustion engine car could be operated by one person who served as both engineer and conductor. It was nicknamed ‘the Wind Splitter’ because its streamlined shape reduced the resistance forced by the trains.”

After a number of successful tests McKeen resigned his position with the UPRR and began his own company with assistance from Harriman. “The rail magnate was most generous: he turned over UP’s north shop complex to McKeen, arranged to buy half the stock of the new corporation and turned over the rest to McKeen, arranged interviews with railroad bigwigs the country over and even threw a swank industry reception and banquet for McKeen in New York City.”

“The legend was further enhanced by McKeen the man: stubborn, strong-willed and very forceful when going after what he wanted. McKeen aggressively promoted the manufacture and sale of his car in many ways not generally adopted until decades later. Though well educated and solidly back-grounded in railroad mechanical technology of the day. McKeen was a born showman who wore flashy clothes, smoked big cigars, and sometimes appeared at society affairs at home in Omaha (and in New York City, too) with a beautiful woman on his arm.

McKeen was a hard-sell artist in an industry more accustomed to polite suggestion. He painted his name in 20 feet high letters on the roof of his Omaha works. He painted his demonstration cars bright red, and reproduced the same car on his flowery letterheads. He unhesitatingly bombarded railroad presidents, big and small with volley after volley of rapid-fire sales letters, and telegrams, often following them up with personal visits. The industry knew he had Harriman behind him and invariably McKeen was treated with deference by the railroad brass. But, except for a scattering of short line sales and token purchases by a few big lines, McKeen had to be content with building cars for the Harriman roads.”

(Continued next page)

# Fairmont Speeder

As our Fairmont Speeder (serial number 17551) has come back from being upgraded, I felt that a brief history of his attempts might be in order.

Our speeder was an MC13 model and was delivered to the Chicago Rock Island and Pacific Railway on November 25th, 1945. It was assigned to the Harrington, Kansas location. What is rather interesting is that it was delivered by the Chicago, Milwaukee, St. Paul and Pacific Railroad instead of in-line interchange. Harrington, Kansas was the Motor Car Maintenance facility for repair and delivery facility of the Rock Island in the 1940s.

When we purchased this car the then owner had written a short piece for a railroad fan newsletter about his attempts to restore it. I am enclosing his story as it does show that he put a lot of time into this car, and really did make a great attempt at restoring it.

“The restoration work on the “old 19” was simply something to do during the COVID Quarantine. Every single bolt was rusted or stuck. Using a few cans of penetrating oil, a nut splitter, vice grips, and bloodied knuckles I got all of them apart. Then is when I discovered that the floor boards were completely rotted through the lift handle’s covers rusted beyond repair. The front panel badly beaten up. The fenders had been repaired so many times when the Rock used it, they were hopeless. Cleaning all the bolts, nuts, washers and small parts wore out a wire wheel on the bench grinder. In addition I went through two twisted stainless steel wheels for the angle grinder, not to mention all the layers of lead based paint not to mention over a half dozen particulate masks.

The Fairmont engineers must have been students of Henry Ford, as the floorboards, side panels and engine cover were all cut from a single sheet of 3/8” plywood. I bonded the floor boards to a sheet of galvanized sheet metal with contact cement. I left the sheet metal unpainted as it will be covered with a sheet of rubber mating. What wasn’t easy was cutting out large panels of the beat up fenders and welding in new panels, but my marginal welding ability and copious amounts of bondo they turned out better than expected. All in all with the expert help of Al Rodi and Carey Boney the car came out very well, and will make a great vehicle for NARCO trips”.

So now we have it and it is upgraded also, so on to joining NARCO this coming year and going on some of these great trips.



Continued: McKeen Motor Car...

Likewise, in his 1911 catalog McKeen described his motor cars in the very best possible terms.

“The exterior lines of the McKeen Motor Car are designed somewhat similarly to an inverted boat, the car having a wedge-shaped front end, and semi-circular rear end, with semi-elliptic roof. The car is an all steel structure, on two four wheel trucks. The roof is about two feet lower than the ordinary coach, notwithstanding which, much better ventilation is secured. The side entrance is also a distinguishing feature. The exterior is finished in maroon and striped in gold, while the tracks are finished in dark olive.

Our standard cars are 55’ and 70’ in length, of which the engine room occupies 13’ 8” at the front end, the remaining floor space being divided into compartments for passengers, mail, baggage and express, according to the specifications of the purchaser.

