

INFORMATION:

1890 - April 1, 1890 twelve railroad companies controlled by the Union Pacific were combined into a single system name the UNION PACIFIC, DENVER & GULF RAILWAY COMPANY. The companies which became a part of the consolidated system were:

Colorado Central Rail Road Company (of Colorado)  
The Georgetown, Breckenridge & Leadville Railway Company  
The Greeley, Salt Lake & Pacific Railway Company  
The Denver, Marshall & Boulder Railway Company  
The Denver & Middle Park Railroad Company  
The Denver, Texas & Fort Worth Railroad Company  
Three wholly owned subsidiaries of the DT &FW:  
The Canon de Agua Railroad Company  
The Chicosa Canon Railway Company  
The Road Canon Railroad Company (9 grade only)

Cheyenne & Northern Railway Company. Its entire line was in Wyoming. Colorado Central Rail Road Company (of Wyoming). It was abandoned in 1889 and the only remaining trackage was a short stub off the UP main line west of Cheyenne which was removed soon after the consolidation. The disconnected segments were linked by trackage rights over UP and D&RG lines.

The system was operated as a division of the UP until control was vested in a court-appointed receiver in 1893.

CONSTRUCTION

1890 - COLORADO SPRINGS RAPID TRANSIT From Tejon Street in Colorado Springs, east on Colorado Avenue through Colorado City, thence over a private right of way to the D&RG Manitou depot. >S

The line was over the route of a 42-inch gauge horse car railway to Colorado City which was completed by the Colorado Springs & Manitou Railway Company in 1888. In early 1890 that company was consolidated with the El Paso Rapid Transit Company to form the Colorado Springs Rapid Transit Company. The new company dismantled the horse car line, replaced it with a standard gauge electric line and extended it to Manitou.

1890 - DENVER & RIO GRANDE - Leadville Junction to Pando >S

This new track through a tunnel at Tennessee Pass replaced the original line over the summit. It was converted to standard gauge soon after its completion.

Chandler Creek Branch - extended from end of track to Chandler Mine.

San Luis Branch - Villa Grove to Alamosa >S

The branch was constructed by separate crews starting at each end. The rails joining the two sections were spiked in place about 17 miles north of Alamosa on October 15, completing a continuous line between Alamosa and Salida. The line was officially opened for business on Nov. 9. Traffic to and from the San Luis Valley and points beyond was shifted to this branch, with stub trains serving Del Norte and Fort Garland. Service over Veta Pass between La Veta and Fort Garland was temporarily discontinued except for occasional local business. A feature of the new line was a 51-mile tangent running north from Alamosa on a nearly level grade.

Narrow gauge to dual gauge:

Canon City to Salida

Salida to Malta

Malta to Eilers

California Gulch Branch

1890 cont'd

Dual gauge to standard gauge:  
Minnequa to Cuchara Junction  
Cuchara Junction to Loma Junction  
Narrow gauge to standard gauge:  
Leadville to Leadville Junction  
Leadville Junction to Rifle Creek  
Aspen Branch, including extensions to mines  
Grand Junction to Crevasse  
Oak Creek Branch  
Loma Junction to La Veta

1890 - LA PLATA - From La Plata Junction on the D&RG main line, 8.5 track miles east of Durango, to the La Plata Mine <sup>63</sup>  
The track wound over a circuitous route first northeasterly, then northwesterly and finally westerly to the mine.

1890 - LITTLE BOOK CLIFF - From end of track at Grand Junction to Little Book Cliff Mines at Carpenter <sup>63</sup>  
The railroad was built for the express purpose of hauling coal for the Grand Junction and other nearby markets. However, passenger excursions were frequently run during its early days. The track was completed by the end of the year and was in full operation by May 1891.

1890 - MANITOU & PIKES PEAK (Cog Road)  
Manitou to the summit of Pikes Peak <sup>63</sup>  
From its depot at Manitou this rack and pinion railroad climbed more than 7,500 feet to reach the 14,109 foot summit of the peak. The last spike was driven October 22 but regularly scheduled trains did not run to the summit until the following spring.

