



Newsletter

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A Letter From the President: Jim Jordan

As this Newsletter will be out after Christmas,

I want to wish each of you a great and happy New Year; I hope that you had a wonderful Christmas. I feel that we are going to have a fantastic year for all of our projects. In addition we are planning some really neat tours to historic railroad locations here in Colorado and Wyoming. I hope that this year we can expand our interests into New Mexico as there are a couple of stations I have heard about that need help.

In this issue we will be featuring three stories on train wrecks where the passengers were for the most part able to walk away. We will update you on the acquisition of a 1920-1930's railway

baggage cart, and how we plan to restore it and also the acquisition of a train signal. On pages 4 & 5 read about Como, CO with information provided by C.O. Brantigan. The Como Depot and the Roundhouse and the restoration and preservation of these historic structures will be featured.

In addition we have a featured article on railroad art, and its growing popularity and an article about the Florence Pioneer Museum.

I had a member complain at the BST Train Show that we didn't put the newsletter out on a timely basis. He wished it would come out every month. Well I wish we could put it out each month, but it takes a lot of hard work. We are trying to get it out on a quarterly basis, with lots of stories and information. Lindsey Runyan our graphic designer has done a superb

job of layout on the last 2 newsletters and the assembling of the different articles. In addition we try and provide articles that while not in depth, do give an encapsulated over view of the story.

One final note, you might take notice of the new RMRHS Logo at the top left corner of this page. Lindsey, Doug Hesbol, Doug Cohn, James Craig and myself have been working for several months to collaborate on this unique identity mark. We have plans to have it printed on mugs, embroidered on patches or possibly T-shirts /hats in the near future. We hope you like it as much as we do!

I hope you like our overall efforts as we have tried to present an interesting and informative newsletter.



Photo courtesy of Colorado Railroad Museum

D&RG Railroad Train #16 Wreck of July 25th, 1923

Fireman John Managan was killed in a wreck one and a half miles west of the Salida, Colorado Depot. The Headlights of a switch engine in the Salida yards at 3:30 A.M. probably saved the lives of the passengers on train number 16.

William Reardon, the engineer on number 16, engine 1508, first locomotive in the two engine consist saw the headlight of the switch engine and slowed down from a speed of forty miles an hour to fifteen miles per hour. The track was washed out for one hundred yards, and the two engines both plunged into the hole. Engine number 1508 ploughed through the earth and buried itself in the bank and rested at an angle of twenty degrees and Engineer Reardon and Fireman Stephen Ready climbed out uninjured.

Engine 1133 rammed against the forward engine's coal tender and buried its pilot wheels against engine 1508. The tank of the second engine ran against the cab and smashed it. Engineer James Lasswell was hurled from his seat through a window and landed in the soft earth of the road bed which was now level with the cab window. His right elbow was sprained. Dr. George Curfman met Mr. Lasswell at the station and took him to the Rio Grande Hospital in Salida. His injuries were so slight he was able to go home in a day or two.

Fireman Managan would have been saved if he had remained in his seat. Evidently he saw the water and felt the engine sag and attempted to jump through the gang way and was caught

between the engine and the boiler head. A steam pipe broke and scalded him to death. His fellow railroad men extracted his body a few minutes later after the accident. Passengers in the cars slept through the accident without knowing what had happened. The heavy engines held back the train so there was only a slight jar. Had the train been making its customary speed the cars might have run upon the engine and turned over. The headlight of the switch engine seen by Engineer Reardon was that which was clear of the main line and it was a quarter of a mile away from the scene of the wreck. But engineer Reardon used his customary safety first caution which had given him an enviable record, as an engineer. Had the engine been making a greater speed the engine crews could not have

escaped. The escape of three crew members was miraculous.

The water which caused the accident was the result of a cloud burst high in Fielding Gulch, which came down across Sand Park, broke the Salida Ditch, then destroyed the Williams and Hamm Ditch, therefore a tremendous wall volume of water reached the railroad embankment at the Ute Trail underpass (Since that time this section of track is well protected with huge boulders, hauled there for that purpose).

Telegraph poles had been swept away in the flood. The hole in which the engines fell was twelve feet below the roadbed and rails. The train crew and passengers walked into Salida and spent the day sightseeing.