The interior of the car is beautifully finished in inlaid Cuban mahogany. The seats have built-up veneered wooden frames, upholstered in leather, each of which will accommodate three persons. The semi-circular seat at the rear of the car has a seating capacity of ten persons.

The cars are equipped with a 6-cylinder, 200-horse power gasoline engine, which readily \_ develops 250-horse-power at four hundred revolutions per minute on water brake test. The engine is mounted on the front truck, is independent of the car body, thereby relieving the latter of vibration.

The McKeen Motor Car round window is air-tight, water-tight, and dust proof; three features never heretofore attained in a single car window. The window is made of aluminum, hinged at the top, and when opened is raised overhead, giving a full window opening. This is particularly pleasant in the summer time, as this car with all the windows open is just as comfortable as a regular summer car.

The view as seen through the round windows is particularly pleasing to the eye, being almost uninterrupted, a great improvement over the old-fashioned square window.”

# Midland Days

September 9, 2023

Webman Jamie Foster attended the 13th annual Midland Days Symposium held at the John Wesley Ranch just outside of Divide, CO. The event is co-sponsored by Midland Days at Divide, Inc., the Teller Historic and Environmental Coalition (T.H.E. Coalition), and the Divide Chamber of Commerce. Among other things, the Midland Days group is working to restore the Midland Depot (see a brief posting) currently located on the north side of Divide on Highway 24. Read their announcement of the Symposium: [here](#). This year's program included:

Chapel Cars, by Ken Valles

Life/Times of A.E. Carlton, by Dave Martinek

Samplers (a slideshow), by Mel McFarland

Richard Newell Homicide, by Dwight Haverkorn

Carlton Mill, by Art Crawford



Night time tornado in Calhan, Colorado on June 22, 2023.

# Dumont Depot Update

As of October 17, 2023 the Dumont Depot is now at the Moffat Road Railroad Museum in Granby, CO. See their website for more details: [MoffatRoadRailroadMuseum.org](http://MoffatRoadRailroadMuseum.org)

The Depot building is to be restored and act as a community events center and the ticket office for their soon-to-be Family Train Ride (7.5" gauge, ride-on, railroad).



# Calhan Roof Work Continues

Work on the roof at the Calhan Depot continued on September 1, 2023. More photos at [RMRHS.org](http://RMRHS.org).



# How the D&RGW Caused the Antlers Hotel Fire

October 1st, 1898, was a warm Indian Summer day in Colorado Springs with some strong wind gusts throughout the late morning. The wind was blowing at the rate of about forty-five miles an hour from the southwest. Down at the Denver and Rio Grande Freight House located at the foot of Cucheras Street, a switch engine was moving a string of wooden box cars to another location and passing the wooden dock of the freight house. It later was presumed that the area under the dock had a goodly amount of fools' cap, excelsior, and wastepaper under the decking of the wooden dock. It was surmised that a spark from the steam engine was blown by the wind unto the mass of debris under the dock. The fire was first spotted at about 2:10 p.m.

The freight agent tried to call the fire department, but the wind had taken the phone line down, so the freight agent ran to find a working phone to summon the fire department.

The wind was fanning the flames into a roaring conflagration and quickly engulfed the dock of the freight house, and shortly thereafter a number of wooden box cars which could not be moved fast enough out of the fires path a car half filled with black blasting powder caught fire and exploded tossing burning wood onto other buildings which had up to that point had not caught fire.

Then came the terrible danger to the city. Great chunks of fire were scattered about, and in a few moments the Crissy & Fowler lumber yards, five hundred feet away, were burning. The flames rushed through the lumber yards and burned all the light frame buildings in the block. The wind was a perfect hurricane and sweeping fire laced debris before it. Then they leaped across the street and ignited the El Paso Lumber Company and the Sperry Tuckerman Paint Company. Shortly thereafter the Newton Lumber Yards caught fire.

The fire continued its relentless march up the hill towards the Antlers Hotel. The Antlers was one of the largest in the west, a beautiful six story building owned by the Colorado Springs Hotel Company, in which General Palmer was heavily interested. The lessee proper was E. Burnett. The building was insured for \$200,000, and the furniture, valued at \$37,500. The cans were thrown for hundreds of feet, and the wonder is that nobody was injured. Then came the terrible danger to the city. Great chunks of fire were scattered about, and in a few moments the Crissy & Fowler lumber yards, five hundred feet away, were burning. The wind was sweeping a perfect hurricane. The flames rushed through the lumber yards and burned all the light frame buildings in the block. Then they leaped across the street and burned the El Paso Lumber Company and the paint establishment of Sperry & Tuckerman. Within a

few minutes the Newton lumber yards located nearby were beginning to burn.