1890 - RIO GRANDE WESTERN - From Colorado-Utah state line, northeasterly to a junction with the D&RG tracks at Crevasse <sup>63</sup>  
This was a successor to the former Denver & Rio Grande Western which had gone through a reorganization and name change. While converting to standard gauge it constructed an entirely new track eastward from Cisco, Utah. After entering Colorado about seven miles south of the original narrow gauge line of the D&RG it followed the Grand (Colorado) River to the upper end of Ruby Canon, then continued northeasterly to a connection with the D&RG at Crevasse. The company leased the 20-mile section of D&RG trackage between Crevasse and Grand Junction and terminated its trains at the latter point. The first RGW standard gauge train pulled into Grand Junction from the west on June 11 and the same day a westbound train left for Ogden, Utah.

1890 - RIO GRANDE JUNCTION - From the end of the D&RG tracks at Rifle Creek to Grand Junction <sup>63</sup>  
This railroad served as a connecting link between the D&RG Rifle Creek Extension and the D&RG-RGW tracks at Grand Junction. Its completion, together with gauge conversions of the two other roads, provided a continuous line for standard gauge trains between Denver and Ogden, Utah. The last rail was spiked down at Grand Junction on November 14 and a construction train with a business car attached entered the city the same day. The railroad was jointly owned by the Denver & Rio Grande and the Colorado Midland and a passenger train of each company arrived at Grand Junction on November 16. Midland trains used Rio Grande tracks between New Castle and Rifle under a trackage agreement which in one form or another remained in effect throughout the life of the Midland railroad.

1890 - RIO GRANDE SOUTHERN - Ridgway Junction, on the Ouray Branch of the D&RG, to Vance Junction 703

The rails were in place and scheduled trains were operating over this segment of the line by the middle of November.

Telluride Branch--Vance Junction to Telluride 103

The track was completed to Telluride on November 21 and scheduled trains were placed in service to that point three days later.

Durango to Porter Coal Mines 103

Both freight and passenger trains were operating over this segment by December 1.

Construction of the RGS began at Ridgway on the north end and at Durango on the south end almost simultaneously. The character of the land through which it would pass necessitated a rather circuitous route between the two terminals with some engineering problems of major significance.

1890 - STONE MOUNTAIN RAILROAD & QUARRY COMPANY - Tower to Beach Hill 53  
This railroad was built to deliver stone from several quarries to the B&Q branch between Tower and Tower Junction.

1890 - UNION PACIFIC DENVER & GULF

Long Canon Branch extended from Martinsen to New Mexico state line 53  
This section of track which continued south to Vasquez, New Mexico was placed in service in December.

Ludlow to Berwind 53

The track was laid on a grade built the previous year by the Road Canon Railroad Company. It was placed in operation in March.

Denver West Side Line 53

This freight by-pass along the west bank of the Platte River in Denver was completed about December 4 but traffic over the line was delayed until February 1891 because of an unsafe bridge.

Total miles: 245.0

#### ABANDONMENTS

1890 - DENVER & RIO GRANDE - Leadville Junction to Pando 11

This was the original narrow gauge line over Tennessee Pass, replaced by the new line through the tunnel.

Lehigh Mine Branch -- Lehigh Junction to Lehigh Mine 03

Crevasse to State Line 03 Traffic had been diverted to RGW's new standard gauge line through Ruby Canon.

1890 - UNION PACIFIC DENVER & GULF

Short segment between Ludlow and Hastings 53

Stout Branch reduced 53

Ralston toward Golden 53

At Golden 53 Part of this short section was removed the following year and the remainder was put into side track.

At Pueblo--Old L.ine Junction to Gulf Junction (53)

Total miles: 41.6

1891 - CHICAGO PURLINGTON & QUINCY

Canon Mine spur--from a connection with the main line of the Lyons Branch near Mile Post 21, northwesterly to the Canon Mine (53)

The Canon Mine was in the present corporate limits of the town of Lafayette. Switching and storage tracks at the mine are not included in the mileage of the spur.