Frank Zingone, section foreman, called out his crew, only eight men, there fore he realized the task to restore the tracks was beyond his ability. He called Mr. Leslie Mathews foreman of the transfer crew of approximately forty men. They started temporary repairs. Road Master, Jimmie Dillion who had lost both feet in a railroad accident

and walked with the aid of two canes arrived. A bypass track known as a shoo-fly, was constructed, and traffic was resumed that afternoon. At the same time a pusher engine behind a freight train going west on the third division slid into the soft track and was derailed, but did not leave the track.

The storm which caused the damage to the railroad was the worst in many years. Rain began falling at 9:00 P.M. that night and for nearly two hours it fell in torrents. The property on H Street, in Salida, near the railroad tracks was submerged and callers were filled. Chicken houses were inundated and gardens covered. The farmers along Little River suffered slight damage, but the rain was more beneficial than harmful. The storm extended to the County Hospital but from there to Buena Vista, it was only light.

Newspaper article from the Salida Mail, also from "The Cavalcade of Railroads in Central Colorado from 1870 to 1965" by George G. Everett, published by Golden Bell Press, Denver 1966.

Rio Grande Curecanti Needle Mug

The Curecanti emblem that was created for the Denver and Rio Grande railroad was the brainchild of the renowned General Passenger and Ticket Agent, Major Shadrack K. Hooper in 1884. The logo featured the Curecanti Needle which is in the stark relief as the sun is rising in the east and shining on the Canyon of the Gunnison was the first main line for the Denver and Rio Grande through the Rockies, prior to the opening of the Royal Gorge Route. The Curecanti Needle design was used on the china of the Denver and Rio Grande from 1884 through the 1920's. During that period it was modified several times.

The coffee cup that the Rocky Mountain Railroad Heritage Society is reproducing is of the first pattern which was used on both narrow and standard gauge dining cars until 1922, when the first modification was made to the pattern.

Every effort has been made to capture the famous logo and place it on the best china that we can find. We certify that we will not reproduce this coffee mug again after the initial run of 250 units. This is a once in a lifetime chance to own a collectible and functional piece of dining car history, which will be a collectible item in its own right. One of eleven different coffee mugs from eleven separate railroads that ran in the Rocky Mountain Empire in the dim past.

\$30 Each - special membership pricing

Rio Grande Curecanti Needle Mug
Photo by Jim Jordan.

ORDER YOURS TODAY!





The Como Roundhouse

By C.O. Brantigan MD

The Denver South Park and Pacific Railroad, or the "South Park," holds a special place in the hearts of railfans everywhere. Its underdog status during most of its history, the spectacular scenery visible from every mile of its trackage, and the many available photographs of its activities gives it a place of greater prominence than many larger rail operations[1]. The hub of its operations was in the small town of Como, Colorado. Because of the historic significance of this rail complex and its remaining historic assets the rail complex was listed on the National Register of Historic Places in 1983. Many changes to these privately owned properties have taken place over time and there is now renewed effort to preserve these assets for the general public and for future generations. Restoration of the rail complex is part of a larger effort to create the South Park National Heritage Area.

The Como Roundhouse, built by Italian stonemasons in 1881, was part of a rail complex that was the hub for three mainlines: one to Denver via Kenosha Pass (roughly the route of US285), the second to Breckinridge via Boreas

Pass and on to Leadville over Fremont Pass, and the third to Gunnison via the Alpine Tunnel and the Palisades. The rail complex included maintenance facilities, water towers, a coaling tower, the depot, a hotel, a "tenement" for railroad workers and other outbuildings to accommodate equipment and supervisory personnel. The roundhouse eventually included the original 6 stalls plus two wooden additions bringing the total to 19 stalls at the turn of the century. The railroad declined after the final closure of the Alpine Tunnel in 1910. The remaining wooden stalls burned in 1935. The last train for Denver left Como on 2 September 1938, pulling up the track behind it. All that remains of the complex is the roundhouse, the "Eating House," or hotel built in 1896, the depot and the outbuildings. Significant restoration has taken place on the hotel, the depot and the roundhouse since designation but it is an ongoing project. There has been great support from the historic preservation community and from railfans everywhere.

