

★ ★ *Design*

RICH KURZ

* Illustration *

Hello — and thanks for taking a look at my work!

My name is Rich Kurz and I am an experienced graphics design professional. My philosophy has grown simpler through the years. Good design is not about me, but about us. I want to do good work that serves the needs of my client and that I am proud to put in my portfolio. This pdf shows some of my capabilities.

Note that all concepts and initial drawings are owned by Sedgwick County Chamber of Commerce. The images in this document are my own and are under copyright to Rich Kurz.

The Scenic and Historic Byways Commission is tasked with marking sections of roads and highways in Colorado that have historic significance or special scenic beauty. The intent is both to promote preservation and tourism. The South Platte River Trail in northeastern Colorado's Sedgwick County is a 20-mile loop along the South Platte River marked by a number of historic events along its way.

Having little budget but big ambitions, the county chamber of commerce was able to place special signage along the route using a set of paintings donated by Denver artist Mickey Schilling. The head of the chamber knew of me thru my in-laws and invited me to create a brochure about the Trail to be handed out at the local Colorado Visitors Center. All work was gratis, of course. I made good use of the paintings to guide the visitor along his way. I provided all prepress-ready files to the Chamber-selected printer. The brochures are still in use as of 2020.

Deliverables: Inkjet printouts for client approval.

Prepress-ready files in CMYK plus inkjet printouts for print house.

I am available to discuss your design, illustration, marketing, and advertising needs. Let's talk!



Rich Kurz

Versatile

4801 14th St. SW / Loveland CO 80537

Experienced

e-mail: rkweb@richkurz.com

Creative

CALL 970-308-2891

Additional information is available from

Sedgwick County Chamber of Commerce
114 East First • Julesburg, CO 80737

1-800-226-0069 • 1-970-474-3504

E-Mail: sced@northeasterncolorado.com

Web Page: www.northeasterncolorado.com

Funding by National Scenic Byway and State Historical Fund

SOUTH PLATTE RIVER TRAIL

in NORTHEAST COLORADO

Scenic and Historic Byway

Julesburg • Ovid • Sedgwick

**Welcome to History
along the South Platte**



The Colorado Scenic and Historic Byways Commission has adopted the state flower, the columbine, as its logo.

As you drive the byway, the blue Columbine signs will identify your route.



The South Platte River Trail



The *South Platte River Trail* Scenic and Historic Byway begins and ends at the Colorado Welcome Center, located at the Julesburg exit on Interstate-76. This 19 mile byway follows pathways famous in both historical and fictional publications. It leads past three of the four Julesburgs as well as Fort Sedgwick of "Dances with Wolves" fame.

Traders, trappers, settlers and gold seekers forded the South Platte River at the Upper California Crossing as they pushed westward in search of wealth, land and freedom. Traffic on the Overland, California and Pony Express Trails was drawn to the easy river crossing and Jules Beni's nearby trading post the First Julesburg.

Interstate-76 and the *South Platte River Trail* are a half-mile and one hundred years apart.

Colorado Welcome Center near Julesburg



Set odometer
to **000**

Surrounded by tepees and buffalo, the Welcome Center is the beginning of the *South Platte River Trail* byway. From this Colorado information center and rest stop, drive west along County Road 28 and read the adventurous past on the award winning interpretive signs.



Italian Underground



Odometer reading: **009**

Remains of "The Italian Caves" are just south of the byway. Uberto Gibello homesteaded this site in 1887. The Italian well-digger and stone cutter was

