



Grand County Historical Association
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Grand County Historical Association

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The Engels



Joyce and George Engel, 1951 the year they met and married

Here is the story of how Joyce and George Engel became legends in Winter Park and Fraser. In 1945, Winter Park Resort hired George Engel as their very first paid ski patroller (72 years ago!). Little could George have known that this job would lead him to his wife, Joyce Hanna, disembarking from a ski train, and together they would call Winter Park and the Fraser Valley their home for life. Along with Joyce and their daughters, the Engel Family would have a lasting influence not only on Winter Park Resort but on the Fraser Valley community as well.

In the year following his hiring as Winter Park's ski patroller, George Engel took on different responsibilities at the ski area, such as plowing the parking lot and collecting rental fees in the bunkhouse. Gordy Wren and Frank Bulkley formed Colorado Outings in 1946 and started the ski school at Winter Park. As director of the ski school, Gordy Wren hired George Engel as a ski instructor. That same year George passed one of the first ski instructor certification exams ever held. By 1949, the Professional Ski Instructors of America was formed and Engel held pin # 12.

Gordy Wren was busy practicing for the 1948 Olympics and consequently sold his share in Colorado Outings. This gave George Engel the opportunity to buy into the company and he became director and eventually sole owner of the ski school. George added the Winter Park Ski Shop onto the ski school.

George met the love of his life, Joyce Hanna in 1951 as she disembarked from the Winter Park Ski Train. Joyce, with two BA degrees from the University of Colorado, was ready to ski and work. After dating for three weeks, George proposed to his future bride and business partner. The Winter Park Ski School under George's leadership, and the Winter Park Ski Shop with Joyce at the helm, became fixtures of the ski area. George and Joyce's two daughters grew up on the slopes.

Today, Wendy and Janet tell wonderful stories from when the family lived in an apartment above the Winter Park Ski Shop. After Winter Park Resort bought the ski school in 1982, they demolished the shop and apartment to make way for the West Portal Station.

Along with skiing, another Engel passion was horses which led to their acquiring 40 acres along County Road 5 where they built Casa de Engel. From their ranch, the Engels helped to establish the Winter Park Horseman's Association and the High Country Stampede Rodeo at John Work Arena in Fraser. Naturally, Janet Engel became a rodeo star. The Engels were also involved with the Middle Park Fair and Rodeo for decades.

As community leaders, the Engels transformed Winter Park Resort and the Fraser Valley. They helped start the Fraser Valley Metropolitan Recreation District, the Winter Park Chamber of Commerce and the Winter Park Sanitation District. Joyce Engel was a founder of the Grand County Concert Series bringing live classical music to this rural community. In 1968, George Engel was instrumental in bringing the National Sports Center for the Disabled to Winter Park. The family's wide-ranging passions enrich all our lives then, now and into the future.

Horse pastures and a horse statue mark Casa de Engel. Both Janet and Wendy have their own homes on the 40 acre property. They recently decided to add the impressive family home as an event center, along with its sister property, the B Lazy 2 Event Center which lies below Casa de Engel and features a large tent and barn, the former Easton Town Hall.



Horse portrait
Suzie Cruz

At the Taste of History 2017, guests will have the opportunity to peruse the ranch property as well as the interior of the fabulous and singular Engel home filled with art and memorabilia. While both George and Joyce Engel have passed, their love of the Fraser Valley lives on not only through Janet and Wendy but markedly in their exquisite home.

Visit our Museums!

Pioneer Village Museum
110 East Byers Avenue
Hot Sulphur Springs, Colorado
970-725-3939

Cozens Ranch Museum
77849 US Highway 40
Fraser, Colorado
970-726-5488

Heritage Park Museum
111 4th Street
Kremmling, Colorado
970-724-9390

Emily Warner Field Aviation Museum
1023 County Road 610
Granby/Grand County Airport
970-531-1100

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Will O'Donnell, Charles Lindbergh re-enactor, invites GCHA visitors to view America's first female airline Captain, Emily Warner's historic replica uniform display at the aviation museum in the Fantasy of Flight room at the Emily Warner Field Aviation Museum.