The roundhouse property was bought by Bill Kazel in 1984 to save it from



Como Roundhouse
Photos by Wayne Kemp

Como Roundhouse
Photo by Wayne Kemp



Como Roundhouse Timeline

1872	September 30	Denver South Park and Pacific Railway Company formed
1873	June 14	Name changed to Denver South Park & Pacific Railroad Company
1874	June 20	Track layers reach Morrison
1879	January 17	Rails reach Hall's Valley, renamed Webster, on the east side of Kenosha Pass
1879	May 19	Rails reach Kenosha Pass, mile 76.19, 9991 feet elevation
1879	June 21	"The first train of the South Park road was run to Lechner's Saturday. This station has been named Como. Denver to Como trip takes 8 hours 10 minutes. The present terminus of the road is between ten and twelve miles from town [Fair play]. The coaches now make the end of track from Leadville in from eight to nine hours." Fairplay Flume. Thus the trip from Denver to Leadville takes about 17 hours
1879	July 23	Como post office opened. It became a rural branch of Fairplay on August 8, 1963.
1880		Work started on the Alpine Tunnel in January. The first engine ran through it in December 1881. At the time the tunnel apex, at 11612 feet elevation was the highest railroad tunnel in the world.
1880	January 1	134 people live in the Como district
1880	December 25	The roundhouse at Grant burned down
1880		Joint track agreement from Buena Vista to Leadville with Rio Grande RR thanks to Jay Gould's interest in both roads
1881	January 1	The South Park is taken over by the Union Pacific and became "The South Park Division of the Union Pacific"
1881	January 6	Gilman's Depot Hotel opened
1881	March to July	Roundhouse built. It was in operation in August 1881
1881	July 26	Alpine Tunnel bored thru
1881	August 8	D&RG reaches Gunnison
1881		First train thru the Alpine Tunnel to Pitkin was a special loaded with dignitaries including 20 South Park officials and wives in a Pullman sleeper behind engine #11 "Ouray." The coupling behind the locomotive broke and the train went wild. The passengers jumped to safety.

[1] Paraphrased from: Chappell, G, Richardson, RW, Hauck, CW, *The South Park Line: a Concise History*, Colorado Railroad Museum, Golden, Colorado 1974

Como Roundhouse Continued...

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 building was in sad shape when they bought it. The roof was caving in. Doors and windows were non-functional or missing. The masonry shell was deteriorating at least in part due to the heat from the fire in 1935 that destroyed the wooden additions to the roundhouse and in part due to lack of protection from the elements. The building was filled with sawdust from the sawmill that used the building and was inhabited by livestock. In 1984 and 1985 the various openings in the building were closed. Collapsing roof timbers were braced. The remaining engine vents were safely lowered to the ground. The building was repointed. A turntable was obtained and installed in the turntable pit. This is believed to be the original turntable from Como although important parts are missing. In 1987 work to support the deteriorating boxcars which had been converted to a shed, was completed. No mention was made of that two other outbuildings. Presumably they were in better condition. Between 1993 and 1995 the roof on the roundhouse was replaced. Windows were installed and the engine bay doors were repaired or replaced. The building had effectively been saved. In 2001 Bill thought it time to pass the torch to someone else. Bill stayed on as the superintendent. Chuck and Kathy Brantigan, well known for their work in historic preservation in Denver, bought the building and associated land.