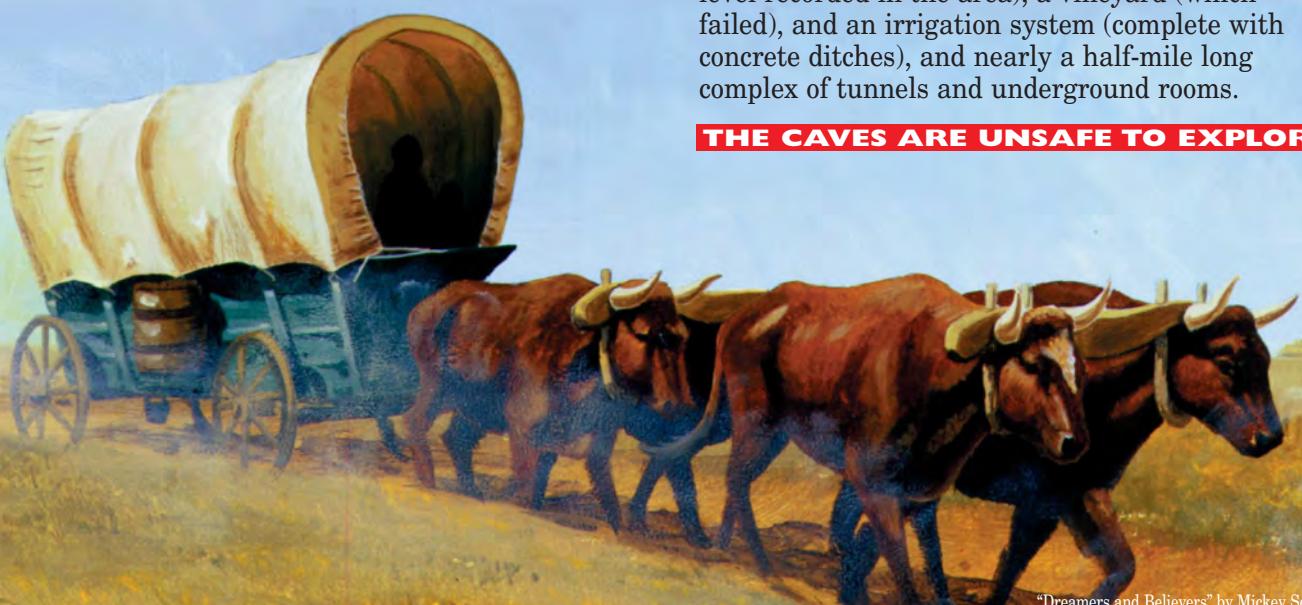
seen as mysterious, and the cave project enhanced that reputation.

By the time Gibello died in 1910, he had completed two underground



wells, three stone houses (including the first split-level recorded in the area), a vineyard (which failed), and an irrigation system (complete with concrete ditches), and nearly a half-mile long complex of tunnels and underground rooms.

THE CAVES ARE UNSAFE TO EXPLORE



"Dreamers and Believers" by Mickey Schilling

Devil's Dive



Odometer reading: **00.9**

This deep, rugged wash of rock, cactus, sand and sagebrush earned its name from stagecoach drivers. The “Dive” is adjacent to the Italian Caves and many travelers described it as the most dangerous part of the old trail route. Passengers usually preferred to get out and leave the driver and messenger to take the stage or wagon across with the teams at a full run. Freight wagons would often detour toward the south, avoiding the more rugged areas of the “Dive.”

Julesburg #2



Odometer reading: **02.8**

The second Julesburg was established in 1866 following the burning of the original town near Fort Sedgwick. This town served primarily as a stage station, but was abandoned in 1867. None of the original buildings remain at this site. Julesburg moved to its third location when the Union Pacific Railroad reached “end of track” north of the river.



Lifeblood of the Plains



Odometer reading: **03.3**

The windmill is more than a machine—it stands for survival on the prairie. This windmill and others like it have long been the subjects of artists, poets and photographers.

Julesburg #1—Blood on the Ground



Odometer reading: **06.3**



“Julesburg in Ashes,” Feb. 2, 1865

Much of the *South Platte River Trail* between Devil’s Dive and Julesburg #1 was stained with blood during the great Indian raids of early 1865. A tiny force of 40 troopers of Company F, 7th Iowa Cavalry found themselves nearly surrounded by an overwhelming force of Cheyenne, Arapaho and Sioux warriors. In a vicious struggle for survival, the soldiers were forced to fight a four-mile running battle. Fifteen soldiers, several civilians and an unknown number of warriors were killed. The raids culminated with the burning of Julesburg on Feb. 2, 1865.



“Burning of Julesburg” by Mickey Schilling

An Ear-ie Tale



Odometer reading: **06.3**

A trading post and stage station near the Upper California Crossing was dubbed "Julesburg" after its unscrupulous founder, Jules Beni.

In 1859, the Central Overland California & Pike's Peak Express Company chose Beni's trading post as a stage station with the French-Indian as manager. The arrangement was not a happy one for the express company and when division manager, Jack Slade fired Beni, a bitter feud erupted between the two. After several gun battles, Slade finally killed Beni. Legend contends that Slade followed up his victory by slicing off his victim's ears, nailing one to a fence post as a warning to all who would hamper express company operations. The second ear, Slade made into a watch fob.

The Pony Express

In 1860-61, the Pony Express mail service, the first communications highway, carried telegraph dispatches and letters between St. Joseph, Missouri and Sacramento, California. Julesburg #1 was the site of the only home station in Colorado.



Buffalo

For centuries, massive herds of buffalo thrived on the lush prairie grasses and vegetation that grew near the South Platte River. By 1876, "hide hunters" nearly exterminated the species. Only since the demise of the buffalo have trees been able to flourish along the Platte River.