The Antlers Hotel, one of the largest in the West, was a beautiful six story building owned by the Colorado Springs Hotel Company, in which General Palmer was heavily interested. The raging inferno swept up the two blocks from the huge conflagration in the railyards and sparks and burning flying debris began landing on the and wooden top floors and the roof of the hotel and soon fires began to take hold and the building commenced to burn. The contour of the buildings, the upper stories of which were of wood, served to make a succession of chimneys along the building's sides. Causing the fire to grow in intensity and spread faster. The black employees of the hotel showed great intrepidity in climbing out of the upper windows in the face of an infernal heat and pouring water upon the fire through a small hose. They left their posts only after the heat became positively unbearable. Down below, the firemen were also directing streams upon the buildings, but the water pressure had become so reduced that the streams were of little effect.

The building stood for a long time against the tremendous heat. The flames rose higher and higher, and soon the wood works burned away from them. Here and there blue flames shot up where the copper cornices caught fire. It took about two hours for the hotel to burn, and it was a tremendously hot fire. The walls began to fall after the building had been burning for perhaps an hour, and they went down with a tremendous roar. Two or three explosions were heard while the Antlers was burning, and these are supposed to have come from the boilers. All the Antlers people, from the engineers to the bell boys, stayed at their posts until they could stay no longer.

The Antlers annex was quickly in flames and went up very rapidly.

At 6 o'clock all that was left of the once beautiful Antlers was a mass of blazing debris. Hundreds of citizens gazed upon it with sorrow and regret, as it was universally considered to be the chief attraction of the city. The building was insured for \$200,000, and the furniture, valued at \$37,500, was insured for \$31,500. The building and its contents were almost a total loss. The hotel was rebuilt.



# Fireless Steam Locos

by Hank Morris. Published by NRHS

The fireless locomotive is one of the most remarkable and foolproof locomotive designs devised. A locomotive equipped with a large tank or reservoir instead of a boiler and firebox, it carries no fire. This engine was essentially a giant thermos bottle lying on its side with wheels.

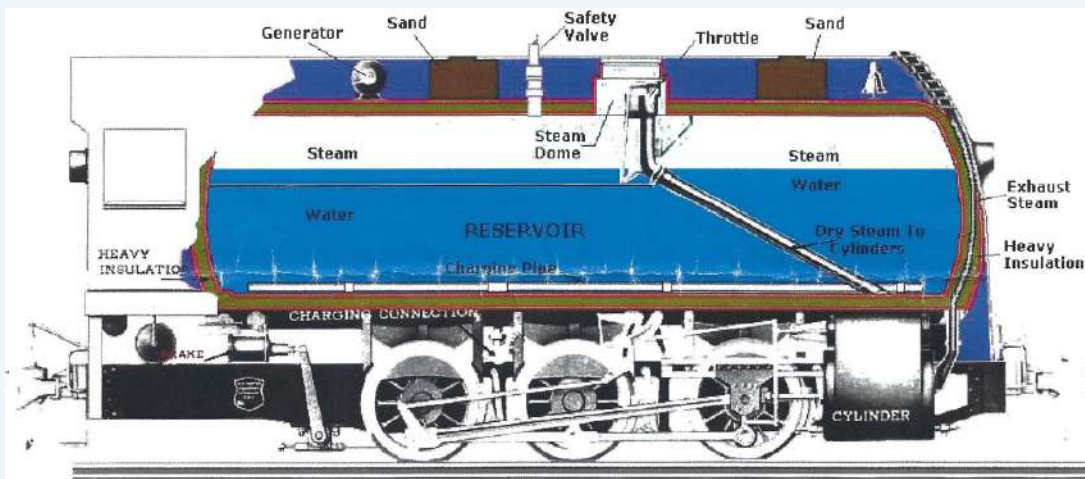
This type of locomotive was very desirable for service in plants where cleanliness and the elimination of fire hazards and noise were important. They were quite popular in applications where smoke and cinders could ruin the product, as in textile mills or agricultural processing plants. In those applications where this type of locomotive fits, it was a reliable and economical unit of motive power.

Fireless locomotives could be found working in chemical industries, powder plants, paper mills, food plants and electric power plants, wherever a reliable source of steam or compressed air was readily available.