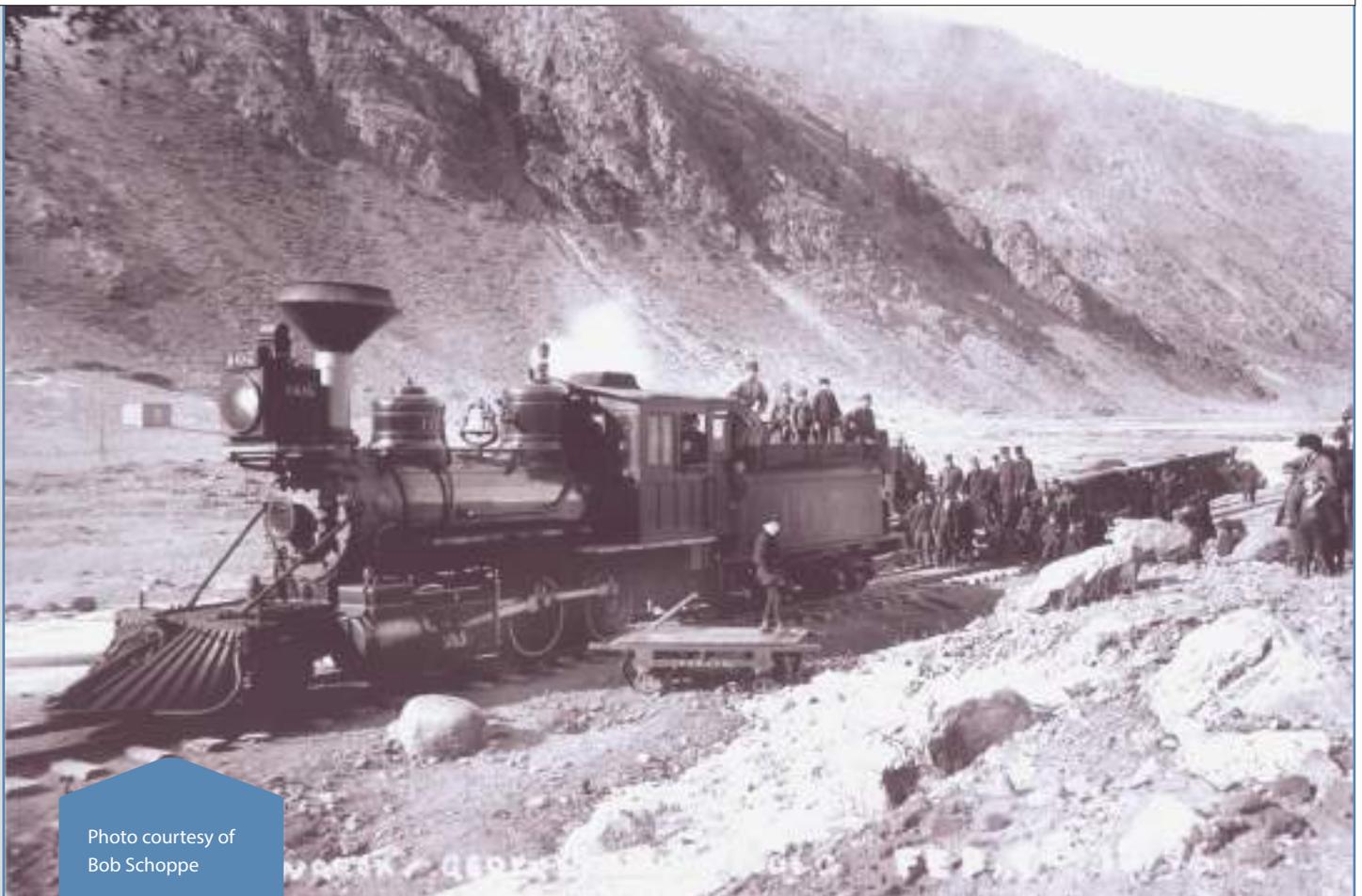


Photo courtesy of
Bob Schoppe

Train Wreck at Georgetown, February 4th, 1885

On the afternoon of February 4th, 1885, at about 2:00 o'clock, the express train on the mountain division of the Colorado Central Railroad, train 232 was blown off the track by a strong gale of wind, about a point about one fourth a mile below Georgetown. The Denver's Tribune Republican Newspaper of the 5th of February gave a graphic account of the accident, together with the names of those injured, as follows.

"The engineer, John H. Kemp, states that the train was moving at about eight miles an hour, when the accident occurred". The passengers felt a swaying, shuddering motion for a moment, and then the cars were lifted bodily from the track, and thrown down an embankment about four feet high. There were two passenger coaches, an

express car, and a locomotive and coal tender on the train, and the entire train was blown from the tracks and turned over so that the passenger coaches lay on their roofs with the wheels in the air. "The conductors name is Andy Ingling and the engineer is John Kemp, who had charge of the train. They concluded that it would be better not to run during the continuance of the storm, and therefore stopped the train". It was at that time that the wind struck the cars broadside and overthrew them.

There were 20 passengers on the train, and 18 of them were more or less injured.

As soon as the news of the accident reached Georgetown, the citizens of that place rushed down to the scene of the wreck, and gave all the aid in their

power to the wounded and suffering. Doctors were summoned from Georgetown, and the wounded were removed to houses in the vicinity of the accident, where they were cared for in the best manner possible.

