

1894 - MIDLAND TERMINAL

From the railhead near Midland to Gillette (sg)

The track was completed on July 4 and for the next four and a half months Gillette was the transfer point for Cripple Creek traffic.

Gillette to Portland Mine north of Victor (sg)

A temporary station was established for the accommodation of Victor passengers and freight just below the Portland Mine shaft house. The first passenger train arrived there Dec. 16. On the same day the transfer point for Cripple Creek passengers and freight was shifted from Gillette to Grassy (later named Cameron).

Spur from Gillette south to the El Paso Reduction Company plant (sg)

Total Miles 62.9

ABANDONMENTS

1894 - DENVER LEADVILLE & GUNNISON (The former Denver, South Park & Pacific)

Baldwin Branch (Carbon Creek Section) reduced from old Baldwin Mine to a point 1.56 miles north of Castleton (ng)

The track was not removed until November 1909. The remaining section along with other trackage was later named Kubler Branch.

1894 - RIO GRANDE SOUTHERN

Red Rock Spur (ng)

1894 - SILVERTON RAILROAD

From near Ironton to Paymaster Mine ore track. (ng)

1894 - UNION PACIFIC DENVER & GULF

Stout Branch reduced (sg)

Narrow gauge line between Boulder and Penn Gulch (ng)

This was the former Greeley, Salt Lake & Pacific narrow gauge road. A major portion of the line had been severely damaged by flood.

Total Miles 16.6

1895 CONSTRUCTION

1895 - DENVER LEADVILLE & GUNNISON

Spur--Kokomo to Wilfley's Mill (ng)

1895 - DURANGO RAILWAY & REALTY COMPANY (electric)

Durango to Animas City (sg)

This electric railway replaced a narrow gauge horse-car railroad which briefly operated in Durango.

1895 - MIDLAND TERMINAL

Portland Mine to Victor Junction (sg)

The laying of rails to the junction was completed about the middle of January after a delay for the completion of a large cut.

Victor Branch--Victor Junction to Victor (sg)

This was a switchback from the main line into Victor proper. A specific date for its completion is not reported, but evidently it was after March, 10.

Victor Branch--extended to a point near the Independence Mine (sg)

Victor Junction to Anaconda (sg)

By Oct 9 three daily passenger trains were operating in and out of Anaconda. One of the trains was met by a stage from Cripple Creek but Grassy continued

to be the transfer point for passengers for the other two trains.

1895 - MIDLAND TERMINAL cont'd

Anaconda to Cripple Creek (sg)

The rails reached the corporate limits of Cripple Creek Dec. 19. A temporary station was built and a special passenger train arrived there Dec. 22. Trains began using the permanent depot at the east end of Bennett Avenue early the following year.

1895 - RIO GRANDE & PAGOSA SPRINGS

From the Colorado-New Mexico boundary north to Edith (ng)

This was the Colorado portion of a railroad which connected with the D&RG main line at Lumberton, New Mexico, 6 miles south of the Colorado state line. The track was completed in late July to a settlement on the Navajo River which was named Edith later in the year.

1895 - UNION PACIFIC DENVER & GULF

From Trinidad Rolling Mill northeasterly to Forbes Junction (sg)

A special train ran over this section of track on June 25 on a round trip between Trinidad and Aguilar.

Acme Junction to Walsenburg Junction (sg)

The laying of the last rail at Walsenburg on July 27 completed a continuous line between that place and Trinidad. On August 1 mixed trains were placed in service between the two towns and on the same date UPD & G trains between Denver and Fort Worth were transferred to the new route. The agreement for the use of D&RG tracks between Walsenburg and Trinidad was terminated.

Total miles 37.5

ABANDONMENT

1895 - GOLDEN CITY & SOUTH PLATTE

Golden to end of track (Ng)

CONCLUSION: Construction: 1890 - 41.6 miles; 1891 - 145.3; 1892 - 28.5
1893 - 35.2; 1894 - 16.6; 1895 - 37.5.

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.