Before the perfection of

electric street traction in the 1880s, American city railways tried many exotic forms of power in an effort to displace horse-propelled cars. In the 1870s the Crescent City Railway of New Orleans tried some steam storage motors built in Paterson, N.J., by Theodore Scheffler in 1876. These locomotives were fireless and obtained a "charge" of steam from a stationary boiler house. Fireless locomotives were extensively used in Europe long before their introduction in this country. The first European-built fireless was brought to the U.S. in 1913.

See the entire article: [RMRHS.org/2023/NRHS-fireless.pdf](http://RMRHS.org/2023/NRHS-fireless.pdf)



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[MoffatRoadRailroadMuseum.org](http://MoffatRoadRailroadMuseum.org)

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## Golden Spike Monument

On October 21, 2023, Jim Jordan caught this photo of the Golden Spike Monument while in Cheyenne, WY on its way from where it was made in Kentucky to Reeder Ranch in Brigham City, Utah.

From Spike150.org: In 2021, the Golden Spike Foundation commissioned Douwe Blumberg to create a public art piece, Golden Spike Monument, that celebrates the power and diversity of those whose labor and sacrifices contributed to the creation of the transcontinental railroad. The 43' tall, gold-leafed spike hosts reliefs that depict scenes of various people from diverse backgrounds who worked to build the railroad, people impacted by the railroad, and many others whose vision and support were instrumental in bringing this historic feat of human engineering to fruition. The Monument will be a permanent feature on display at Golden Spike Park at Reeder Ranch in Brigham City, Utah.



## 2023 Holiday Trains

These railroads offer special Holiday Trains (e.g. North Pole Express, etc.) during December, unless noted as "regular schedule." For links: [RMRHS.org/2023-Holiday-Trains.html](https://RMRHS.org/2023-Holiday-Trains.html)

- Amtrak Winter Park Express (regular schedule)
- Cog Railway at Pikes Peak (regular schedule)
- Colorado Railroad Museum
- Cumbres & Toltec Railroad (CO/NM)
- Durango and Silverton Railroad (CO)
- Georgetown Loop Railroad (CO)
- Grand Canyon Railroad (AZ)
- Leadville Railroad (CO)
- Montana's Dinner Train
- Rail Runner (NM, regular schedule)
- Royal Gorge Route Railroad (CO)
- Sky Railway (NM)

### Membership Application

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# Calhan Personal Note

From Cynthia Conarro Campbell

I'm a descendant of people who homesteaded in the Elbert County-El Paso County area of Colorado in the 1870s and 1880s. I'm writing to express my thanks to you and other volunteers with the RMRHS for your efforts to preserve railroad history in the state, especially efforts in recent years to get a railroad heritage park going in the town of Calhan.

My dad, Percy Conarro, was born (1927) and raised in Calhan. I was born and raised in the town of Simla, about 15 miles east of Calhan, but I am well acquainted with Calhan through my dad and also through time spent visiting my paternal grandparents, who lived in Calhan on Denver St. just south of Hwy 24. My dad had a great childhood growing up in Calhan. Summers were spent hanging out with his buddies, playing sandlot baseball, and exploring, sun up to sun down, every square inch of the town and surrounding countryside by bicycle.

The Chicago, Rock Island line (Rock Island to the locals) was a major, major transportation utility in this area of the state before I ever came along and continuing during my childhood. My family during the 1950s and early 1960s used to travel by a Rock Island passenger train (we would actually board right there in Simla!) taking us east/northeast to Chicago, and after a layover of a few hours in downtown Chicago, board another railroad (line escapes me...) on to Ohio, where we'd end up within driving distance of my maternal grandmother's town. Many memories remain of these train trips decades ago, standing very quietly at the "Dutch door" with my older brother on the platform between cars, looking out on towns and cities we passed through for a glimpse of life in other states we wouldn't have had otherwise. I wouldn't have traded those travels for all the money in the world.

My dad and mom were weekly newspaper people; my dad as a young adult apprenticed with the weekly paper in Calhan, and after he and my mom were married, they took the plunge and bought the Simla-based Pike View Farmer around 1952. We remained in Simla until the largest employer in Simla, Nichols Tillage Tools (they fabricated custom farm implements and had customers from a multi-state area) indicated they would be moving their operation to northeast Colorado. Nichols Tillage Tools relied heavily on Rock Island for shipping service to its farm customers. My parents didn't know if their small newspaper could survive the economic shift, and made the move before 1970 to the more-populous Front Range of Colorado.