Ft. Sedgwick, Colorado Territory— Hard Duty on the Plains



Odometer reading: **07.2**

No buildings remain on this historic site north of the byway. A flag pole marks the fort's location. The fictional movie "Dances with Wolves" propelled the name "Fort Sedgwick" into the national spotlight.



Documentation Project — Fort Sedgwick Historical Society

Located near Julesburg #1, the post was established in 1864 to protect the Transcontinental Telegraph and travelers on the Overland Route from hostile Indians. Originally called Camp Rankin, in late 1865, the post was renamed Fort Sedgwick in honor of Major General John Sedgwick, a fallen Civil War hero.

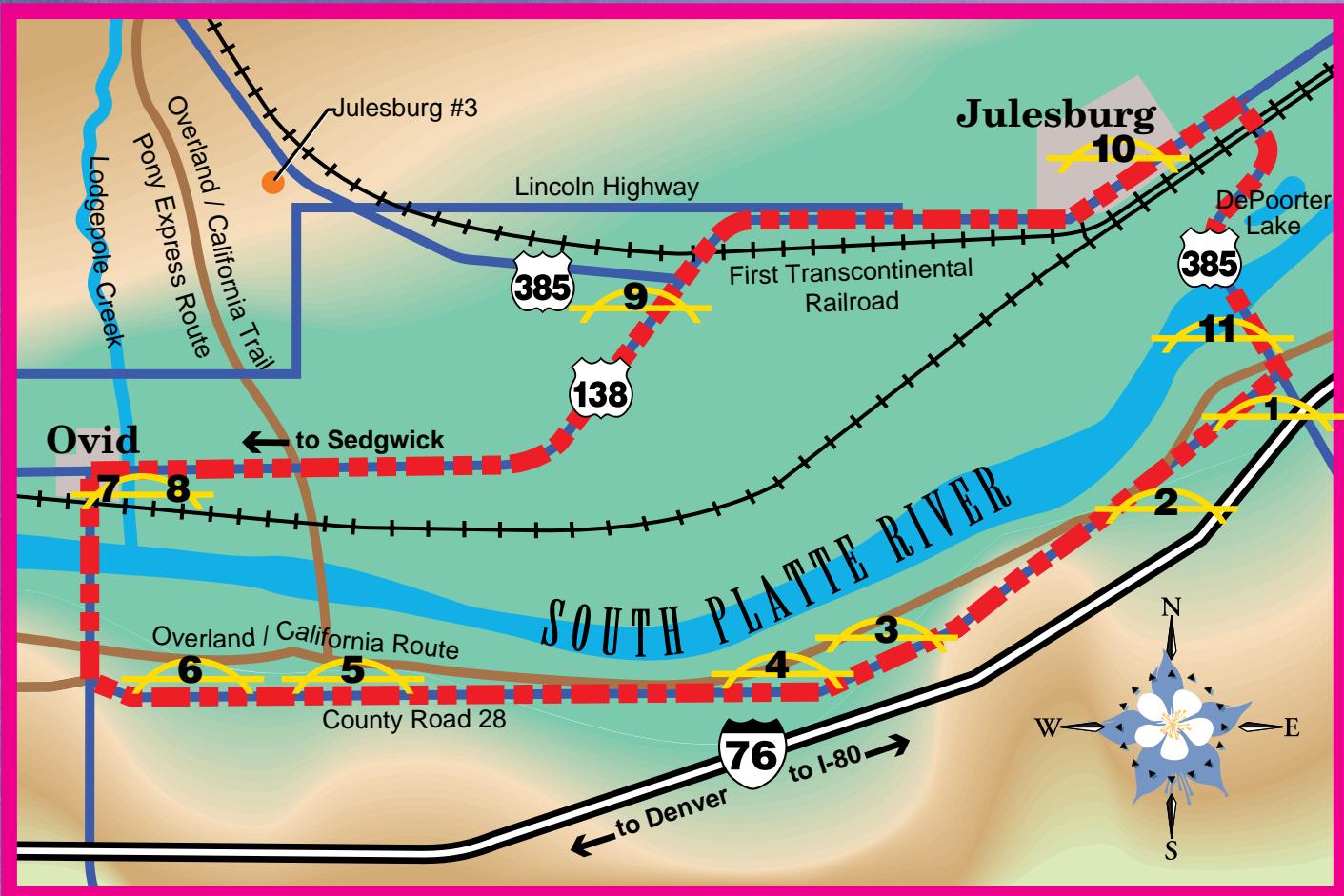
At its height, nearly 1,000 soldiers were assigned to the fort but the usual troop strength was about 200. By all accounts the post was not a pleasant place to be stationed. In the words of local author, Dallas Williams, "...the quarters, if any, were considered unlivable, the food was terrible, pleasures were few and the nearest bath was the South Platte River."

