



Volume 24, Number 2

March, 2009

THE TWO MIDLANDS

by Art Crawford

The confusion was natural. I'd heard of the Colorado Midland and the Midland Terminal all my life, from my grandmother and my father. My great-grandfather was an engineer on the Colorado Midland, and Grandma had mentioned that often enough. I had seen the switch engines at work in the last days of the Midland Terminal, as I walked along 25th Street to Midland School in 1948. But, children don't pay much attention, and it was easy to confuse the two lines.

Until I became a railroad employee and a student of railroad history I never understood the difference or the connection between Colorado Midland and Midland Terminal. It is apparent that many others have failed to distinguish the two roads.

Which came first, the Colorado Midland or the Midland Terminal? Where did the Colorado Midland go from Colorado Springs? Was it Cripple Creek? No, that was the other Midland. Many old-timers in the Pikes Peak Region remember the "Midland" as it existed until 1949. That was the Midland Terminal. The common word, "Midland", in the two corporate titles is, of course, the source of the confusion.

The First Midland

One would have to really be an old-timer to remember, first-hand, the Colorado Midland. Yes, that was the first of the two lines. It was also the first standard gauge road

to assault the Continental Divide in Colorado. Previously, all the mountain lines were of narrow gauge. No, it did not serve the gold camp of Cripple Creek, at least not directly.

The Colorado Midland Railway, incorporated in 1883, was constructed between 1886 and 1888 from Colorado Springs to Newcastle, just west of Glenwood Springs. Its headquarters was at Colorado City, now the Westside of Colorado Springs. The roundhouse, and other CM buildings, still stand along Bott Avenue at 21st Street. That fourteen-stall stone engine house was, until recently, the home of Van Briggles Pottery, and is now being converted into retail spaces. A tourist museum occupies the former CM shop building. The general office building was located nearby, until destroyed by fire in 1953. From that building, train dispatchers had directed movements between Colorado Springs and the "Cloud City", Leadville, on the Colorado Midland, and later, to Cripple Creek on the Midland Terminal. At the time of the fire, the track had been gone for nearly four years.

Colorado Midland had operated for several years before the gold mining was developed in the Cripple Creek District. The line connected with the Colorado & Southern and the Atchison, Topeka & Santa Fe at the Santa Fe station on East Pikes Peak

Continued page 4

Old Colorado City Historical Society

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1 South 24th Street

Colorado Springs, CO 80904-3319

or Don Ellis - spiderwort@pcisys.net

SUBMISSION DEADLINE IS THE 15th OF EACH MONTH

MISSION

Revised April 2004

The Old Colorado City Historical Society was founded as a volunteer organization to recognize the historical significance and unique culture of original Old Colorado City and early El Paso County. This spirit is perpetuated through the preservation of artifacts and archival materials, encouragement of research, education of the children and the community, through the membership and the operation of the History Center at 1 South 24th Street, Colorado Springs, Colorado.

MEMBERSHIPS

Memberships are welcome at any time. Membership renewals are due on the anniversary date of the initial membership. Members receive the *West Word* newsletter, discounts, local meetings and programs.

Annual membership classifications are:

Student	\$15	Lifetime	\$150
Individual	\$20	Business	\$50
Family	\$25	Corporate	\$250

Funds from a Lifetime membership are placed into a Perpetuity/Endowment Fund to be used only for projects which have been approved by two-thirds of the membership. Only the interest will be used for current expenses. We welcome gifts to this fund, which will be credited to the donor or as a memorial.

BOARD OF DIRECTORS

President	Joanne Karlson	475-2574
Vice President	Phil McDonald	532-0881
Secretary	Janice deChadenades	598-7183
Treasurer	David Hughes	636-2040
	Art Crawford	578-1158
	Beverley Disch	634-5023
	Tom Hendrix	633-7392
	Mel McFarland	533-1311
	Sharon Swint	630-8384

MEETINGS

OCCHS Monthly Meeting & Program is held at 11 a.m. on the second Friday of each month, except during June, July, and August. The History Center opens at 10 a.m. on the day of the meeting for refreshments and visitation. The program begins at 11 a.m. This meeting is free and open to the public.

