

What Ever Happened to the D&RG Ry's Manitou Springs Depot?

by Thomas E. Daniels

A Brief History...

If you're older than forty-five, you might remember an attractive little rectangular building that sat on the south side of Manitou Avenue across from Memorial Park in Manitou Springs, CO. Up until 1970, it was the office of the Villa Motel. But its main purpose prior to that was a railroad depot for the Denver & Rio Grande Railway's branch line from Colorado Springs to Manitou.

After Gen. William J. Palmer had completed the Kansas Pacific Railway into Denver for other investors in 1870, he turned his attention south to fulfill his own dream of building a railroad into southwestern Colorado. His first narrow gauge rails reached Colorado Springs in October, 1871. He then continued his line south toward Pueblo. Palmer's right-hand man was Dr. William A. Bell from England. Bell had applied as the Physician job on the Kansas Pacific survey team out of St. Louis, but since that position was already taken,

he applied for the photographer's job, a trade that he knew absolutely nothing about. He quickly learned the business only to find out that when the survey team was about ready to depart, the original Physician had resigned and Bell ended up in that position for the duration of the survey. Palmer and Bell became lifelong friends and built the D&RG together.

Shortly after their railroad arrived in Colorado Springs, Palmer, who had told his Board of Directors that he planned to live somewhere on his railroad line, built a state of the art castle at Glen Eyrie (just northwest of the Garden Of the Gods) for he and his wife. Bell had fallen in love with the soda springs at the mouth of Ute Pass and subsequently founded the town of Manitou Springs and built his English style home "Briarhurst." Both men became immense landowners and had considerable investments in their respective towns.

With the D&RG continuing its advancement into the southwest part of the state, the railroad also began pursuing branch lines. With the large volumes of tourists getting off D&RG trains in Colorado Springs and taking a carriage or stagecoach to Manitou to enjoy the "waters," the Manitou branch was completed to Manitou on July 31, 1880. Since Bell was the Vice-President of the railroad and a dignitary of Manitou, it was up to him to provide depot facilities for the Manitou branch terminal. It just so happened that in the



Continued on page 4

Old Colorado City Historical Society

1 South 24th Street, Colorado Springs, CO 80904-3319
<http://history.oldcolorado.com> 636-1225

WEST WORD

PUBLISHED TEN TIMES A YEAR

The Old Colorado City Historical Society

A NONPROFIT CORPORATION

©2010 OCCHS

LETTERS, PHOTOGRAPHS, ARTIFACTS AND STORIES CAN BE
 DELIVERED TO THE OCCHS CENTER OR MAILED TO:

WEST WORD Editor c/o OCCHS

1 South 24th Street

Colorado Springs, CO 80904-3319

or Don Ellis - spiderwort@pcsys.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	\$25	Business	\$50
Family	\$30	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	Phil McDonald	532-0881
Vice President	Janice deChadenades	598-7183
Secretary	Sharon Swint	630-8384
Treasurer	Johnie Jackson	550-0999
	Beverly Dlsch	634-5023
	Tom Hendrix	633-7392
	Dave Munay	527-6778
	Suzanne Schorsch	488-0256
	Paul Shepard	633-8090

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

Louis and Barbara Carpenter

Eugene Current

George and Ernestine Fagan

Pam Hinkee

Evelyn M. Hurr

Delores Gustafson

Jennifer M. Karber

Kelly Leaf

Donald McGilchrist

Diana McCarney

Linda and Mike Peters

Betty Rapjack

Norma Stull



Volunteer spotlight - meet Jerry Travers

by Barbara Barbaro

Jerry was born in Cleveland, Ohio, but his family moved to Boulder, Colorado when he just a baby. He was raised and lived there until he left years later to attend college in San Diego, California, where he performed his Pre-med training. He then attended the California College of Podiatric Medicine (University of California, San Francisco) where he received his medical degree in podiatry. His internship and residency training were also in the Bay area. In 1973 Jerry returned to Colorado Springs and started his medical practice.