(Photo by Jocille Quick, aviation museum volunteer)

Visit GCHA at www.grandcountyhistory.org

Grand County Sheriff Chauncey Van Pelt

By Tim Nicklas

Grand County Sheriff Chauncey Van Pelt was sitting in his office in Hot Sulphur Springs on a Saturday afternoon on June 4, 1953 when he received a phone call about an abandoned car on US 40 just east of town. Colorado State Patrolman Walter Whitelaw was already investigating another traffic accident, so it was up to the sheriff to investigate the mysterious car on the side of the highway. Little could Van Pelt had realized that this potential investigation would change his life and propel him to sudden fame.

Approaching the supposedly abandoned vehicle Sheriff Van Pelt noticed two individuals sitting in the back seat. Upon questioning the young men, it was revealed to the sheriff that they were simply hitchhikers and that the owners of the car had gone to Granby to get a tow truck. Van Pelt decided to call in the license plate of the 1950 Ford and the dispatcher responded that it had been stolen out of Wyoming. The sheriff asked for backup and as he signed off his radio, tow truck driver John Ward and two others arrived at the scene.

As John Ward set torches out on the highway in preparation to hook up the broken-down Ford, Sheriff Van Pelt decided to question the two men sitting in the tow truck. As he looked into the cab he was surprised by two guns pointed at him. In response, Van Pelt put up his hands and said, "go ahead and shoot me boys, I don't have a gun." The two men then took him and ordered him into the back of the sheriff's car. For some reason, Van Pelt's captors believed his claim of not being armed and did not search him. Fortunately, the sheriff did possess his .38 revolver, which remained hidden under his coat.

The two car thieves turned kidnapers took the sheriff and his car and headed west. As they approached Parshall, it came over the radio that a road block was being set up in Kremmling. At that point Van Pelt convinced the two desperados to turn around and head back toward Hot Sulphur Springs. As they were driving through Byers Canyon, Hot Sulphur Springs Town Marshal Melvin Knox emerged from around a bend with a high-powered rifle. Standing in the middle of the highway, the marshal fired several shots, blasting out the rear window and the bullet crashing through the windshield. As the stolen sheriff's car raced from the marshal, Knox jumped into his vehicle and gave pursuit. The two desperados traded gunfire with Knox as the two cars zig-zagged through the canyon.

As the cars sped into Hot Sulphur Springs, Sheriff Van Pelt had a decision to make based off several factors. Earlier in this escapade, the two kidnapers had proclaimed that they were desperate and wanted for murder in Oklahoma. Furthermore, they declared that they were not going to be taken. As they raced into town, snow was falling hard, creating whiteout conditions. Van Pelt knew that school was letting out and all of this was creating a very dangerous situation for the children that would flooding into the street. Fortunately, a county truck distracted the man in the passenger seat and the sheriff decided now was the time to take action.

With the men distracted by the county truck, Van Pelt drew his revolver and shot the two men in the back of their heads. He then leaned over the seat, grasping the steering wheel and turning off the ignition. As he struggled to gain control of the car the man in the passenger seat tried to aim his pistol at Van Pelt, so he shot him again. When the car came to a stop, the man who had been at the steering wheel attempted to raise his pistol to shoot the sheriff, so Van Pelt fired off another round into him. Ironically, the car rolled to a stop in front of the mortuary.

The identifications of the two criminals revealed them to be Harold Glass of Oklahoma and Roy Willard Kane of Texas. The two were indeed wanted for the murder of Harold Cruse in Lamont, Oklahoma and there had been a nationwide search for them.

Van Pelt Continued on page 7

Big Dream

Emily Warner Field Launches Summer Dream Big Programs Beginning Friday, June 2 through September 2, 2017 11AM to 2PM EVERY Friday & Saturday, except Saturday, July 1 open 7AM to 11AM to support EAA pancake breakfast, you are invited to our Emily Warner Field Aviation Museum in the former Rocky Mountain Airways airline terminal.

Local aviation pioneers dreamed big. Charles Lindbergh was the first person to fly solo across the Atlantic. Emily Warner is America's first female airline Captain. These stories and more on display which are part of the Dream Big program. New WWII aviation artifacts have been donated.

Aviation history will be explored by our local children this summer when Granby Recreation campers explore on June 20. Friday, September 1, 2017 10 AM to noon, Aviation History Adventure for Pre-schoolers will be offered for the third year in a row, free and fun.