WELCOME TO OCCHS!

~ NEW & RENEWING MEMBERS

Richard & Margaret Bukowski
Jo Cervone
Janice deChadenades
Shirley Ewing
Nancy Falbe
Larry Glueckert
Mary C. Hickox
Irma Hilfers
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Katherine Moberly
Mary Jean Nelson
Robert Nicklaus
Patricia Strauch
Frank Tucker
Stormie Wells
David Wilson
Jan Zellmer

WINTER HOURS AT HISTORY CENTER

A New Policy:

IF School District #11 has closed schools due to weather, the History Center will also be closed that day.

HOWEVER, we know that the Westside often is in the "banana belt"! So, if you have scheduled to come and work on a project, phone Betsy, Dave, Tom, or Joanne to see if one of us could come open and close the building for you.

Volunteer Spotlight – meet Curt Neeley

By Barbara Barbaro

He loves studying history, especially the War of 1812 and the Civil War, and he's passionate about researching a favorite topic because, as he admits, he's never convinced he has the full story. That's what makes Curt Neeley tick.

Curt's parents fled the dust bowl in Kansas in 1932 and ended up in Colorado Springs. A few years later, Curt was born in Colorado Springs Bethel Hospital (now Memorial Hospital). He was trained as a brick and stonemason, attended college in Ft Collins, and then in 1964 he moved to Denver, where he lived and worked for 17 years. In 1991 he returned to Colorado Springs and has been here ever since.

Curt didn't just stumble upon the History Center. It seems that destiny, in the form of an old high school friend who knew that he was interested in history, pointed him in the direction of the Center. Since then, he's found a perfect niche here, with his love of history.

Long ago Curt read Irving Howbert's book, "Memories of a Lifetime in the Pike's Peak Region", written in 1925. Having been aware that Howbert's grandson, Irving Howbert III had taken his grandfather's book out of copyright, Curt set up a meeting with Howbert and Dave Hughes one afternoon to talk about possibilities of getting the book reprinted. The rest is history, you might say, because the History Center backed the reprinting of 300 copies of the book, and it's currently one of the Center's best selling books.

Back in 1864 Howbert had served in the 3rd Colorado Cavalry, commanded by Colonel John Chivington. They fought at Sand Creek in southeastern Colorado against the Cheyennes and Arapahoes that same year. The battle, and Chivington, went down in history as a very controversial episode in the history of the Indian wars. In his book Howbert wrote about his experience at the battle, which was an eye-opener to Curt. For years, it had been his belief that the historians had lied about what really happened at Sand Creek. Curt was with the dozen or so other folks from the History

Center, who, back in September 2007, traveled to the Sand Creek battlefield to judge for themselves what they believed actually happened. The trip included a private tour of the Bowen ranch, where it is believed the battle actually happened. He especially enjoyed and appreciated that part of the trip, which clarified a lot for him about Sand Creek.

Curt's primary role at the History Center right now is his involvement on the Tech Committee. More specifically, he's working on plans for moderating an interactive discussion panel on pertinent topics, both pro and con, on the History Center's website. The idea is quite a leap from where we currently are, and he believes it's just around the corner from getting off the ground. He also recently tried his hand at acting. The January 2009 Friday morning program featured skits of early pioneers of Colorado City. Curt portrayed, to no one's surprise, Col. John Chivington.

When asked how he would like to see the Historical Society and the History Center ten years from now, his response was "more of the same", adding that we need more young people at the Center with their "unbridled enthusiasm and audacity" to keep the spirit of Colorado City and El Paso County history alive and exciting...something that comes easy to Curt.



Early Spanish Presence in the Pikes Peak Region

Dr. Jose Barrera delivered a Friday Society talk February 13th on the Early Spanish Presence in the Pikes Peak Region. He traced the lineage and influences from the earliest arrival in the Americas of the Spanish from Spain, the explorations of Coronado, overcoming the Aztecs, and the nature of those who followed right up into New Mexico and Southern Colorado in the 1600s and 1700s.