When Jerry retired from practice in 2008 he immediately started working on his own personal "bucket list", a list of things he felt he needed to do once time permitted. A lover of history and a staunch believer in the need "to understand history to solve the problems of today" eventually brought him to the Old Colorado City History Center where he says he has "found his place." He's worked here about one and one-half years now and works downstairs in the Collections Department where he is keeping busy on a key project - scanning photographs as part of the Center's digitization process. It's a humungous task, in that we have

an estimated 50,000 photographs downstairs, most of which have never been scanned (copied) and put into a backup system for safekeeping. In his eyes, the digitization process is an important step toward recording, maintaining, and reflecting the history of the local area, an effort our Board members, past and present, firmly agree upon, too.

Jerry's passion for being involved in volunteer activities extends to other areas besides working at the History Center. As an example, he is involved with a non-profit, non-denominational organization called Rivers of the World (ROW). ROW seeks out areas of the world facing serious problems, and then works with the local people in investigating the problems and finding ways to solve them. ROW goes into a situation with no pre-conceived ideas, just the willingness to lend a hand. Some of the countries ROW volunteers have been involved with include Brazil (the Amazon), Belize, and Honduras, and Haiti.

In addition to his involvement with Rivers of the World, Jerry is on the board of directors of the Colorado Springs Osteopathic Foundation and the Colorado Podiatric Medical Association, and is the delegate from Colorado to the National Medical Association. He's also determined to learn to play golf "successfully". His quiet-time hobbies include reading his medical journals as well as getting lost in historical novels and suspense thrillers. Jerry and his wife, Ronda, have two grown daughters, Brittany and Lindsey that help round out his busy schedule.

Despite his involvement with such large and prestigious organizations, Jerry humbly stated that working at the History Center has given him a sense of importance, not only in the work he does, but being aware of the time and money the Center has spent on providing him with the equipment needed to do his work.

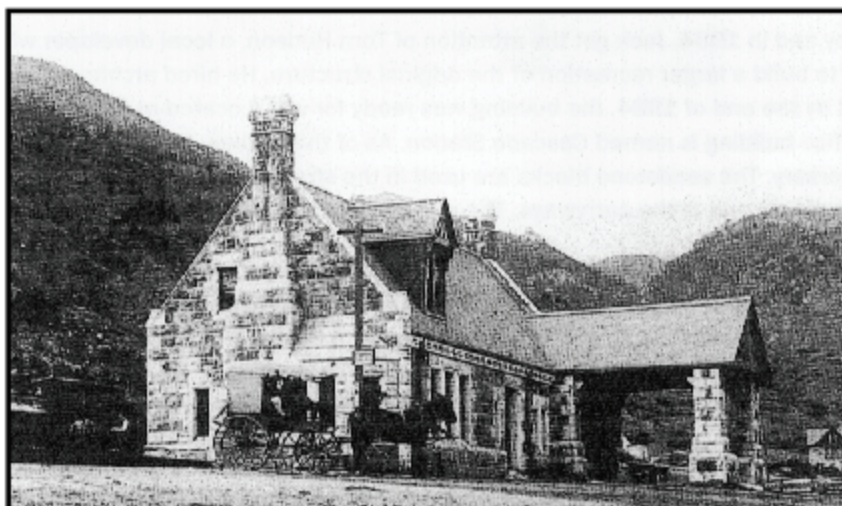
For those of you who might want to meet and chat with this most unassuming gentleman, stop by the History Center on just about any Tuesday and Jerry will be there, scanning photographs and probably getting ready to cross off yet another item on his bucket list.