Another important family-friendly event is Saturday, November 11, 2017 11AM to 2PM Salute to Veterans and Colorado Aviation History All our aviation museum programs are at 1023 CR 610, Granby/Grand County Airport, Granby CO 80446. Learn more about our family of museums at www.grandcountyhistory.org We hope to see you soon.



Taylor Quick of Tabernash, created and donated the Dream Big sign on the outside of the former Rocky Mountain Airways airline terminal to kick off the Emily Warner Field Aviation Museum family-friendly and free summer Dream Big history programs.

What is this?



Where can you find it?

Denver & Rio Grande Western Railroad Snowplow AX-44 - A Saga

Continued from page 6

The various Rio Grande-named railroads found themselves the targets of numerous empire building schemes over the years, engineered by both local and national entrepreneurs and speculators. By 1902 the Rio Grande Western was consolidated into the Denver & Rio Grande and in 1921 the railroad reorganized and changed its name to the Denver & Rio Grande Western Railroad, the name it operated under until its merger with the Southern Pacific Railroad in 1988.

Throughout its history, the Rio Grande management faced the operational difficulties of maintaining its high mountain routes during the harsh Colorado winters. Snow storms often covered the rails, and depending on the depth of the snow, necessitated various responses. During the winter months. Mountain railroads routinely equipped their locomotives with snowplows in place of or covering the standard "cow-catcher." These plows could remove small accumulations and afforded passage through occasional drifts. Often winter trains included a flanger car which resembles a short flatcar with stubby plow blades extending outward diagonally at rail height to disperse snow away from the right-of-way.

Deeper snows required special equipment and these are the conditions for which Snowplow AX-044 was designed. The plow did not supply its own power and so was pushed forward by a locomotive. The locomotive also provided the compressed air which powered the adjustable blades. The two wings of the forward blades could be raised and lowered as the level of snow dictated. The side wing blades worked much like those on the smaller flanger cars. The wings could be pivoted out to further spread the snow first moved to the side of the tracks by the forward plow. The side wings provided a valuable function in two respects. First, the forward blade dumped snow close to the rails, and in subsequent uses formed walls of snow parallel to the track that eventually rendered the plow ineffective. The wings pushed the snow from the immediate area of the rails and deposited it farther off the right-of-way, thus providing clear space to push additional accumulations as the winter progressed. It was this spreading action that caused these types of plows to be known as "spreaders." Secondly, the wings allowed the plow to clear not only the mainline but also adjacent rail sidings in a single pass. Without the wings the front plow would deposit snow on top of parallel siding tracks and necessitate the time consuming practice of backing the plow to the starting point of each siding track and clearing it as a separate operation.

Snowplows like the AX-044 could not remove large accumulations, major drifts or snow slides. In such situations, steam powered rotary snowplows were called upon with their ability to cut into snow banks and throw the removed snow far off the right-of-way.

Snowplow AX-044 was designed by the Rio Grande's own engineers and fabricated in 1918, along with two sister units, at the railroad's Burnham Shops in Denver. Though the plows were constructed using common materials and recycled parts found in the shops, the design employed concepts proved in years of winter rail operation. The fact that AX-044 operated for six decades without major modification attests both to the soundness of the original design and the quality of its construction.

The use of a steel frame flatcar provided the strength necessary to sustain the countervailing forces of the push from the locomotive in the rear and the weight of the snow in the front. The basic car construction reflects prevailing practices of the period for boxcars and cabooses. The use of readily available compressed air from the

attached locomotive eliminated the necessity of providing the plow with its own source of power, something required in the rotary snowplows. Finally, the development of the side wings took the proven technology of the flanger cars and expanded upon it to create a more effective and flexible tool. AX-044 represents a simple functional design uniquely fitted to the conditions of winter mountain railroading so much a part of Denver & Rio Grande operations.

The importance of Snowplow AX-044 is enhanced due to the unceremonious retirement and scrapping of Rio Grande's sister plow AX-043 at the Burnham Shop over Memorial Day 1998. Sister plow AX-042 is on display at Helper, Utah. The plow represents the hard work and long hours plow train crews put in as they faced the hazards of ice, rockslides and freezing temperatures. While the D&RG had many ways of fighting snow, the goal was always the same: keep the line open and keep the trains moving on the Rio Grande's portion of the transcontinental line.