Information of the accident was telegraphed to Denver, and a wrecking train was ordered out immediately, from Golden, and it left that place at 3:45 p.m. Dr. D. Wright, one of the Union Pacific company's surgeons, left the city on the regular train at 5 o'clock, for the purpose of caring for the wounded.

"The scene of the accident is only a short distance this side of Georgetown, but it has always been noted as a spot where all the air currents from the various gulches converge, forming as

Yet Another Wreck

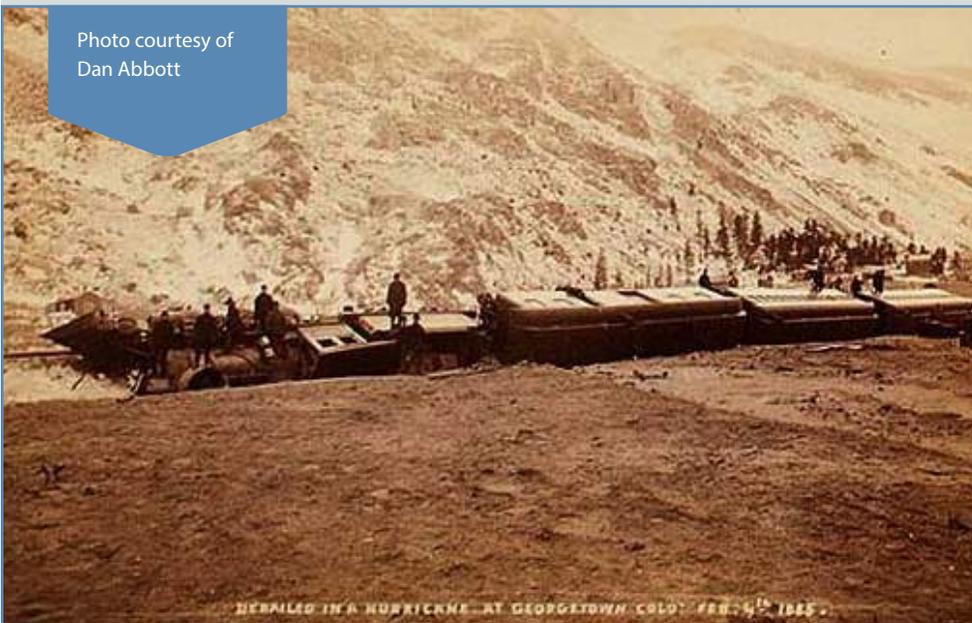
Brown's Canyon on the Denver and Rio Grande Western was the site for numerous wrecks, and was considered at one time as the most hazardous section on the railroad. There were many, many wrecks some serious with fatalities and some where everyone walked away with minor injuries.

On Christmas day in 1939, Denver and Rio Grande Western's Passenger train number 2 wrecked at 12:30 P.M., by hitting a large boulder in Brown's Canyon. Luckily there were no injuries to the passengers. However the engineer and the fireman were seriously injured. Train number 2 was running on time, and had just cleared the switch at Arena, Colorado. Just after the train cleared the clear block signal a boulder estimated to weigh between 30 and 40 tons, rolled onto the track totally blocking the right of way. The boulder which had been about 250 feet above the track broke loose from a ledge and tumbled down and landed just a few minutes prior to the train rounding a curve at Hecla Junction. As the view of the track was obscured by the curve of the track, the engine crew did not see the blockage until it was too late to stop the speeding train.

The massive size of this boulder hit the track with enough force to remove about 12 feet of track. The engine hitting this section of track and the boulder was derailed and then turned over on its side, also an empty baggage car that was being dead headed also was derailed and likewise overturned, telescoping and becoming badly damaged similar to the engine 1802. In addition two baggage cars and a Railway Post Office Car were also derailed but did not overturn; fortunately none of the passenger cars were derailed. Only one passenger was slightly injured when they were thrown against a table in the dining car suffering a severe bruise.