Depot continued from page 1

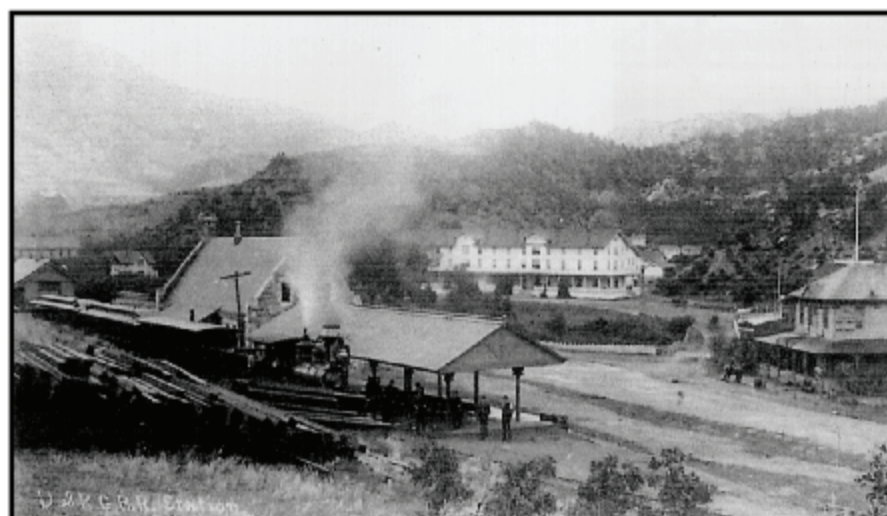
same year, Bell had donated land for the church he belonged to in Manitou and had even sent away to the architecture department of the Church of England for a set of plans for a small building that would hold about a hundred parishioners. No one has ever found proof that what Bell built at the end of track was indeed the church plans, but the depot did have stained glass windows and a pulpit type structure in the east end of the building.

The depot was constructed in 1881, and was a two story affair with native pink and white sandstone blocks surrounding the wood frame structure inside. A covered portico was on the west end of the building facing Manitou Avenue with the track paralleling the depot on the south side. The ticket office and waiting room occupied the first floor while the second floor was the living quarters for the agent and his family. A small freight house sat just west of the depot. Soon after the depot was in use, the grounds were spruced up with flowers, trees and fences. White painted rocks were placed in the grassy areas between the depot and Manitou Avenue that spelled out "D&RG Ry" on the east side and "Manitou" on the west side. Station track also included a wye (for turning trains) and a short spur to park extra



*Earliest known photograph
looking west from Manitou Avenue c. 1881*

passenger cars. Further east and closer to Bell's home was a track for parking "private railroad cars" for longer stays, mostly in the summer months. There were several round trips made daily. In 1888, the rail was switched from narrow gauge to standard gauge, which now matched the mainline through Colorado Springs. Cars could now be switched off the Denver to Pueblo through trains and added to the Manitou runs without the passengers ever getting off their cars. More trains were added to Manitou in the summer months and a special daytime Sunday only train, the "Manitou Excursion" began. Other names were Manitou Express, Manitou Special, Manitou Accommodation and even just Manitou Train.



View looking northwest showing south side of depot, freight house and covered platform. Mixed eastbound passenger train is ready to depart. White building in background is the Manitou House. A saloon is shown at the right c. 1883

Times were good for the railroad traveler, but as usual, things don't stay the same forever. As the automobile grew in popularity and roads got better (dirt to pavement) people decided that with their own mode of transportation, they could get to Manitou faster and cheaper than waiting for a train. By 1927, it was now down to one train each direction per day. The last passenger run was finally made in 1931, and after that only freight was carried to Manitou. Then in 1939, the D&RGW RR tore out the rails back to old Colorado City (28th Street) and carried only freight on the Manitou Branch from then on. The depot and freight house were closed and sat idle until

1946.

The station grounds, depot and freight house were then sold; a motel (the Villa) was then built up around the existing buildings (the freight house was moved directly south of the depot) The depot was used as the office/check in for the motel units



The depot as it was used for the Villa Motel from 1946 to 1969. Original portico was glassed in for more space in the office. A smaller one was attached to the front of it Note old freight house now moved to the south of the depot 6/11/68

and the freight house was used for a garage and work shop. It all blended in nicely and the buildings began their second life.