The last official use of the snowplow was in 1996, when it was leased to a movie company for filming the movie "Switchback" which starred Dennis Quaid and Danny Glover. Modifications were made to the snowplow for filming the "grand" finale where the good guy and bad guy fight it out on the snowplow. Viewers of the movie familiar with the area from Kremmling through Gore Canyon can glimpse scenes in this area. A DVD with short video clip is available which shows snowplow AX-042 in operation at Winter Park. In addition to the Rio Grande snowplow, the Rio Grande Ski Train caboose (former D&RGW 01448) with an excellent ski history display is part of the Grand County Historical Association museum complex in Hot Sulphur Springs.

From Page 2

What is it? An elk and bear tooth Ute necklace.

Where can you find it? The Ute exhibit at the Grand County Pioneer Village Museum in Hot Sulphur Springs



Van Pelt from page 2

Following Sheriff Van Pelt's wild ride with Glass and Kane, he held a bit of a celebrity status as a modern day wild west sheriff. The morning following the entire incident, Van Pelt's story was the headline and cover story on the Denver Post. The New York press also grabbed the story and ran with it. Three months after that fateful day, Sheriff Chauncey Van Pelt was photographed with President Dwight Eisenhower as the President vacationed at Byers Peak Ranch outside of Fraser.

This would not be the last harrowing incident to put Sheriff Van Pelt in the headlines unfortunately. Several years later in 1961, Van Pelt and Colorado State Trooper Hiram Short arrived on the Trough Road to assist Colorado Division of Wildlife Officer Bob Hoover question Delmar Spooner, who was stopped alongside of the road. Suddenly, Spooner pulled a gun and shot all three men. Not long after that, Spooner shot Eagle County Undersheriff John Clark near State Bridge. Spooner then took off on foot and hid for several days as a posse of over a hundred searched for him. After his capture, Spooner was sentenced to life in prison in Canon City. In the end, he had shot and killed Hiram Short and John Clark and severely wounded Chauncey Van Pelt and Bob Hoover.



Chauncey Van Pelt with President Eisenhower

GCHA announces a new book,
Go Grand: Seven Tours through Grand County History

by Kristi Martens, PhD
 Editors, Dan Nolan and Martin J. Smith
 Photographic archives and history editor, B. Tim Nicklas
 Designer, Patty Madison

The newest GCHA publication came about as a way to bring together old and existing history walking tours in the county into one place. Dede Fey, Dave Lively, Kristi Martens, Dave Naples and other leaders of the Heritage Coalition of Grand County, a committee of GCHA, envisioned combining countywide history tours in a book and app, a task easier said than done.

Inspired to lead the project, author Kristi Martens raised not only keen interest but also funds for the project over a period of three years. She compiled and edited earlier walking tours to give the book a consistent voice and reached out to local artists to illustrate their homeland. Superlative editing by Dan Nolan and Martin Smith has greatly improved the book, thank you for your time. Sponsors include the Grand County Tourism Board, Fraser Valley Lions Club, GCHA, Grand Foundation, and the Towns of Fraser and Winter Park.

This book shares the magic of history with seven tours through Grand County, from Berthoud Pass to Rabbit Ears Pass to Gore Canyon. The 77 stops on the seven tours are significant heritage, natural and cultural sites. The seven tours stretch primarily along US Hwy 40, from east to west and include, Ch. 1) a countywide driving tour, followed by walking/ biking tours of Ch. 2) Winter Park, Ch. 3) Fraser, Ch. 4) Granby, Ch. 5) Grand Lake, Ch. 6) Hot Sulphur Springs, and Ch. 7) Kremmling.



Rock Art Photo by Ken Ball

No one person could hold the deep knowledge to cover the whole county and six unique Middle Park towns, although Martens, the director of Cozens Ranch Museum, has been in Grand County for more than five years. To bring her vision to print of a countywide walking tour book filled with art, she relied hugely not only on books and research but also on local residents and historians. The ***Go Grand: Seven Tours*** book is truly a community effort.

