

Volume XI Number 3
 December 2017 through March 2018
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Palmer Lake Historical Society

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Mark your 2018 Calendars

Event and Program Schedule for January through April

Thursday, January 18, 2018, 6:30 PM
Annual Potluck Dinner and Membership Meeting: A "truly tasty experience"

Thursday, February 15, 2018, 7:00 PM
"Restoration of D&RG 1889 Tourist Sleeper Car 470" - John Eng

Thursday, March 15, 2018, 7:00 PM
"History of the Mt. Manitou Park & Incline Railway" - Eric Swab

Thursday, April 19, 2018, 7:00 PM
"Film: Forging the West" - Victoria Miller, Host, Steelworks Center of the West

Palmer Lake Historical Society - making history more than a memory!

Contributing to this issue:

Tom Baker Roger Davis
 Mike & Sigi Walker
 Thanks to all who reviewed and commented!

A Newsletter of the Palmer Lake Historical Society and the Lucretia Vaile Museum

The Story of George M. Pullman: But Did You Know There Is a Colorado Connection?

Several years ago during a stop in Chicago, we visited the historic company town built by George M. Pullman. It is located 14 miles south of the downtown Chicago Pullman Palace Car Company headquarters, incorporated in the State of Illinois on February 22, 1867. One of the first planned industrial towns in the U.S., the company town's unique architecture and landscaping created an ideal working and living environment.



Pullman Car Works opened here in 1881; it had the latest car building technology in a state-of-the-art facility. Pullman's model town was built between 1880 and 1884. By 1894, it counted over 1,740 different types of American Queen Anne style residential units: executive homes, worker's cottages, bachelor housing and multi-unit apartments. Other major buildings were built as well: a school, library, nondenominational church, and the Hotel Florence. Of its 12,000 residents, over 2,000 were Pullman employees.

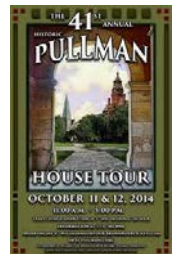


In 1865, Pullman began by building a luxurious sleeping car (named *Pioneer*). Between 1865, the end of the Civil War, and 1885, Pullman managed to out-compete or absorb most, if not all, of his competition. He also developed a major presence in Canada and Mexico during this time. His efforts to enter the European market, however, were only mildly successful, ending in 1906.

Beginning in the 1880s, Pullman helped to popularize a number of significant improvements in railroad car technology by quickly adopting electric lighting, steam heat, and the enclosed vestibule. Replacing candles, lanterns, and gas lights with electric lights and wood and coal stoves with steam heat sent to the cars from the locomotive greatly reduced the risk of fire; enclosed vestibules protected passengers from the weather, controlled jarring, and reduced the danger of cars telescoping. In the early 20th century, all-steel car construction instead of wood provided strength and greatly lessened the risk of fire.

Pullman's influences also extended to the operation of his cars. By the early 20th century, Pullman had a virtual monopoly in the operation of sleeping cars in the U.S., controlling almost 90 percent of North American railroad sleeping car service. The cars were attached to passenger trains run by the various railroads; in some instances, the railroads owned the cars but Pullman operated them. He benefitted from the rapid growth of railroad mileage, westward expansion, development of a national network, and standardization of track gauges. He also took advantage of the large post-Civil War pool of black males whom he hired exclusively for porter positions. Relatively well-paid, they made sure their children were educated and formed the base of the black middle class. By the end of 1899, competing sleeping car businesses had either folded or sold out to the Pullman Company.

After the crash of 1893 and the resulting economic recession from 1893 through 1897, there was a huge slowdown in railroad car orders. Pullman cut workers' wages (but not the housing unit rental rates) to help keep as many workers employed as possible. He did not, however, cut the salaries of his managers. In 1894, encouraged by Eugene V. Debs of the American Railway Union, the Pullman workers called a crippling strike.



(continued on page 4)

President's Message



Each year seems to pass faster than the last. As 2017 zooms into the holiday season, we look back on a successful year for the Palmer Lake Historical Society. In August, we held one of the best Chautauqua celebrations

in years with over 300 people attending for music, video screenings, walking tours, historical re-enactors, demonstrations of vintage arts, crafts, and gold panning, and a look at Palmer Lake's original recently updated jail. The Tri-Lakes Friends of the Library provided ice cream as a special treat for all.