By 1969, the motel owners decided they needed to expand. More units, a swimming pool, and a larger office were all in order. A new office building was built on the southeast corner of the old depot/office almost touching it. It was decided that rather than demolishing the historic building it would be better to dismantle it in hopes of reconstructing it somewhere else. Jack Quinn's Native Flagstone & Moss Rock was selected for the job. First step was salvaging the hardware (doors, windows, doorknobs & hinges, decorative metal and etc.) The buildings were to be moved off the property (including the freight house) and stored in Woodland Park. The shingles were scrapped off all the roof areas. Each sandstone block was carefully removed and numbered so it could be put back like a giant jigsaw puzzle. The interior was completely gutted leaving only the frame of the building. Then roofing boards were removed from the middle third of the roof and the building was cut in half so it could be transported to Woodland Park in two trips. This all took place in February and

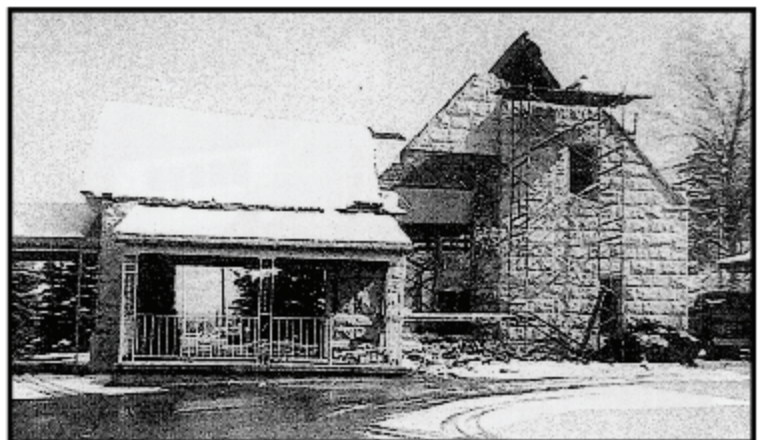
March of 1970. The freight house was much smaller and could be transported in one trip. The widening of Hi-way 24 had just been completed and by moving the massive structures at night made it much easier.

All of the structures, sandstone blocks and miscellaneous hardware were stored at Jack Quinn's property on Quinns Alley which is about two blocks north of the main street (Hi-way 24) in Woodland Park. This is where the project of restoring the depot seemed to stall. By April of 1978, everything was still in Woodland Park. Worse yet, most of the numbers marked on each sandstone block had worn off due to the wet summers and cruel winters in Colorado. Jack Quinn had noticed me taking pictures of the dismantling process and called me for a set of them in hopes it would help see what went where. They didn't help in that respect.

Six more years went by and in 1984, Jack got the attention of Tom Hudson, a local developer who had a vision of using the stone to build a larger recreation of the original structure. He hired architect John Nelson to draw up the plans and by the end of 1984, the building was ready for use.

Located at 620 S. Cascade Avenue, the four story office building is named Cascade Station. As of this writing, the building just celebrated its 25th Anniversary. The sandstone blocks are used in the structure to accent the eight corners (front and back) of the structure and in the entryways. The rest of the wall areas use red fire-clay brick for a very delightful appeal to the eyes.

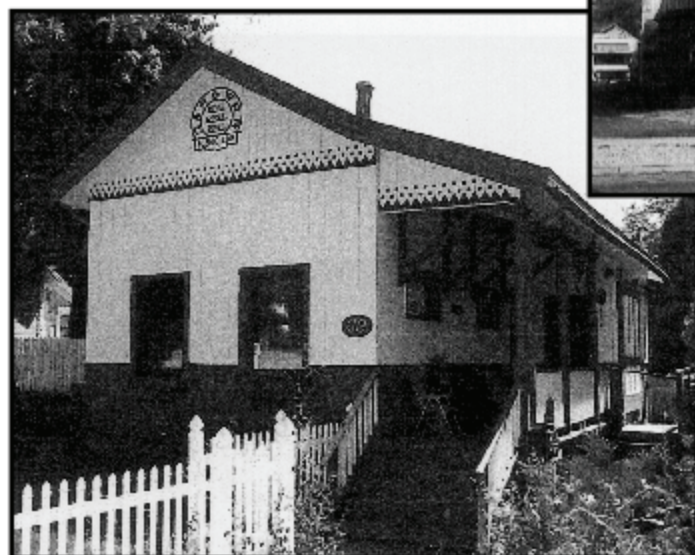
The freight house? It found a spot also as a home in central Colorado Springs on Corona Street. It's still the same shape, but extensive