From a point 0.43 mile from the end of the Canon Mine spur, north and west to the Simpson mine. (53)

### 1891 - DENVER & RIO GRANDE

Creede Branch (formerly Del Norte Branch) - extended from Wagon Wheel Gap to North Creede. (ns)

This privately financed extension was built under the title of Rio Grande Gunnison Railway Company. D&RG leased the line upon its completion and acquired title outright in 1902. The last rail was spiked down at North Creede on Dec. 2 and by Dec. 5 ore was being shipped from the Creede mines.

### 1891 - DENVER LAKEWOOD & GOLDEN (Denver & Intermountain, 1904)

The track was electrified in 1909. Part of the line was sold to Associated Railroads in 1953 at which time the overhead electric wires were removed.)

Main line--from the east bank of the Platte River near 14th St. in Denver, west to Golden. (ns)

The last spike was driven at Golden on Sept. 7 at the corner of Washington and Third Sts. and regular train service began September 20.

Tindale (or Ralston) Branch--from a point near the intersection of Walter and Jackson Sts. in Golden to end of track. (ns) The line ran between the UPD&G (formerly CC) track and Clear Creek to near the Golden water works, then looped toward the north.

### 1891 - RIO GRANDE SOUTHERN

Telluride Branch extended to Pandora. (ns) This extension to the mine at Pandora was completed and in service by July.

North section of main line extended from Vance Junction to Rico. (ns) The track-laying crew reached Rico on Sept. 30 and on Oct. 1 the president of the road announced that the line was open for business. The traditional excursion and last spike ceremony was on Oct 15 and 4 days later regularly scheduled trains commenced operating between Ridgway and Rico.

North section--from Rico to a point near Muldoon (ns)

South section--from Porter coal mines via Dolores to a point near Muldoon. (ns) The joining of the two sections on Dec. 20 completed the main line between Ridgway and Durango. A coal train ran from Durango to Rico on the completion date, scheduled trains were running between the two points by late Dec. and through passenger service over the entire road began in Jan 1892.

Total Miles: 145.3

### 1892 - CHICAGO BURLINGTON & QUINCY

Excelsior Mine Spur--from the main line of the Lyons Branch at Irvington west to Excelsior Mine. (ns)

Two connections were made with the main line, forming a wye. The mileage of the spur includes both legs of the wye but not the side tracks at the mine.

### 1892 - CRYSTAL RIVER

Narrow gauge to standard gauge--from Carbondale south up Crystal River Valley. This 3.5 mile section was a part of the former Aspen & Western which had been acquired through foreclosure.

From the end of the above converted track, south up Crystal River Valley to near Thompson Creek. (ns)

This section plus the converted trackage on the narrow gauge grade gave 6 miles of standard gauge track up the valley.

### 1892 - DENVER LAKEWOOD & GOLDEN

From the end of the steam line near the Platte River at Denver to Fifteenth and Arapahoe Sts. (electric) (53)

The track was completed in March but poles and wire were not installed until near the end of the year. The operation of regularly scheduled cars began Jan. 1, 1893. Passengers to downtown Denver were previously transferred from steam trains to the Larimer St. cable car line.

Barnum Line (Electric)--from the steam line at Barnum Junction in Denver, south to and through Barnum (53)

The tracks formed a complete loop through Barnum. The first train ran over the line on the last day of the year and the last day of the year and the formal opening date was Jan. 1, 1893. The line was later operated by the Denver Tramway system as part of an intra-city route.

### 1892 - RIO GRANDE SOUTHERN

Enterprise Branch--from a point on the main line 1 mile north of Rico to Enterprise Mine (53)

Ute Spur--Ute Junction, 1.4 miles south of Hesperus, to Ute Mine (53)

Red Rock Spur--from Red Rock, 2.4 track miles east of Muldoon, to a quarry. (53)

Hesperus Spur--Hesperus to Hesperus Mine

The Enterprise branch and the three spurs were ready for service by Oct. 15.

### 1892 - UNION PACIFIC DENVER & GULF

Ludlow to Acme Junction (53)

This section of track was completed in August and placed in operation Sept. 1. It later became a part of a main line between Trinidad and Walsenburg. Acme Junction wouthwesterly to Aguilar (53)

The track was completed August 27 and opened for traffic Sept. 1.