The book is historically accurate thanks to the generosity of local scholars and history buffs. Many individuals generously gave of their knowledge to fulfill this Heritage Coalition project. In deep appreciation for their collaborative spirit in sharing their knowledge and sometimes their own history walking tours, the Heritage Coalition team is indebted to Elin Capp, Jim Cervenka, Charles Clayton, Dede Fay, Larry Gross, Dr. Penny R. Hamilton, Dave Lively, Marissa Lorenz, Cheri Lowenstein, Dave Naples, Allen Nordin, Twila O’Hotto, Frank Pilkington, Andrew Peterson, Ida Sheriff, Catherine Trotter and Jim Yust.

Greatly enhancing the book, more than 44 local artists, photographers and quilters tap into their high-country muse to illustrate Middle Park, just as past artists did to reveal the American frontier. Since the exploration era of the 1800s, artists and photographers unveiled an American West of magical proportions and peoples. Grand County artists mirror the efforts of Albert Bierstadt at Yellowstone, Frederic Remington’s paintings and sculptures of the West, and photographer Ansel Adams at Yosemite. Generous artist contributors are Danya Anderson, Lorna Babcock, Ken Ball, Anne Astrella Buel, Trine Bumiller, Suzie Royce Cruse, Pem Dunn, Shanna Ganne, Gore Range Artisans Village, Julia Grundmeier, Marie Johannes, Elizabeth Kurtak, Katrina Larson, Donna Lyons, Karol Mack, Patty Madison, Ernie Roybal, Judy Schempp, Carolyn Sunderland, Karen Vance, Kent Van Meter and Eric Vandernail.



Moffat Railroad Museum



Kremmling Chert

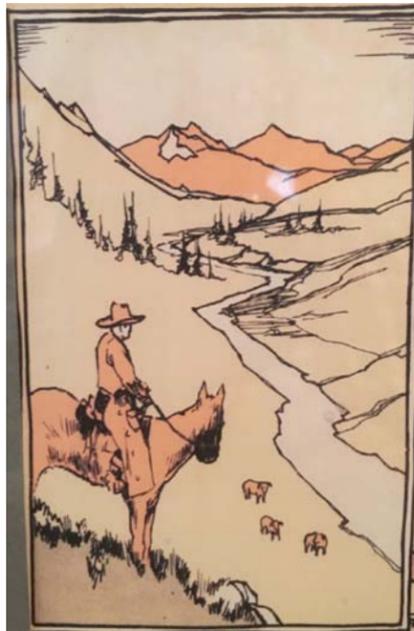


Quilt block at Cozens Ranch Museum is part of the new Grand Quilt Trail.
 Photo by Steve Watts

Thanks to these outstanding and generous local artists, ***Go Grand: Seven Tours*** is exceptional and beautiful, showcasing more than 100 color images.

Go Grand: Seven Tours through Grand County History has excellent reference and tour maps, thanks to the expertise of Jodi Fleury, courtesy of the Towns of Fraser and Winter Park, and Lisa Bornfriend and Tina Wilson of Firebird Designs.

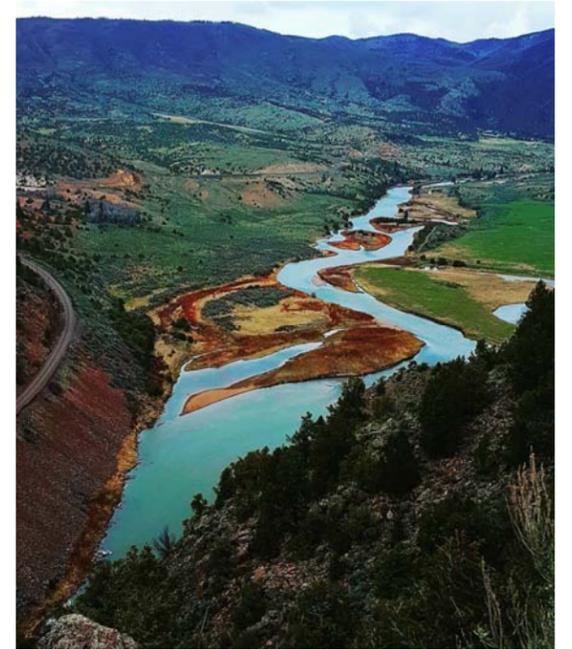
Designed by Patty Madison, the book is being printed locally at McConnell Design and Printing Company of Winter Park. The first copies of the full color, spiral bound, 200+ page book will roll off the press in late-June (fingers crossed). The price is still being calculated, but expected to sell in the affordable \$12 to \$15 price range, thanks to generous support from the Grand County Tourism Board. Stop by the museums to reserve or purchase your copy of ***Go Grand: Seven Tours through Grand County History***.