He especially expanded on the incredible mixing of Spanish with Native Americans and the variety of customs that flowed from that, and the influence on their minds of the fantastic legends such as the mythical 7 Cities of Cibola that led expeditions across southern Colorado searching out onto the Kansas plains for the cities of gold.

He covered the successful campaign by Juan Batista de Anza, Governor of Santa Fe in ridding the Spanish settlements in New Mexico of the repeated raids by the Comanche's led by Chief Cuerno Verde - Green Horn. As our members know, Anza passed right through where Old Colorado City sits astride Fountain Creek in 1779.

He also pointed out how the Hispanics in El Paso County, starting with being laborers for General Palmer helping build his D&RG Railroad, were segregated as to where they could live and not live in Colorado Springs after World War II.

His remarks and responses to questions from the audience were so extensive and interesting that the 1 hour presentation extended to 3 hours for some who wanted more.

Jose was impressed at the warm reception he got from our Society members and visitors. So he signed up as a new Member!

Dave Hughes

Midland (continued from page 1)

Avenue in Colorado Springs. Sleeper service between Denver and Salt Lake City was offered on CM passenger trains. Freight of many kinds was handled along the steep line.

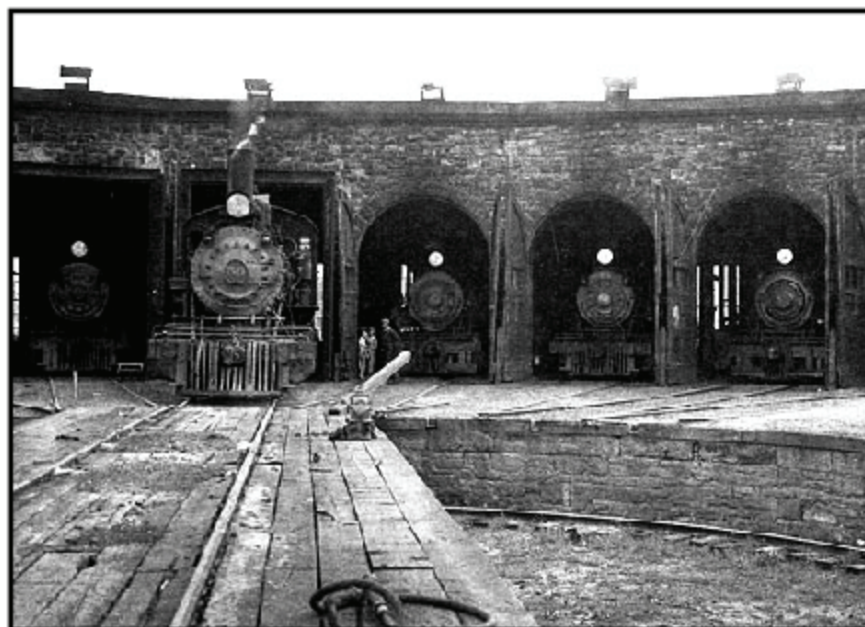
The climb began immediately from Colorado Springs up Fountain Creek through Manitou and into the canyon known as Ute Pass. Here, the twisting route had been blasted out of the south canyon wall, through eight tunnels in two miles, on a 4% grade. The summit was reached at the station of Divide, well above 9000 feet elevation.

The track then descended to Florissant, where helper engines assisted eastward trains up the 3% grade to Divide. Continuing west, the CM reached Lake George, where the man-made lake provided ice for the railroad's refrigerator cars. Turning south, CM track ascended the South Platte through Eleven Mile Canyon into South Park. After passing through the town of Hartsel, the route crossed Trout Creek Pass on an overpass above the narrow gauge track of the Denver, South Park and Pacific.

Ascending the Arkansas River, the line skirted Midland Hill five hundred feet above the town of Buena Vista, to avoid losing elevation, which would have to be reclaimed on the climb to Leadville. The Colorado Midland Leadville station sat at 10,103 feet, just below Tennessee Pass.