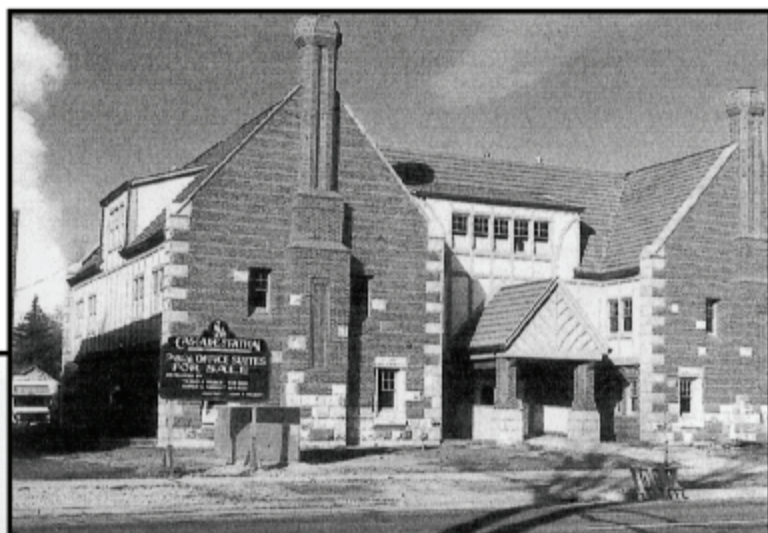
West end chimney stones and some wall stones have now been removed and numbered 2/11/70

Depot continued from page 5

remodeling gave the homeowner more windows, a front porch and a half basement. Now painted white and blue, it still displays the Denver and Rio Grande Ry. logo under the roofline at the front of the house. And the freight house sliding door is still attached to the south side.



Finished freight house with picket white fence and original freight door attached to side of house. Note caboose mailbox. D&RG logo still near roofline. 7/17/10



Cascade Station office complex is just about finished and ready to accept tenants at 620 S. Cascade Ave. in Colorado Springs. 11/30/84

EDITOR'S NOTE:

The manuscript of this article written by Old Colorado City Historical Society member Tom Daniels includes numerous photos which could not be included here because of space limitations. The complete manuscript is, of course, in the Old Colorado City Historical Society's collection.

Between Colorado Springs and Manitou Springs, the two towns had a total of six major depots (three in each town.)

Colorado Springs:

AT&SF: Served the Santa Fe, Colorado Midland, Midland Terminal and Colorado & Southern trains.

D&RGW: Served Rio Grande, Rock Island, and the Short Line (CS&CCDRy.)

Denver & New Orleans: Served Denver & New Orleans trains.

Manitou Springs:

D&RGW: Served Rio Grande trains

COLORADO MIDLAND: Served Colorado Midland and Midland Terminal trains

M&PP: Serves Manitou & Pikes Peak trains

Note: The AT&SF, D&RGW & COLORADO MIDLAND depots still exist and are still in use for other purposes than train stations. The M&PP is still servicing Pikes Peak travelers. The DENVER & NEW ORLEANS depot burned to the ground in 1898. In addition, after WWI began and the joint line between Denver and Pueblo was established, Santa Fe, and Colorado & Southern used the Colorado Springs D&RGW depot on their southbound trains. Likewise, D&RGW used the Santa Fe depot on their northbound trains. The Manitou Springs D&RGW depot was dismantled but parts of it are still living on!

All photographs with the exception of the 1880 historic pictures were taken by the author.

Thomas E. Daniels Colorado Springs July, 2010 All rights reserved.

Old Colorado City Historical Society President's Report

October 2010

By Phil McDonald

If you haven't made the trip to the mountains to enjoy the gorgeous autumnal colors, you should do so at the earliest opportunity. I experienced a delightful day in the Cripple Creek area on September 25 exploring the area, taking photographs and visiting the Cripple Creek Museum. September 25 was Museum Day, a statewide event sponsored by the Smithsonian. The admission fee was waived to encourage visitors to stop and enjoy the museum exhibits. Highlights of my visit included viewing half of a human skull and Jack Dempsey's boxing gloves. The half-skull belonged to an unfortunate fellow who was bludgeoned to death in a bar room brawl. The defendant made the unusual allegation that the victim would not have succumbed to his wounds were it not for the fact that his skull was unusually thin. Hence the victim's noggin was sawed in half post-mortem and presented as evidence at the defendant's trial. This novel strategy was successful and the defendant was acquitted. Thus ran the course of justice in the Old West!