Granby Ranches

Members of the Grand Quilters, including Gracie Hammond and Helen Williams, graciously provided their contemporary and traditional quilts for photographs for the book as well as from the new Grand Quilt Trail. Make sure to attend the Faces of Quilters exhibit opening on Thursday June 29 at Cozens Ranch Museum to meet the wonderful partners and artists of the Grand Quilters.

Photography contributors include Then & Now ace Mark Afman, Ken Ball, Jane Brown, Charles Clayton, Sally DiSciullo, Robert M. Fergeson, Art Ferrari, Penny R. Hamilton, Ken Hoeve, Kristi Martens, Patty Madison, Dawn Mathews, Tim Nicklas, Dan Nolan, Gary Piper, Janie Radcliffe, Pat Raney, Cathy Rapp, Ann Rosati, Phil Sargent, Rosie Stahl, Susan Stone, Steve Watts and Jim Yust.



Trough Road
 Photo by Rosie Stahl

- Get your summer copy of our new children’s book, [A to Z: Your Grand County History Alphabet](#), at our museum gift shops, ACE Hardware in Fraser and Granby, Fabric Nook and Corner Mall in Granby. Of course, the book is available on-line at www.amazon.com ISBN: 978-0-692-83321-6.
- Long time GCHA member, Frank Watts, said of the new A to Z, “WELL DONE! I got one for my nine-year-twin grandkids to explore our local history.” Randy and Laura Moorhead, Emily Warner Field Aviation Museum volunteers, bought their copy to provide a “road trip map” for their summer visitors. Randy said he was going to use the blank pages in the back for them to paste photographs with their visiting grandchildren at the many historic places in the photographs on the pages, even Z for Zephyr and Zerex in Fraser!
- Summer A to Z events by author, Penny Rafferty Hamilton, Ph.D., include a month-long art exhibit in June at Fraser Library and another the month of August at Granby Library. GCHA volunteer, Rich Cimino, Winter Park-Fraser Valley Rotary Club Program Chair, invited Dr. Penny to share our heritage A to Z at their regular lunch meeting on July 20. In August, GCHA will host a two day book booth in Kremmling on Saturday, August 12 from 11 to 3 and, Sunday, August 13 from 10 to 1 to sell and autograph copies of [A to Z: Your Grand County History Alphabet](#) for Middle Park Fair goers.

Denver & Rio Grande Western Railroad Snowplow AX-044

A Saga

COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION 5GA2293

Prepared by Daniel P. Quiat Feb. 1999, edited by Jim Yust Feb. 2017

Denver & Rio Grande Railroad (D&G) Snowplow AX-044 was stored at the Union Pacific Railroad Burnham Yard in Denver at the time of its listing in the Colorado State Register of Historic Properties in September 9, 1998. Subsequent to its listing, the property owner donated the snowplow to Grand County Historical Association's museum in Hot Sulphur Springs.

The snowplow began its rail trip to Hot Sulphur Springs on October 4, 1998. The snowplow was first moved to the Union Pacific Railroad's North Yard in Denver and on October 9th was placed in a train for delivery to a rail siding at Hot Sulphur Springs. The train crew failed to leave the snowplow at the designated siding and did not discover the mistake until reaching Troublesome, where the plow was placed in a siding for return to Hot Sulphur Springs. Since the snowplow has directional restrictions (it can only be moved plow first), it was decided to move the car to Kremmling where it was placed on a siding near the depot.

On the first attempt to move the snowplow back to Hot Sulphur Springs by truck, it was discovered that instead of weighing an anticipated 35 tons, the car was closer to 47 tons. Finally on October 30, 1998, the snowplow traveled by flatbed truck to the Grand County Museum where it joined a recently donated D&RGW caboose from Winter Park. Upon arrival at the museum, a crane raised the snowplow from the trailer and placed it on railroad tracks inside the museum grounds. The snowplow was not damaged in the move and remains fully capable of conveying its historical and engineering significance.