The Vaile Museum is currently carrying out a major project: assessment and evaluation, preservation, storage, and accessioning of its historic clothing collection.

In our Monthly History series, a music program by Daniel Blegen on the Life of Pete Seeger in September was followed by an October screening by Rich Luckin of rarely see railroad travel films. Community support for these programs is reflected in attendance that is running considerably higher than last year.

The November program on the Palmer Lake Star concludes PLHS programming for this year, but you can look forward to local holiday fun at the Chili Supper and Star Lighting and the Yule Log hunt in December. You can also look forward to the 2018 Tri-Lakes Historical Calendar, which will be available at the Vaile Museum and at local merchants.

Thanks to all our members and supporters – especially our calendar advertisers. Please consider joining PLHS or renewing your membership. The Society operates exclusively through volunteers, and we have a variety of jobs for willing hands. Please consider donating some of your time and talent. Contact us by e-mail at plhs@palmerdividehistory.org or call 719-559-0837 for information and to volunteer.

Tom Baker



Above: Chautauqua crowd in ice cream line
Mike Walker photo

THEN AND NOW: Tri-Lakes Photos from the Past and Present Palmer Lake's Jail and Lake - A Brief History

Text material sources include the Palmer Lake Historical Society and Vaile Museum "Now" photos by Mike Walker except as noted

Because of the abundance of trees in the area, early buildings were largely constructed of logs or rough cut lumber. Many of these structures are gone now but not so the historic Palmer Lake Jail. Constructed in 1891, it is somewhat unique in that the boards are laid flat and stacked. The rough cut lumber measures a full 2" x 6." Each board is nailed to the one beneath it using old fashioned "cut iron nails" which were superior in strength and holding ability compared to the nails used today. With 6" thick walls and a reinforced door, the jail was and is a very stout structure.

Also known as a calaboose, the jail was originally located behind and to the west of the Palmer Lake Town Hall. Scheduled to be demolished, the Palmer Lake Historical Society assisted the Town of Palmer Lake in moving it to its present location. As far as is known, only one person was incarcerated in it, and he tried to escape by using a candle to burn the wood around the rear window! You can still see the char marks at the bottom and right side of the window.

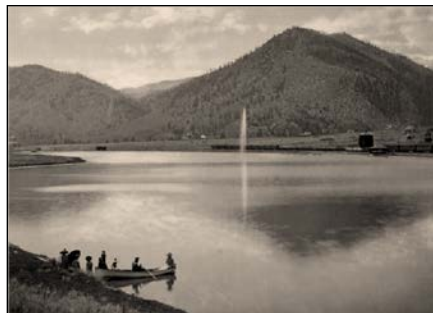
The PLHS has refurbished the jail three times; the most recent effort in 2017 replaced rotted wood on the west side and added interior furnishings and lighting.



Exterior of Palmer Lake Jail today



Jail interior after 2017 refurbishing



Palmer Lake: Wm H Jackson photo ca 1888



Palmer Lake: Tom Baker photo 6-16-2017

Palmer Lake is a natural lake which sits atop the Palmer Divide. It separates two watersheds; interestingly, 1820 records indicate the lake drained to both the north and the south, with the north draining into the Platte River and the south into the Arkansas.

As part of an effort to turn Palmer Lake into a resort area, General Palmer and the Denver & Rio Grande Railroad enlarged the south end of the existing lake. Using gravity pressurization, water was brought down in 1-inch iron pipe from North Monument Canyon reservoirs. A large fountain was built at a cost of \$350; on June 27, 1883, when turned on, it is said to have shot water some 80 feet into the air.

In 2015, an agreement reached with the town on Monument, as well as other communities, allowed the Town of Palmer Lake to exercise senior railroad rights for the purpose of filling and maintaining the lake now and in the future. It will keep the lake filled after it virtually dried up. Several feet of sediment were removed from the lake's north end and then deposited at the marshy south end, reducing the lake to its original size. The present fountain, whose pump is powered by electricity, operates during the summer months. The fountain was provided by the PLHS and is maintained by the Awake the Lake committee, with assistance from the Town of Palmer Lake and the El Paso County Parks Department.