Both the engineer and the fireman were badly scaled by escaping steam, and with the help of the rest of the train crew and some track workers going into Salida for Christmas they were moved into the dining car for emergency first aid. Luckily there was a nurse on board who was enroute to Salida for the holidays, and was able to treat the injured men until they and the nurse could be moved to where an ambulance from Salida was able to pick them up and transport them to the Denver and Rio Grande Western Hospital in Salida for further treatment. Both men were in serious condition, the fireman a Mr. E.H.Nemier recovered, the engineer Mr. William Reardon died on the 29th of December, 1939. He was the oldest engineer on the job on the D&RGW and had been in over 10 wrecks during his career before having this wreck.

Photo courtesy of
Dan Abbott



HERALD IN A HURRICANE - AT GEORGETOWN COLO. FEB. 4th 1885.

Georgetown Wreck Continued...

it were the discharging point of an immense funnel, through which the wind rushes with frightful violence during storms, and where ordinarily a stiff breeze is encountered when its presence is scarcely noticed above and below. Stagecoaches were often overturned on this spot in former years, and many persons severely injured.

This is the third railway accident within as many years, and hence the locality has a remarkable record. It is scarcely possible that the entire country can show such a conformation of hills and direction of gulches to gather together air currents and concentrate their violence to so narrow a focal point".

"On the morning of February 23rd, 1884 only a little less than a year ago, from the latest accident, a passenger train was blown from the Colorado Central track at nearly the exact locality of yesterday's accident. The conductor and engineer in that case were Andy England and John Kemp, so that it appears that they are having a surfeit of being blown from the track. There were only six persons injured at that time, and none of them fatally. About three years ago a train was blown from the same track, near the same point. The train at that time stopped only a few feet from a steep embankment, and if the train had left the track at that point would have been utterly wrecked, and in all probability a large proportion of the passengers killed".

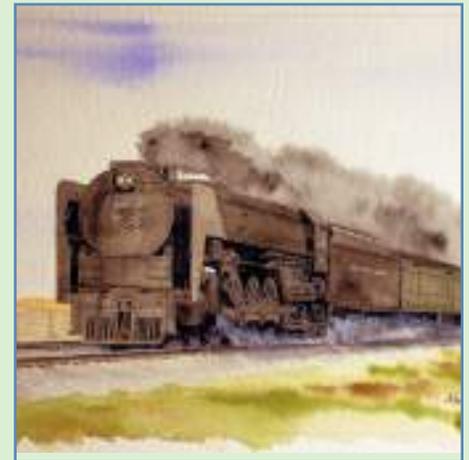
All photos courtesy of
Jim Matuska RailArt.



RailArt by Jim Matuska

To get this train rolling so to speak, my love of trains started when my Dad held me up to the window in house on the south side of La Crosse WI as the Burlington Route switch engine rolled past. As the years passed, the railroad became the Burlington Northern and I was in High School and I thought those "rainbow" consists of CBQ-NP-GN would last forever. I started my railroad photography around 1977-78 and did I have much to learn about photography! In the Fall of 1979 I was offered employment with both a Electric Utility and the Burlington Northern, what choice for an 18 year old! I weighed all the pros and cons and the Utility won out. I spent the next 22 years in the Transmission Line Design department drawing all the nuts and bolts that go into a High Voltage Transmission Line and there are many! I was married and had a son who soon became my rail fan buddy. We went everywhere, he met all the railroaders that befriended me and he made a few new friends as well. On to my artwork, I started drawing in High School, Semi trucks and side view pencil line drawings of various locomotives, soon I did a set of Pen / Ink railroad scenes which were a big hit at a local Train Show. I found an old school Watercolor set with only six colors and I painted my first Watercolor – A CB&Q E8 at Winona Junction and the public actually liked it. Soon I blended my Pen / Inks with Watercolor and came up with the ATSF 871 (attached). I have so much to learn yet about artwork, I still do Pen/ Ink – Charcoal (CBQ 9979) but I really like the way Watercolor brings the scene to life. I like to paint scenes of the Fallen Flags, of the railroads of yesterday, both steam and diesel and even electrics. I'm retired now after many years in the Electric / Telephone Utility business. Now my job is to paint the best I can and get better with each new piece, be it Pencil or Pen and of course Watercolor. One last thing, there is no greater joy to see the look in a person's eyes as they see their commission for the first time, priceless!