It is anticipated that interpretive signage will be developed and additional items relevant to the plow and its operation will be added. It is also hoped that missing elements from the snowplow, in particular the side wings, can either be located or fabricated from new material.

DESCRIPTION and ALTERATIONS

Snowplow AX-044, officially known as a spreader, was built from a railroad flatcar originally constructed by Pressed Steel Car Co. in April 1901 for the standard gauge Rio Grande Western Railway. According to the equipment card, the Rio Grande retired flatcar no. 17409, a steel sidesill and underframe "fishbelly" version, in March 1918 specifically for the construction of the snowplow. The railroad's Burnham Shops in Denver constructed No. 044 in 1918 along with two identical units, Nos. 042 and 043.

The snowplow is approximately 40 ft. long, 12 ft. wide and 14 ft. tall at the cab. The plow combines characteristics of a caboose and a box car with a front end designed specifically for the efficient removal of snow. The body of the car consists of a double sheath, vertical tongue-and-groove wood housing reinforced by metal brackets. Each car side contains two small single-light windows. Three openings offered entry to the homemade plow from all sides save the front. The side doors are now infilled with vertical siding. A wood half-light door opens inward off the rear platform. The platform runs the full width of the car over the rear trucks and coupler, is surrounded by narrow metal railings, and contains a vertical brake wheel and a ladder to the wooden roof walk. The slightly gabled roof is punctured by two metal stove pipes.

The front of the car, which is covered in sheet metal, contains a cupola-like extension that serves as the operations cab for the plow. The front corners of the car are cut away to match the angle of the plows. An operator window occupies the top of the cab's angled corners above each blade, offering the crew a good view of the terrain ahead. The window enclosures extend forward from the cab and contain small, triangular glazing on the bottom to provide good visibility of the plow blades below. A double headlight occupies a platform between the two windows. A metal frame fills the space between the headlight and the front coupler and provides support for the vertically pivoting plow blades. Each side of the cab contains a small window opening accessed by a metal ladder. The rear of the cab contains a pair of single-light windows. Metal grab irons surround the flat cab roof.

The large metal front plow, constructed of sheet metal and recycled narrow gauge rail, could be raised and lowered to divert snow from the tracks. An immovable metal wedge below the coupler provides protection to the front wheel sets, or trucks, and diverts snow to the large plow blades. Sheet metal wraps around the sides of the front truck to further divert snow and prevent it from accumulating beneath the car. Halfway back on the sides of the car metal booms are attached to metal framing. The booms originally supported 22 ft. long steel wings, or side plows, which could be pivoted out from the car to provide greater width of snow removal and diversion. The wings were never deployed to their full extension and they could be raised up to 28 in. above the tracks when they were folded against the car. The wings no longer exist.

The interior is plain and functional. Sidewalls consist of a horizontal wood siding. Interior dividing walls are vertical tongue-and-groove. Compressed air moved by pipes from locomotives behind the plow was used to activate the front plow and side wings. Air was stored in three air tanks in the middle of the car. When required, air moved through control valves to large cylinders which in turn moved the booms and wings via steel cables into whatever position the crew needed. The crew operated the control valves from the cab seating area and signaled the locomotive pushing behind through the plow's rearward facing, roof mounted air horn (now removed).

SIGNIFICANCE STATEMENT

The 1918 Denver & Rio Grande Snowplow AX-044 is eligible for the Colorado State Register of Historic Properties under Criterion A for its long association with the history of railroad transportation in the State. It is also eligible under Criterion C for its engineering significance being constructed by the railroad company itself to meet its specific need for dependable snow removal equipment. Sixty years of continuous service demonstrates the success of the plow's design and construction.

The Denver & Rio Grande (D&RG) built Snowplow AX-044 from a flatcar originally constructed for the Rio Grande Western Railway in 1901. Although highly modified now, this may be the only existing piece of equipment from the Rio Grande Western. The railway was built by William Jackson Palmer as part of his complex of Colorado railroads which included the Denver and Rio Grande. His railroads served many of the State's mining districts, but Palmer also had visions of extending his rail line south into Mexico as well as connecting with the east-west transcontinental carriers.