The route over the Continental Divide began west of Leadville, where the track looped several times across the mountainside gaining elevation on gradients of over 3%. Approaching Hagerman Pass, through the Sawatch Range, the track was threaded through several snowsheds, over a 1,084 foot long curved wooden trestle, before peaking out at 11,528 feet above sea level at a tunnel 2,060 feet long!

From this lofty point, the track rapidly plunged down more steep winding territory, beside Lake Ivanhoe, on the Cliffsides of Hell Gate, then down the canyon of the Frying Pan River. From Basalt, a branch line up the Roaring Fork River served Aspen. Finally,



OCCHS Archives, Current Collection

Midland roundhouse as it appeared in the 1930's

leveling out along the Roaring Fork south of Glenwood Springs, the line neared its terminus at Newcastle.

The Rio Grande Junction Railway, a line built and owned jointly by Colorado Midland and Denver & Rio Grande in 1890, carried the trains of both companies between Newcastle and Grand Junction. At that city in the Grand Valley, connection was made with Rio Grand Western for points in Utah.

That is the essence of what was the Colorado Midland's territory. Besides passengers, revenue was brought in by transporting livestock, mining machinery, stone, metal ores, coal, coke, timber and produce.

Line improvement came in the form of a cut-off in 1889, to bypass Leadville, so that through traffic could avoid the steep grade to and from that town.

The "high line" between Busk and Ivanhoe was very difficult and expensive to operate and maintain. A new long tunnel was opened in 1893 between these points, eliminating seven miles of severely curved track and steep grades. This was the 9,395 foot long Busk-Ivanhoe Tunnel, which as the Carlton Tunnel served as part of a toll road route after the railroad's abandonment. This

road was closed during World War II, and today the tunnel serves only to bring water from the western slope to the thirsty east side of the mountains.

CM trains operated until 1919, then financial troubles caused the company's failure. Government operation of the railroads during World War I contributed to the line's loss. By 1922, Colorado Midland was dissolved, and all track west of Divide had been removed. The rest of the line went to the other Midland.

The Second Midland

In 1890, gold was discovered in the basin that was to hold the town of Cripple Creek, and mine development followed in 1891. By 1894, a connecting line was under construction from the Colorado Midland at Divide. This line, originally planned as a narrow gauge road, was the Midland Terminal. However, after some grading work, the decision was made to build the MT to standard gauge.

In July 1894, Cripple Creek's first railroad, the narrow gauge Florence and Cripple Creek, had reached the area from the south by ascending Beaver Creek through the precipitous Phantom Canyon. At Florence, this little line connected with the ubiquitous mountain railroad, Denver and Rio Grande.

Not until 1895 would Midland Terminal reach Cripple Creek, after twisting its track around the hillsides, and through the nearby town of Victor. This road, though not as difficult as, and much shorter than the Colorado Midland, was still a tough route, with 4% grades and track above 9000 and 10,000 feet elevation.

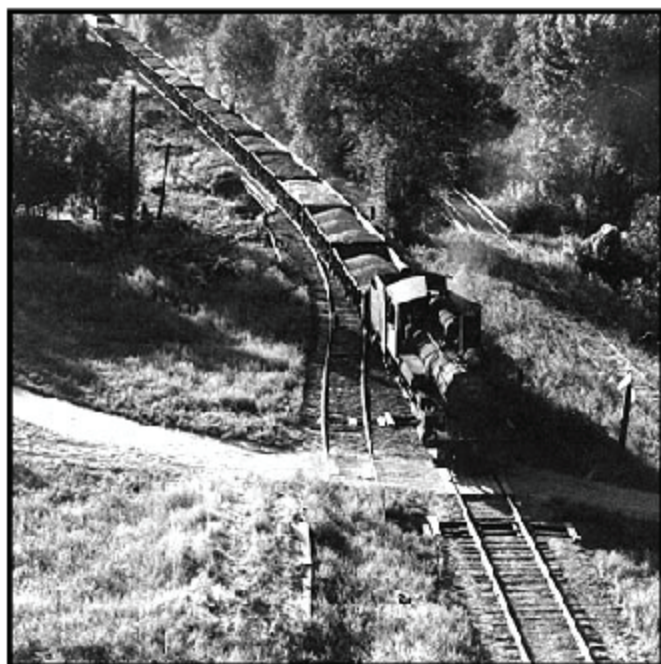
Gold production peaked by the turn of the century, but the decline was gradual. The government fixed gold pricing, so with inflation in the 1900s, mining and milling became less and less profitable. The mills were in Colorado City (annexed by Colorado Springs in 1917), and the Midland Terminal