By 1871, hostile Indians no longer posed a threat to Northeastern Colorado. Fort Sedgwick had fulfilled its purpose and in May it was officially abandoned. Most of the structures were dismantled and shipped to Sidney Barracks in Nebraska and the Military Reservation was opened for settlement.



"Hard Duty on the Plains" by Mickey Schilling

South Platte River Trail



Points of Interest

- 1 Colorado Welcome Center/Rest Area
- 2 Italian Caves/Devil's Dive
- 3 Julesburg #2
- 4 Windmill and Cistern
- 5 Julesburg #1/Pony Express Home Station
- 6 Fort Sedgwick/Fort Sedgwick Cemetery
- 7 Town of Ovid/POW Camp
- 8 Great Western Sugar Factory
- 9 Julesburg #3
- 10 Julesburg #4 / Depot Museum
- 11 Lion's Park & Watchable Wildlife Trail



Ovid



Odometer reading: **09.1**

Working for area ranchers gave Ovid native, Thad Sowder, the skills to earn the World Championship for bronc riding in 1901 and 1902. Later he rode in Buffalo Bill Wild West Show.

During W.W. II, German prisoners of war were housed in tents and two large downtown buildings. Their numbers grew to 400 as they were brought in to harvest beets and potatoes.

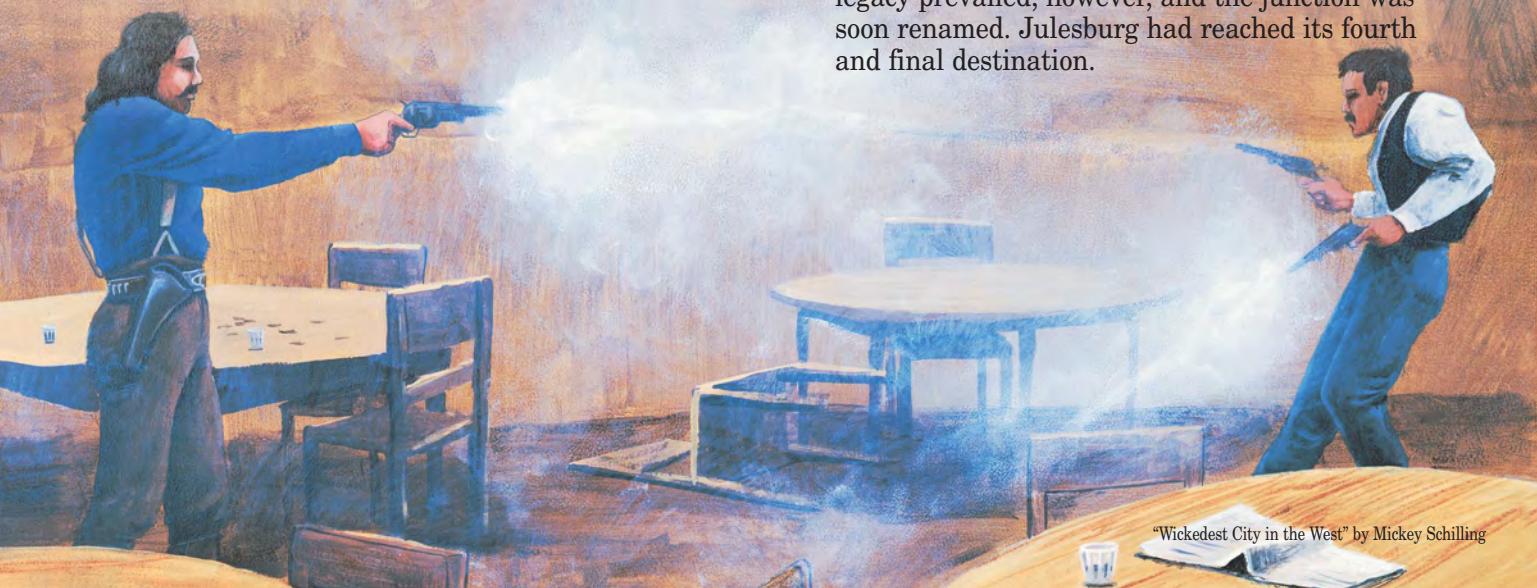


Sugar Town



Odometer reading: **09.3**

In 1925-26, Ovid experienced a boom when the Great Western Sugar Company built a large sugar beet processing plant. The factory has been abandoned, but the steam-powered Dinkey was salvaged and placed in Ovid's Town Park. The small locomotive was used from 1942 to 1985 for pulling railroad cars of beets up to the factory hopper.