Continued on page 7

Casa de Engel

The theme for the Taste of History is "Love Your Museum," in support of Cozens Ranch Museum. The Taste of History 2017 at Casa de Engel is an opportunity to feel not only the family love but to appreciate the impact of the Engel Family on Fraser Valley and beyond. The event includes a fabulous brunch, flowing champagne and mimosas, heart paintings, live music by Red Dirt Hill, and opportunities to win wonderful items in a raffle and in auctions of unique items, art and adventures.

Would you or your business like to support Cozens Ranch Museum by donating to the auction and raffle? Please contact Mary and Bob Amann at 970-531-7199 or the museum at 970-726-5488. For tickets and information, please go to www.grandcountyhistory.org.



6th annual Taste of History Champagne Brunch and Social

Saturday August 26, 2017, 10 am to 1 pm

Casa de Engel, Fraser

Theme: *Love your Museum*

Tickets: GCHA Members \$60, General Public \$75, children 12 and under free

Info: www.grandcountyhistory.org

For the past five years, GCHA has presented the Taste of History at a different ranch or home in the Fraser Valley. The purpose of the annual Taste of History Champagne Brunch and Social is to generate funding for operational support and projects at Cozens Ranch Museum in Fraser. Please show your love for Cozens by attending and contributing to the Taste of History 2017.

Cozens Ranch is surrounded by Rendezvous, the new Headwaters Ecology Center, the Fraser River and Mary's Pond. Since 1991, Cozens Ranch has been the only museum in the Fraser Valley. It presents not only the history of the area but also displays contemporary artworks by local artists and offers rich educational programs for youth and adults. Thanks to generous donors and incredible volunteer zeal, Cozens has become a valued community hub and the cultural-historical resource in the Fraser Valley.

The following locations have hosted the Taste of History as a benefit for Cozens Ranch:

Year 1 – Wabooson Lodge, home of Gary and Betsy DeVries, 2012

Year 2 – Cozens Ranch Museum and Rendezvous Tent, 2013

Year 3 – B Lazy 2 Ranch and Event Center, 2014

Year 4 – Byers Peak Ranch, home of Gail Delaney and family, 2015

Year 5 – Devil's Thumb Ranch, 2016

For 2017, GCHA is honored to partner with Wendy Christensen and Janet Engel to present the Taste of History Champagne Brunch at their family home. They have graciously offered to host the Taste of History at Casa de Engel which overlooks the whole of Fraser Valley from County Road 5, close to the Fraser Ballfields.

Transcribed from the minutes of the Grand County Board of County Commissioners of April 6, 1953. Commissioner Minutes Book 6, Page 20.

WHEREAS on the afternoon of April 4, 1953 two desperate Criminals passing through Grand County in a stolen car caused our Sheriff Chancy Van Pelt to make a routine check of the car and

Whereas such check resulted in his being kidnaped by such criminals at gun point and forced to go with them in his own car as hostage and

WHEREAS in the wild chase through the County said Sheriff did use the greatest presence of mind and courage in ordering road blocks set up and in trying to talk said criminals into reasonable action in order to protect the lives and safety of the people of County, and

WHEREAS at the final crisis of the chase he courageously and with little thought for his own safety but with the idea of preventing a gun battle in which many innocent bystanders and citizens trying to assist him might be injured or killed, distracted the two criminals and shot them dead thus ending the chase and public danger

AND WHEREAS, Town Marshall Melvin Knox when called upon to assist in catching the said criminals, did quickly and efficiently pursue and divert the said criminals assisting in a large measure the opportunity for the Sheriff to successfully distract and shoot the said criminals.

BE IT THEREFORE RESOLVED by the Board of County Commissioners of Grand County, Colorado on behalf of the residents and citizens of Grand County that a vote of thanks and commendation for his courageous action and full ratification and approval of the steps he was forced to take, be and the same is hereby taken and then ordered spread upon the minutes of the meeting of said Board of County Commissioners and

BE IT FURTHER RESOLVED, that the thanks and commendation of said Board be extended to Town Marshall, Melvin Knox for his part in the said chase and that a copy hereof be forwarded to the Public Press.

Commissioners:

George Pellini (Commissioner District 1)

George E. Field (Commissioner District 2)

Fay F. DeBerard (Commissioner District 3)

R. O. Throckmorton (County Clerk)