Upcoming PLHS Programs and Events January 2018 through April 2018

Social Hour at 6:30 PM, Presentations begin at 7:00 PM in the Palmer Lake Town Hall, 28 Valley Crescent Street

Thursday, January 18, 2018, 6:30 PM

SPECIAL EVENT

Annual Potluck and Membership Meeting



Don't miss this event! Bring a vegetable, salad, or dessert to share - the PLHS will provide the main dish. We begin the evening with a short business meeting and election of 2018 officers. Attendees are encouraged to renew their 2018 PLHS memberships or to join if they're not PLHS members. Joe Bohler caps off the evening with his honky tonk piano, along with a short visit from a historical figure.

Joe Bohler, well-known artist and piano player, will provide the entertainment for the evening. He donates the cover painting for the annual PLHS calendar, for which the PLHS is most appreciative. In addition, he plays a rousing honky tonk piano and has recorded several CDs, which include his own compositions.

Thursday, June 21, 2018 – "Restoration of D&RG 1889 Tourist Sleeper Car 470"

Presenter: John Engs, FoC&TS



Learn more about the "to original-built" restoration of Car 470, an 1889 Pullman tourist sleeper. One of ten such cars built for the D&RG, they were used to bring workers to the mining, ranching, and railroad industries, and homesteaders to settle the West. The car's austere interior had twelve pairs of wooden bench seats with wooden bunks above the seats that folded up against the car's side walls. Passengers brought their own bedrolls.

John Engs has been a "Friends of the Cumbres & Toltec Scenic Railroad" volunteer for 20 years, has served on the board of directors since 2009, and has co-chaired the projects committee since 2010. He is site co-leader of the Colorado Springs team restoring Car 470.

Thursday, March 15, 2018 – "History of the Mt. Manitou Park & Incline Railway"

Presenter: Eric Swab



This presentation will tell the story of an iconic part of Manitou Springs history. It begins with how the installation of a pipeline connecting a hydro-electric plant became transformed into a famous 81-year long tourist attraction. "The Incline" has become known in recent years for its extreme physical challenges. In 2016, Eric Swab published a book on the history of the Manitou Incline, from which the title of his presentation is taken.

Eric Swab pursued a couple of degrees and five careers, unrelated to history, before he figured out what he wanted to do when he retired. Now his passion is researching the history of National Forest sites and mounting exhibits of historic activities and people for local museums. He has made presentations on his findings and written about them.

Thursday, April 19, 2018 – "Film: Forging the West"

Hosted by: Victoria Miller, Steelworks Center of the West



Forging the West, a 2016 film by Jim Havey, is the story of Pueblo's Colorado Fuel and Iron Company. It began as Colorado Coal and Iron Company (CC&I), the utopian vision of Civil War General William J. Palmer, considered the founder of Colorado Springs. When Palmer's CC&I collapsed, John C. Osgood merged his Colorado Fuel Company with Palmer's company in 1892 to create the Colorado Fuel & Iron Company (CF&I). By the turn of the 20th century, CF&I was the largest private landowner and employer in Colorado. Its mines and mill provided steel products critical for the growth of key Western industries while playing a pivotal role in the tumultuous history of American labor relations. In short, it fueled the development of the West — its railroads, people, politics, and perhaps its character.

Victoria Miller has served as the museum's curator since 2006 and helped open the Steelworks Center of the West in Pueblo; she is a contributor to the film. A Pueblo native, she holds a B.A. degree in History from (then) University of Southern Colorado and an M.A. in Museum Science from Texas Tech University, and has held positions working with both museum educational programming and museum collection management.

The Story of George M. Pullman: *(continued from page 1)*

One of the results of the strike was the ruling that all non-industrial property had to be privately owned. (By 1907, all residential units had been sold and have been privately owned since. By 1894, the Greenstone Church was rented by the Presbyterians on a full time basis.) The strike and economic recession took a heavy toll on George Pullman as he managed the company through the recession and positioned it for its great future; he died of a heart attack in 1897. He was succeeded by Robert Todd Lincoln, son of the late president.