~ Jim Matuska



Visit the Florence Pioneer Museum

Florence, Colorado's history is like so many other locations that were in the early days of the west's development. As in most cases the railroad was what spurred development and growth, be it cattle, agriculture, mining, oil, or industries related to these different fields, it was almost always the railroad(s). Oil, gold, coal and milling operations contributed to the growth and prosperity of the region which in turn drew in the railroads.

Florence had so many operating oil derricks within the city proper that it was known as "Derrick City." The Florence oil field, second oldest in the United States, covered 14 square miles and included over 500 wells producing 3,000 barrels per day. John D. Rockefeller's Standard Oil of Ohio was here along with the Continental Oil Company. Oil production in Florence began in 1862, three years after the discovery oil at Titusville, Pennsylvania. Peak production was 824,000 barrels in 1892 and continues today, recently peaking at 250,000 barrels back in 2011

Florence, Colorado began because of the railroads in 1870, when the first train's hauled coal from both the

Rockvale and Coal Creek Colorado coal stamps. By 1874 the bustling town of Florence had a few stores, an orchard and most importantly a railroad station.

1881 saw the discovery of oil, and the sleepy little town of Florence boomed as oil fields were developed, as the wells were drilled. Within nine years there were 50 oil wells producing oil and providing wealth to the town.

The town had been incorporated in 1887 and the population boasted 60 new residences and many new businesses. In 1890 gold was discovered in Cripple Creek by a cowboy named Bob Womack. Cripple Creek lays 24 miles straight north of Florence, but the road to Cripple Creek is 54 miles long due to the terrain.

By 1892 Florence's citizens had constructed a wagon road built to the gold fields that carried the miners and those that the mining camps drew like a magnet to Cripple Creek and transported the gold ore out.

On July 4, 1894 a narrow gauge railroad opened up through very narrow Phantom Canyon to bring down the riches from the mines to the

mills and railhead in Florence. This was to become known as the famous Gold Belt Line. The Florence and Cripple Creek was to make very large profits in the early years of its operation. However, as Cripple Creek's wealth grew, other railroads began to build into this rich Eldorado. The Colorado Midland and the Colorado and Cripple Creek District Railroad both built from Colorado Springs to Cripple Creek. In time the Midland Terminal railway would merge with the Florence and Cripple Creek Railroad and eventually the Florence and Cripple Creek Railroad would become a "fallen flag".

However, as Florence was becoming an important city in its own right, other railroads were interested in making the town a stop on their systems. Both the Santa Fe and its rival the Denver and Rio Grande built depots in Florence.

Photo Courtesy of
Florence Pioneer
Museum



Florence Pioneer Museum & Research Center

100 Pikes Peak Ave. (Physical)
P.O. Box 131 (Mailing)
Florence, CO 81226
719-784-1904
florencepioneeremuseum.org



Train Information & Signal Boards

Recently, we were very fortunate to acquire a train signal board at the recent NMRHS show in Colorado Springs. This exceedingly and very rare piece of railroad memorabilia was for sale at the show, and was priced at \$500.00.

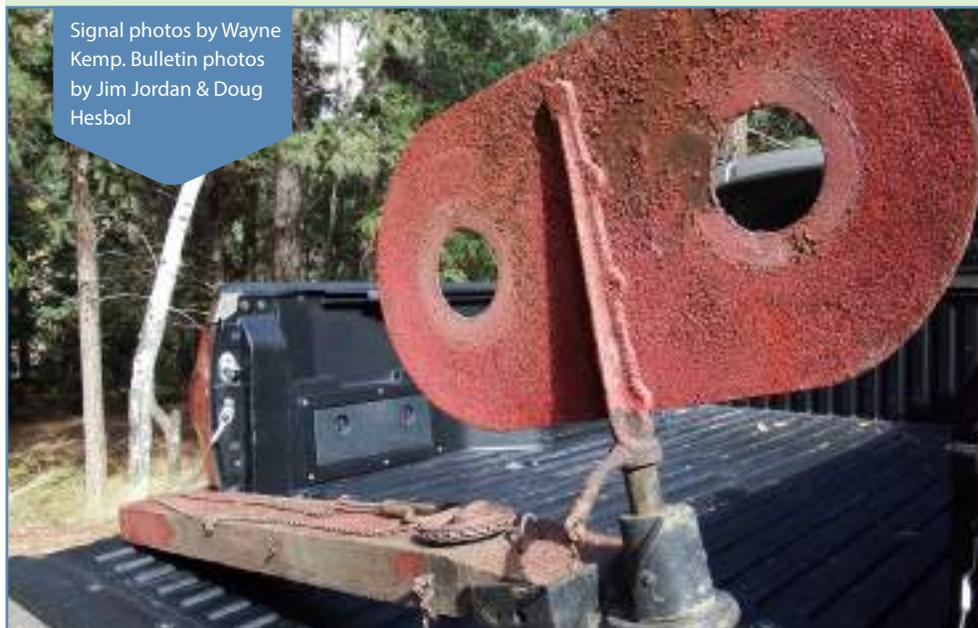
It came from a Great Northern Railroad Station in northern Minnesota. It dates from the late 1800's and is a single blade type. And it has all the mechanism so that it can be put into working use eventually. We were able to acquire this great and historic item for \$250.00 and a letter of in kind for the same amount. As we were a bit short of cash, Roy Thompson stepped up to the plate and helped us purchase this rare item.