trains used the Colorado Midland track between there and Divide until the CM abandonment. At that time, the MT acquired that portion of CM to retain the route between mines and mills.

The last straw for Midland Terminal came with the opening of the Carlton Mill in Cripple Creek in 1949. It was no longer necessary to haul the ore to Colorado Springs, and all other traffic had long since disappeared from the line. By February, 1949, the Midland Terminal had ceased operation, and the track was being removed. This ended a span of sixty-two years of continuous operation involving the two roads.

It is difficult to believe, looking at today's Cripple Creek, that in 1900 the district's population was about 60,000. Besides the Midland Terminal and the Florence and Cripple Creek, the district was also served, for about twenty years, by the Colorado Springs and Cripple Creek District Railway, known as the "Short Line."

Two electric lines moved passengers between the several towns and many mines of the district. Besides Cripple Creek and Victor, the area included the towns of Gillette, Anaconda, Elkton and Goldfield.



OCCHS Archives, Current Collection

Midland Terminal ore train, 1932



OCCHS Archives, Current Collection

Colorado City's Midland depot

After the Midlands

Cripple Creek still serves as seat of Teller County, and the free market for gold is bringing a new age of mining activity. But, alas, all the railroads are gone. A tourist railroad operates a two-foot gauge line on a portion of the Midland Terminal right of way, but the common carriers are no more.

When most of the Colorado Midland was abandoned after World War I, much of the right of way was given to the state for highway use. The Carlton Tunnel has already been mentioned in this regard. Other sections, near Buena Vista, and the four short tunnels south of Leadville can be driven today. The high steel bridge over Maroon Creek on Colorado Highway 82 near Aspen is part of the old CM route.

Similarly, the Midland Terminal route has reverted to highway use. Much of Highway 67 between Divide and Cripple Creek is on the old right of way.

Not only is Colorado rich in railroad history, but it is well documented, and new books are published regularly on the subject. Those who care to learn the difference between the Colorado Midland and the Midland Terminal, have a number of sources at their disposal. Even so, people will continue to remember and speak of "the Midland" without making a distinction between the two related lines, and the confusion will probably persist.

From the President's Desk-

Recently, your OCCHS Board and membership have spent many hours planning Sesquicentennial Year coming events and finalizing the City's Cultural Affairs Board Feb. 12 approval of our monument for Bancroft Park. You are invited to attend the Sesquicentennial Year Kick Off reception on March 15th to view details of the final monument plans, enjoy music and refreshments, and a short program at 2:30 p.m.

A big "thank you" for the early contributions by check and online for the "Monies for the Monument" request in last month's newsletter! We have received over 10% of the needed amount so please continue to consider a contribution for this project. We must make our first payment March 15th which includes ordering the granite.

Don Kallaus has completed scanning all 127 previous issues of the WestWord newsletter which will be available on our website later this year. If you have accessed our website recently, you will notice that it is being updated and includes our online Bookstore and ability to renew your membership as well as make contributions.

Over 100 hours of taped recorded oral interviews of old Westsiders is being piped into the web site for online availability. More recent interviews will be added later. We thank David Hughes for his continued technical expertise and time on these projects!

Tom Hendrix has been appointed chair of the 2009 Nominating Committee with the help of Kay Arterberry and Sandy Hanzlan. If you are interested in serving on the OCCHS Board, please contact them. Elections will be in May for a 2-year term. Those ending their term are Dave Hughes, Phil McDonald, Mel McFarland, and Sharon Swint.