The Pullman Historic District was designated a National Historic Monument on February 19, 2015.

Despite the strike, the turn of the century found the massive corporation rich in cash and with a new name: The Pullman Company. By 1920, the company employed 22,886 people, of which over 11,200 were in maintenance, cleaning, and clerical positions – it was an extremely labor intensive business. The economic boom of the 1920s saw the addition of hundreds of new trains and thousands of new Pullman cars.



During the peak years of American passenger railroading, several all-Pullman trains existed, including the *20th Century Limited* on the New York Central Railroad, the *Broadway Limited* on the Pennsylvania Railroad, the *Panama Limited* on the Illinois Central Railroad, and the *Super Chief* on the Atchison, Topeka and Santa Fe Railway.

On December 1, 1998, a mentally-ill arsonist set a devastating fire, destroying the old 12-story clock tower as well as several adjacent buildings. It put in question the development of the factory buildings, dormant since 1982 and now owned by the state, into a museum of transportation. The clock tower has been rebuilt, and the interior of the administration building is under restoration. For 41 years, the Historic Pullman Foundation has conducted house tours of the district. The Illinois Historic Preservation Agency sponsors tours of the Hotel Florence and the Pullman Factory. Some residents open their homes for the tours, and docents provide historical commentary for guests.



But Did You Know There Is a Colorado Connection?

Shortly after our visit, we learned about Pullman's "Colorado connection." In 1860, only five short years before establishing his Pullman Palace Car Company, George M. Pullman arrived in Colorado. Pullman traded 5 yoke of cattle and a lumber wagon for a parcel of land that same year. According to recently discovered property records, he built a one-story log house set on a cut-stone foundation next to a cool water spring. After doing some gold milling work, he and several business associates assembled several parcels of land, officially platting, in May of 1861, the 1600-acre Cold Spring Ranch, located not far from present-day Golden, Colorado.

The ranch became a prominent way station, a base camp for the gold fields, and a central point for Pullman's freighting business between Central City and Denver. Pullman returned to Illinois in 1864 with \$20,000 he had netted from his Colorado sojourn and began building his famed sleeper and dining railroad cars.

The Pullman Log House (see Herndon Davis 1940 painting at right) was dismantled in 1965 and the logs taken to Central City. In 1997, the logs were relocated to Golden by volunteers of the Golden Landmarks Association (GLA), with custody transferred to the GLA by the Gilpin County Historical Society in Central City. Sadly, the logs were damaged in an arsonist-set fire in 2009. Options to rebuild Pullman's 1860 gold rush era, one room log cabin, possible sites for the rebuilt log house, and fundraising are currently under consideration.



Pullman was fond of the time he spent in Colorado, collecting as much literature as he could find on 1860s Colorado. He visited often, bringing his family, and on April 16, 1894, brought Robert Todd Lincoln, the late president's son, to Golden.

All photos and graphics in this article provided courtesy of Historic Pullman Foundation

Note: This article was originally written by Mike and Sigi Walker for the Rocky Mountain Railroad Heritage Society newsletter, the *Rocky Mountain Express*. Published in November 2014, it has been revised for this newsletter. Shortly after visiting the Pullman Historic District, the authors corresponded with the president of the Historic Pullman Foundation, Mike Shymanski, who reviewed the article and provided some vital information which was incorporated into the article before publication. Colorado information was provided by Rick Gardner, who has been heading a possible rebuilding of the Pullman Log House. More information on the history of the Pullman House can be found at <http://gardnerhistory.com/pullman/history2.htm>.

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Lucretia Vaile Museum Hours:

Saturday 10 AM - 2 PM all year
 Wednesday 1 - 3 PM Sep - May
 Wednesday 1 - 4 PM June - Aug
 1st Thursday of month: 10 AM-noon
 For information or tour requests,
 call 559-0837 and leave a message.

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Note: All submissions may be edited for content, grammar, and space allocations, and become the property of the Palmer Lake Historical Society unless other arrangements have been made. Digital word submissions in .doc or .docx, photos in .jpg format, please. Submit pieces and photos to Editor at mikensigi@comcast.net