The Colorado Midland Railroad Depot in Buena Vista has a double bladed train signal board, it cost the Buena Vista Historical Society \$2,500.00 to have manufactured by a local blacksmith. He did manufacture it exactly as an original one that he was able to look at in a collection, and it is stunning. There are numerous photographs of these in use all over Colorado and the west, and almost all are of the four blade variety. But to have an original one that can be used at Dumont

(which did have one of the four bladed types) is a very great acquisition.

In addition one of the most skilled members in our organization, who is an absolutely magician when it comes to wood working, made up four train information boards for our different projects. These are the boards that were usually put on the outside of railroad stations to let passengers or those that were meeting them know the time of arrival and departure of the various trains. Doug Hesbol's work is absolutely top notch. We thank Doug for the great work that he has done for the society. He has helped us in so many ways and all the things he has made for the society show what a great craftsman he is.

The boards will be lettered and have the different railroad logos affixed to them. The first will be Calhan, and will show the six trains that stopped there in the late 1920's to 1930's. It will be a real addition to Calhan's depot. We will be mounting the boards to the station wall as soon as we paint the station in this coming spring.



Baggage Cart Acquisition

For over four years I have been trying to purchase a 1920 -1930's built baggage cart from Ken Kafka a friend of our society, who lives in Pierce, Colorado. Ken has had the baggage cart for over 20 years and has until recently had no inclination to part with it. The baggage cart has sat next to Ken's Great Western Railroad "Dinky" switch engine.

For some reason Ken was in the right frame of mind to part with it. Both of us agreed on a purchase price and we owned this really neat cart. The history of this cart is that it was owned by the Union Pacific and was used at the Cheyenne depot until passenger trains stopped running (including AMTRAK) in the 1980'. It was sold off with a number of others, and made its way down to Pierce after a couple of different ownership's.

In a request to the members of the Board of Directors for contributions to pay for the cart, we had a large number step forward and donate to the cause. As the donations we had was about half what we needed, Wayne Kemp stepped up to the plate and covered the remaining amount due.

As we had to remove it from Pierce to restore it, arrangements were made with Marlin Urich at the Urich Steam Engine Locomotive Works to repair the cart in his wood working shop. Again another dedicated members stepped forward to assist in the move to Strasberg.

Doug Hesbol offered to supply the trailer to move it, along with driving his vehicle to tow it over to Marlin's. As the cart is rather heavy, we need some muscle power to get it on and off the cart. Both Doug Cohn and Wayne Kemp assisted Doug Hesbol, Ken Kafka and I in loading and unloading the cart.

If any member would like to help restore this great old cart please let me know, as we welcome any help we can get.

We intend to restore it and loan it on permanent display to the Calhan Depot. It will become a "Rock Island" baggage cart as we have no idea where we can obtain an original one. Railroads sold equipment to each other all the time, so who knows maybe if the "Rock" needed a baggage cart and the UP had this as surplus it could have gone south to Calhan.



Baggage Cart photos
by Wayne Kemp.



Newsletter Design

by Lindsey Runyan

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



MEMBERSHIP APPLICATION

Individual \$25

Business \$100

Family \$45

Lifetime \$45

Associate \$45

Corporate/Patron \$1000

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ Email _____

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

303-269-9768

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