Early Campsites and River Crossings

Native American hunters on the trail of bison and other game found a favorite river crossing and campsite where the South Platte River and Lodgepole Creek come together. Pioneers named this area the Upper California Crossing.

A branch of the Overland Route paralleled Lodgepole Creek into Nebraska. This waterway is possibly the longest creek in the United States, flowing over 150 miles from its origin in the mountains of Wyoming to join the South Platte River.



Julesburg #3

Odometer reading: **13.2**

This site is reached by driving east from Ovid on Highway 138 and turning off the byway onto US 385. This third Julesburg straddled the railroad tracks which parallel the highway.

The town was temporary "end of track" for the Union Pacific as its workers laid rails westward on the first Transcontinental Railroad. Because of its numerous saloons and gambling houses, Julesburg #3 earned the title, "Wickedest City in the West."



Julesburg #4

Odometer reading: **16.4**

When the Union Pacific constructed a Denver branch line in 1881, a new town was founded at the rail junction. Most of the population soon abandoned Julesburg in favor of this new town of "Denver Junction." The popularity of Jules Beni's legacy prevailed, however, and the junction was soon renamed. Julesburg had reached its fourth and final destination.

Fort Sedgwick Depot Museum,

10

Odometer reading: **16.4**

The renovated Union Pacific Depot at 201 West First Street showcases Indian artifacts, relics from the four Julesburgs and other collections of historic importance. Antique farm machinery and a small train are nearby. During off-season, access to the museums may be arranged by calling 970-474-3504.

Our Own Prairie-home Companions

11

Odometer reading: **18.4**

State Wildlife Areas provide wildlife habitat and seasonal hunting opportunities in season. A wide variety of birds including the bald eagle can be observed at Jumbo Reservoir and along the South Platte River. Owner permission must be obtained for hunting or outdoor activities on private lands.



3



2



1



4



6



5



7

Nearby Things to See and Do

- 1** Six miles west of Sedgwick, the 1500-acre Jumbo Reservoir provides fishing, boating, water skiing and camping. Services include boat ramps, shelters and rest rooms. Daily vehicle permits are available at the entrance.
- 2** Old Ford Garage & Museum is located just down the street from the Depot Museum.
- 3** DePoorter Lake on US 385 just south of Julesburg offers fishing, restrooms and a walking path.
- 4** A municipal swimming pool is open summer months at 322 East 8th in Julesburg. Parks and playgrounds are available for picnics and relaxing in Julesburg, Ovid and Sedgwick.
- 5** The historic Hippodrome Theater located in downtown Julesburg provides films and cultural events.
- 6** A nine-hole golf course is located on Highway 11 two miles north of Julesburg
- 7** Antique and craft shops offer collectibles and relics. Estate and antique auctions are regular events and provide additional opportunities to acquire early-day treasures.

TRAILS, TRACKS AND HIGHWAYS



CROSSING THE SOUTH PLATTE

The Upper California Crossing near Julesburg #1 was the principle fording site for thousands of wagon trains heading west.

CALIFORNIA-ALTERNATE OREGON TRAIL

This "Alternate" trail dropped out of Nebraska and looped through northeast Colorado Territory. After fording the river, travelers followed Lodgepole Creek out of the great valley of the Platte.



OVERLAND ROUTE

Originally, the overland route was any land route to Oregon and the gold fields of California. When the Civil War began the southern routes to California (the Santa Fe Trail and its branches) were closed leaving only the Platte River Route. This became known as the "Overland Route."



PONY EXPRESS ROUTE

Prior to completion of the transcontinental telegraph line, Pony Express riders carried mail

simultaneously both directions between St. Joseph, Mo., and Sacramento, Ca. "A home-station" where both horses and riders switched was located at Julesburg #1.



RAILROADS

Union Pacific's "end of track" reached Julesburg #3 in June 1867. In 1881, the U.P. railroad began construction of a Denver Branch Line. The rail junction quickly became the town of Denver Junction and just as quickly it was renamed Julesburg, becoming the fourth and final town to bear the name.



LINCOLN HIGHWAY DOGLEG

The Lincoln Highway dogleg entered Colorado at Julesburg and closely followed what is now Highway 138 and the north portion of the *South Platte River Trail*. This Colorado loop proceeded to Denver before rejoining the Lincoln Highway at Cheyenne.



"Union Pacific" by Mickey Schilling



courtesy of the Fort Sedgwick Historical Society