

INFORMATION :

1907 Construction

1907 - ATCHISON TOPEKA & SANTA FE
Keesee to a point west of Hasty (sg)

Las Animas to Waveland (sg)

Waveland to Buchtel (sg)

In August 1906 AT&SF acquired the AV and H&S properties and in March 1907 assumed control of the two lines and took over construction.

Grand Valley Branch--from Newdale on the main line between Swink and Rocky Ford, south and west to Hawley (sg).

1907 - CHICAGO BURLINGTON & QUINCY

From the main line of the Lyons Branch 1.4 miles south of Eversman, westerly to Sunnyside Mine No. 2 (sg)

1907 - COLORADO AND SOUTHEASTERN

Chandler Junction on the AT&SF to D&RG Junction (sg)

This short track, which connected AT&SF and D&RG coal branches near Florence, was 110 miles from the C&SE BarnesDelagua trackage. It was leased and operated jointly by the D&RG and AT&SF.

1907 - COLORADO & SOUTHERN

Electric Mine spur--From the Lafayette Branch, 1.4 miles east of Louisville, north to Electric Mine (sg)

The spur also served the Northern Colorado Power Company plant.

From the Rugby Spur 0.45 miles from its initial point, southwesterly to Rapson Mine (sg).

1907 - DENVER & RIO GRANDE

From Tropic Junction, on the main line west of La Veta, northwest to Tropic Mine (sg)

From Bulkley Junction, 0.2 miles east of Crested Butte, to Bulkley Mine (sg)

Lone Branch extended from Strong to Big Four (Kebler No. 2 mine) (sg)

This extension was completed at the end of the year and placed in service Jan. 29, 1908. Construction was under the charter of the Rio Grande Railroad Company.

1907 - DENVER & SOUTH PLATTE (Electric)

Englewood to Littleton

Track and poles were in place and cars were operating to the north end of Littleton by Sept. 23. The track was completed to the foot of Main St. about Nov. 3 and regular service to and from that point began on Nov. 10.

1907 - DENVER NORTHWESTERN & PACIFIC

From the railhead west of Kremmling, west to Yarmony (sg)

For over one-third of the distance the road was built alongside the Grand River through Gore Canon, the walls of which rose to heights approaching two thousand feet in places. The track was completed to Yarmony about Oct. 10 and train service was extended to that station Nov. 1.

1907 - ELDORADO SPRINGS RAILWAY

Marshall to Eldorado Springs (sg)

This short railroad which connected with the C&S at Marshall was built to serve a resort at Eldorado Springs. It was completed in May and excursion trains from Boulder operated over the line on Memorial Day. The following year it was electrified and transferred by deed to the Denver & Interurban.

1907 - GILPIN RAILROAD

Officer Junction to Windsor (sg)

This segment from the main line six miles east of Loveland joined the disconnected track built to Eaton in 1905, forming what later became the Eaton Branch. It was completed late in the year and turned over to CW January 13, 1908.

1907 - ROCKY MOUNTAIN

From a connection with the DNW&P about one-half mile west of Granby to lumber mills on the south fork of Grand River above Monarch (sg).

Following the stream, first northeasterly, then southeasterly, the track was completed and placed in operation in June.

1907 - UNION PACIFIC

From the Brighton-Boulder Branch at the present site of St. Vrain, north and east to Grant Mine (sg)

From Diamond, 3.7 miles north of the initial point of the above line, west to Baum mine (sg).

1907 - WALSENBURG & WESTERN

Walsenburg to McNally Mine (sg)

About half of the line was constructed by the Huerfano Fuel Company. It was merged with the Colorado Railroad in 1911 and operated by C&S within the framework of that subsidiary.

Total Miles: 106.0

CONCLUSION:

SOURCE: Colorado Railroads by T.E. Wilkins

ADDITIONAL SOURCES: Narrow Gauge to Central and Silver Plume: Colorado Rail Annual Number Ten, by Cornelius W. Hauck.
Denver South Park & Pacific, by M.C. poor.

Note: The abbreviation (sg) designates standard gauge railroad.
The abbreviation (ng) designates narrow gauge railroad.