The collections and archival group has an immediate need for someone with carpenter skills to assist in preparing exhibit displays as well as needed storage. They have also requested some help with vacuuming and mopping. A good way to get some exercise! Please contact Tom Hendrix or Janice deChadenes if you can help.

February programs featured Joe (Jose) Barrera on Feb. 13th and his most enlightening overview of the Spanish influence in early El Paso area, southern Colorado and New Mexico. This was a large subject for a short period of time, but fifteen people stayed until 2 p.m. in open discussion with him! And on Feb. 28th, Mel McFarland shared his historical perspectives of the railroads in Colorado City, into the 1940s. We thank both Joe and Mel for presenting these high quality programs and sharing this rich history!

Check our March calendar in this issue. Please note that the March 7th book signing by Sharon Swint will be rescheduled to a later date. And, a "members only" event is being planned for April with details in the next newsletter. So, until then...

Best regards,

Joanne Karlson

Treasurer's Report February, 2009

In this severe recession your society is still solvent, even if a lot of other organizations, businesses, and government operations are not. You can thank the essential fiscal conservatism of your Board, continued reliance on volunteers for all our operations, and prudent management of our limited resources.

This year may be more difficult as we both try to support a variety of Historical events and publications as well as trying to raise a minimum of \$11,500 - to erect the Sesquicentennial Monument to 150 years of Colorado City and Westside history. We have a pending grant for a large fraction of that cost, but there is certainly no guarantee we will get it, or even a large fraction of it.

Our Board approved a Working Budget in January for only \$21,000 for the year 2009 which includes our activities and obligations beyond the separate funding for the monument project. It is a balanced budget which will depend on continued public support for our annual fund raising historically activities.

Our accumulated 'savings' from past prudent investments and small profits from our events and bookstore sales, stands at \$13,913. If our fund raising falters we will need to deplete those savings, both for the Monument costs and our onetime special 2009 Sesquicentennial activities and publications. It sure would make your treasurer happy, and more confident that our Society and History Center will survive this recession and keep our History Center's doors open if every Society member responded to the Monument fund raising letter that was enclosed with your last newsletter. As of this writing of my Treasurer's report - February 15th, 16 members have donated just over \$1,500 to the Monument Fund, which is the most important and permanent community legacy project this Society has ever undertaken. You can make your donation by check by mail or by cash or credit card at the History Center, or make it by secure PayPal or Credit card via our evermore historically richer and useful web site - <http://history.oldercolorado.com>

And of course your donation is tax exempt for we are an IRS recognized 501(c)(3) organization. And you get to sport a little gummed label - like the popular "I Voted" stickers you get at the polls. Ours is based on that wonderful 1861 "Colorado City Journal" American Eagle masthead which we adopted as the logo for this celebration year. Your label reads "To Remember - I Gave"! Put THAT in your grandchildren's family album! How can you resist?

Dave Hughes
Treasurer

OLD COLORADO CITY HISTORICAL SOCIETY
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Sesquicentennial Program Series:

***Celebrating 150 Years of
Early El Paso County and
Old Colorado City History,
1859 to 2009***

NOTE:

Sharon Swint's talk & Book Signing scheduled for Saturday, March 7 will be re-scheduled to a later date, to be announced.

Friday, March 13
11 a.m.

"Formalities & Fashions in the Victorian Era, 1837 to 1901" program with Denise Winters & Audrey Donn in costume from the local Victorian Society. Various items will be on display.

Sunday, March 15
2 to 4 p.m.

Reception to Kick Off the Sesquicentennial Celebration of Old Colorado City (1859-2009) with unveiling of plans for the Bancroft Park Monument, special guests, music by Mark Gardner, view time capsule, refreshments. Short program at 2:30 p.m.

Programs are free and open to the public, however donations are welcome.

Doors will be open by 10:15 a.m. for the Friday morning programs.

Come early for coffee and to visit the Museum exhibits or browse the Bookstore.

For more information, call (719) 636-1225 or email history@oldcolo.com