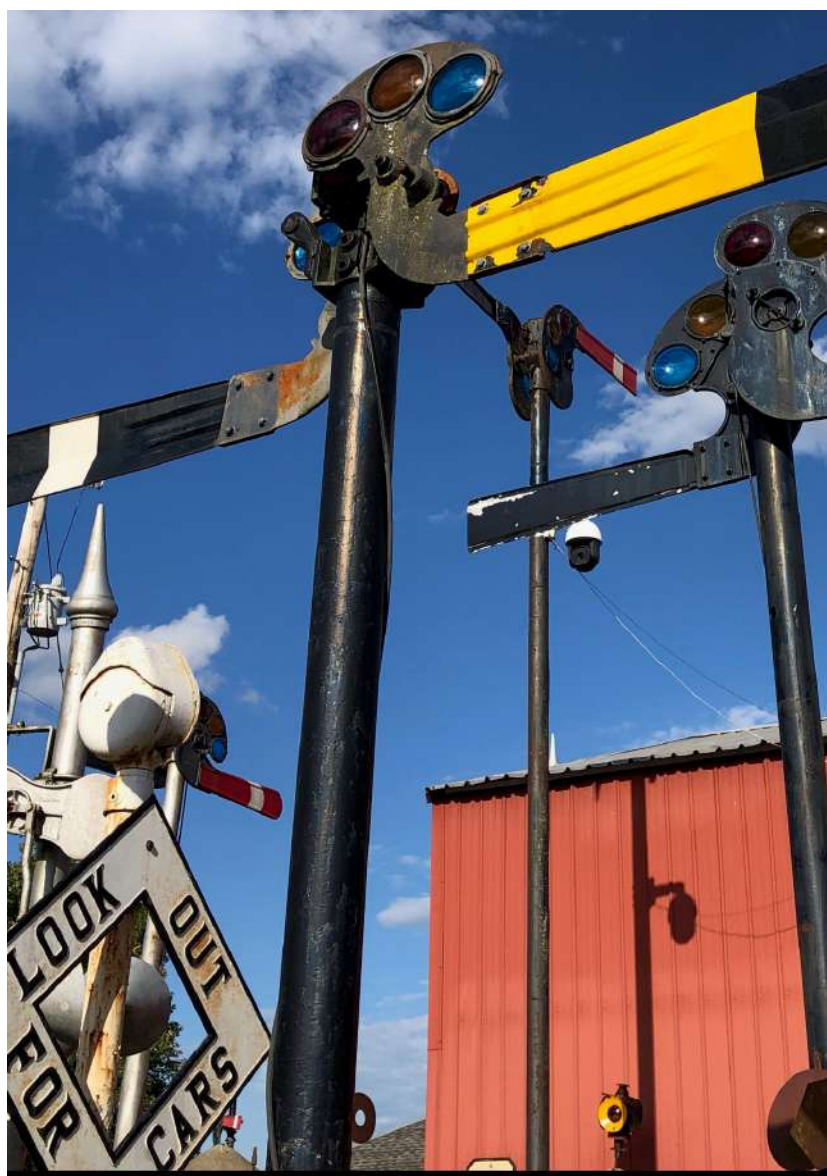
I have subscribed for years to the Ranchland News to stay current with activities in Simla and Calhan. It was great reading several years ago work was underway on the Calhan depot building and the plans for some track and at least one RR car. [Not to get

"sidetracked" but I think after the Rock Island line went out of business, Simla's depot was either sold or given away to a farmer in the area, who moved it to his property. His name, where the Simla depot is seated now, the newspaper item didn't say.]

It's very difficult for small towns like Calhan and Simla to compete for grants offered by organizations like the Colorado Historic Fund and Great Outdoors Colorado, so hats off to everyone with your organization and all the other volunteers—the Army Reserve, and everyone else—who have worked so hard to bring the Calhan railroad park to life. I was VERY sorry to read in the Ranchland News about the recent vandalism to two railroad cars at the Calhan site. I'd like to send a small donation to RMRHS for the repair work in Calhan, and hope the organization will continue its efforts despite the setbacks. I wish you all the best,

## Semaphore at Calhan

A Rock Island semaphore recently arrived at the Calhan Depot. See the website for more photos: [RMRHS.org](http://RMRHS.org).



# James Mackay's Calhan Vids

Check out these wonderful videos by James Mackay.  
DSPPHS Track Work Day at Calhan -D&RGW Flatcar acquisition:  
[youtube.com/watch?v=XjyGi\\_vEzaY](https://youtube.com/watch?v=XjyGi_vEzaY)

Calhan, CO station of the Chicago, Rock Island & Pacific:  
[youtube.com/watch?v=0X8U9g-O8Mw](https://youtube.com/watch?v=0X8U9g-O8Mw)



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