If you were among the fortunate sixty or so OCCHS members who attended the annual dinner at the Corporate Drive branch of the Mason Jar restaurant on September 23, you received a treat! Our guest presenter, May Jane Bradbury, gave a masterful performance in character as Augusta Tabor, the scorned wife of Colorado millionaire legend, Horace (HAW) Tabor. Ms. Bradbury elicited the full range of human emotions as she related Augusta's incredible story. It certainly increased my respect for this remarkably astute and competent businesswoman!

The Board of Directors sponsors the Annual Dinner as our way of expressing gratitude to the many individuals who contribute their time and talent toward making the OCCHS one of the most successful organizations of its kind in the Pikes Peak region. I want to extend my gratitude to Kathy McBride and Sharon Swint for organizing one of the most enjoyable and successful annual dinners in recent memory. Job well done ladies!

FINANCIAL REPORT, SEPTEMBER 2010

With only four months remaining in the year, we are in a financially sound status. Our checking account contains almost \$12,000. Last year we entered the New Year with around \$10,000. The first three or four months of a new year are relatively lean months for income. The Society owes Susie many accolades for the great work she has accomplished in the Book Store. Our budgeted income for the year was \$2,500, but she has given us \$6,000 for the year. We are not going to be transferring any more funds this year, but will transfer more at the beginning of the new year to help cover those lean months.

Another great boon for our income was the Arts and Crafts Booths on Saturdays next to the building and in the back patio area. Joanne and Jo really came up with a brilliant plan that will bring in around \$2000 income for the Center. We encourage any and all our membership to be thinking about ideas that will help to increase membership or bring ideas to the board that will help increase our income. We also offer a sincere THANK YOU to all who have given so much in hours, talent and effort to make our Society as great as it has become. We will be planning our budget in November and encourage all our members to submit ideas for the new year.

OCCHS LIQUID ASSETS

OCCHS Bank Account	\$ 11,852.32
Book Store Bank Account	3,110.23
Memorial Hos. Revenue Bond	50,860.50
Cal. Regents Revenue Bond	25,944.25
Edward Jones Bonds (Cash)	3,639.09
Fixed Endowment Savings	95,019.18
Earned Income Savings	11,108.38
Shirley Bonds Digital Fund	3,658.20
TOTAL LIQUID ASSETS	\$124,748.31

Johnie E. Jackson, Treasurer
Old Colorado City Historical Society

OLD COLORADO CITY HISTORICAL SOCIETY
ONE SOUTH TWENTY-FOURTH STREET
COLORADO SPRINGS, CO 80904-3319

ADDRESS SERVICE REQUESTED

**NONPROFIT
ORG.**

US Postage

PAID

COLO SPGS, CO
PERMIT
#491



October Calendar

Friday, October 8
11 AM.

Program: "Looking Back: Interwoven Histories of Native Americans and the Europeans"

Johnie Jackson, OCCHS Board member, will present some of his research about the early inter-action of these cultures which influenced the politics and events of the American West during the 1800s. Growing up in the South with family ties to Colorado, Jackson's perspectives will stimulate some new dimensions of this historical subject.

Saturdays, Oct. 16, 23
1, 2 and 3 P.M.

Kids in the Kabin (in Bancroft Park)

– Spooky Saturday stories (must be with an adult). Storytellers from Old Colorado City History Center and Carnegie Library as part of the 14th Annual October Scarecrow Days sponsored by Historic District Merchants Association.

Old Colorado City History Center

1 S. 24th. Street, Colorado Springs, CO 80904 - 636-1225 - <http://history.oldcolo.com>

Museum Hours: Tues. thru Sat, 11 - 4 Free Admission. ~ Donations greatly appreciated