



Everyone is wearing their Sunday best just before leaving Denver Union Depot for the trip to Colorado Springs with car 111.

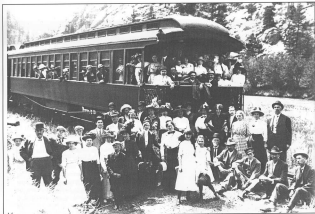
Originally it was built as a first class coach in 1887 by the Pullman Company. Later in June of 1903, it was rebuilt as a parlor observation car at a cost of \$3,532.45, which included moveable chairs. By 1909 it was labeled as an observation chair car and the chairs replaced by reclining chair seats. In 1913, a vestibule was added. When the Colorado Midland ceased operations in 1919-1920, the Midland Terminal acquired the car and renumbered it 29. In 1949, it was sold to Arthur B. Hall of Albuquerque, New Mexico, who sold the car to the museum in 1980.

Car 111 was used most of the time on the daily train between Colorado Springs and Cripple Creek. However it also saw service on the Wildflower Excursions. Starting sometime in the 1890's, an extra summer train was added from Colorado Springs to Spinney, Colorado. Along the way, passengers were picked up and detrained at many of the stations so they could have a picnic or go visit the Florissant fossils or pick wild flowers. The train would stop next to a field of blooming flowers that the passengers could collect. At the same time, a group photo was taken with everyone smiling and holding a bunch of freshly picked flowers.

When built, the Midland had for its day, the most modern of passenger cars. Woods like mahogany and oak were used on paneling and window sashes whereas seats were upholstered in maroon and old gold plush. The glass in the clerestory was embossed. Cars were lit by Pintsch gas. The washrooms had marble washstands. The cars were painted Pullman green with gold numbers and lettering. Later the car was painted a tuscan red or maroon with gold trim.

At the end of the wooden passenger train display at the museum is Colorado Midland Observation Car 111. Visitors like to stand in the observation end of the car and pretend they are giving a speech as some early day politician might have done.

The car was built for the Colorado Midland Railway which began at Colorado Springs. The line was built up Ute Pass to South Park and then on to Leadville. From there it continued to Grand Junction and Aspen via the Hagerman Tunnel and later the Bush-Ivanhoe Tunnel.



The Wildflower Excursion shown above was taken in 1912 in Eleven Mile Canon. Hats and white dresses were the order of the day. (below) A winter time excursion on the Midland Terminal with car 29 (111) bringing up the rear. The special run for Lowell Thomas was on January 27, 1949.





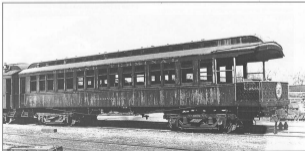
The interior of car 111 is shown on the right. Below is the weather-beaten car when owned by the Midland Terminal. The drumhead of the Rocky Mountain Railroad Club is mounted on the back platform. The date is February 6, 1949.

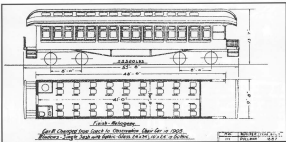
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All photographs are from the Colorado Railroad Museum Collection. Compiled by Kenton Forrest and Bob Jensen.



2006





References:

A Colorado Midland Guide and Data Book by Edward "Mc" McFarland, Colorado Railroad Museum, 1998.

Colorado Midland by Morris Calky, Rocky Mountain Railroad Club, 1965

The last train to Cripple Creek was photographed in February 8, 1949 near Cascade on Ute Pass. The Rocky Mountain Railroad Club had chartered car 29 (111) for the occasion.