Gray Creek Branch extended from Channell to Gray Creek (53)

This extension was completed to the mine on Dec. 8 and turned over to the operating department two days later.

Allen Bond Mine Spur--from the main line 1.9 miles north of Louisville, northwesterly to the end of track on the northeast slope of Davidson Mesa. (53)

Total miles 28.7

### ABANDONMENTS

#### 1892 - CRYSTAL RIVER

From 2.5 miles north of Thomson Creek to Thomson Mine (53)

This was the remaining part of the former Aspen & Western. Six miles of the track from Thomson Creek west remained in place until 1898.

#### 1892 - SILVERTON RAILROAD

Reduced from Albany to near Ironton (53)

Total miles 10.4

### 1893 CONSTRUCTION

#### 1893 - BUSK TUNNEL RAILWAY (Colorado Midland, 1899)

From Busk on the Colorado Midland, through the Busk-Ivanhoe Tunnel to a connection with the CM near Ivanhoe.

(Tunnel 1.8 miles--approaches 1.1 mile) (53)

The track was leased by CM which transferred all traffic from the route through Hagerman Tunnel to this lower and shorter route. Operations through the tunnel began on Dec. 17.

#### 1893 - CHICAGO BURLINGTON & QUINCY

From a switch 0.42 mile from the end of the Excelsior Mine spur, northerly

to the New Mitchell Mine. (sg)

The New Mitchell Mine tipple was barely outside the north corporate limits of Lafayette. The main spur extended a short distance north from the tipple.

1893 - COLORADO SPRINGS RAPID TRANSIT

Extended from the D&RG Manitou depot west to a new terminus in the Manitou business district. (sg)

1893 - CRYSTAL RIVER

From the railhead south of Carbondale to a point near Hot Springs (later Avalanche) (sg)

1893 - DENVER & RIO GRANDE

Floresta Branch--from Floresta Junction, 0.7 miles west of Crested Butte, westward over Kebler Pass (9,957 ft.) to coal mines at Floresta. (sg)

The track was completed and opened for operations in Sept.

Fremont Spur--Fremont Junction on Chandler Branch to Fremont Mine. (sg)

1893 - MIDLAND TERMINAL

From a connection with the Colorado Midland at Divide, south to Midland (sg)

This initial section of a railroad to be built into the Cripple Creek gold mining district was completed to Midland on Dec. 9.

1893 - SILVERTON RAILROAD

Silverton east to Waldheim Mine (sg)

This section of track later became a part of the Silverton Northern, organized in 1895.

1893 - UNION PACIFIC DENVER & GULF

Trinidad to Trinidad Rolling Mill (sg)

The line was opened for traffic in May. It later became a part of the main line between Walsenburg and Trinidad.

Allen Bond Mine Spur--from the end of track, north and west around Davidson Mesa, thence southwesterly to the mine (sg)

The Allen Bond Mine was near the foot of Davidson Mesa east of Boulder, a short distance south of what is now South Boulder Road. Construction of the spur was financed by the Boulder Coal and Fire Clay Company, owner of the mine. It was opened for traffic Feb. 15.

Total miles 38.2

1894 CONSTRUCTION

1894 - DENVER LAKEWOOD & GOLDEN

Tindale Branch--from the end of track north of Golden, northerly to Tindale (sg)  
Tindale was a small coal mining community near Ralston Creek. Coal was being shipped from the mines by October.

1894 - FLORENCE & CRIPPLE CREEK (Cripple Creek & Colorado Springs, (part), 1915)

From Florence to Cripple Creek (sg)

This was the first of three railroads to reach the Cripple Creek gold mining district. The rails crossed the Arkansas River a short distance north of Florence, then continued north along an arroyo to the mouth of Phantom Canon. After following the main watercourse through the canyon for some 19 miles, the line looped around an adjacent mountain to the hills south of the mining district, then wound along the mountainsides through Victor and on to Cripple Creek. The track was completed to Cripple Creek on June 30 and on the same date an engine with eight construction cars pulled into town. Passenger service began the following day.