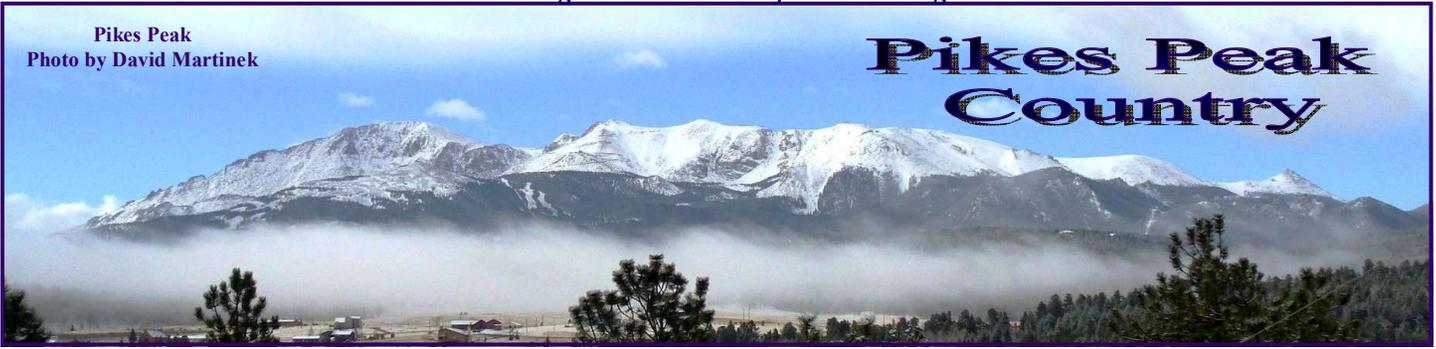


Pikes Peak
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Pikes Peak Country



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James J. Hagerman - A profile - the beginning of the Colorado Midland is in sight -

(Part VI) Coming back from Burlington, Iowa on the train in late April 1886, James J. Hagerman must have felt a grand sense of accomplishment despite the obstacles he faced to raise the necessary funds to build the Eastern Division of the Colorado Midland. The beginning was in sight, and on a following Sunday at a meeting at Hagerman's home in Colorado Springs, \$3,000,000 in capital was confirmed with William Lidderdale, governor of the Bank of England, taking an option on the balance of the bonds.

During the trip to Burlington, Hagerman had also been able to negotiate better shipping rates with the C.B. & Q. for rails from Chicago to Leadville. But the disharmony with the Denver & Rio Grand and Union Pacific would linger a little while longer, though resolution was forthcoming, and Hagerman was learning more precisely how to work around them or play their game a little better.

Hagerman wrote Wheeler on April 28 that the D. & R.G. was determined to build their line to Aspen. And later in May he wrote Busk: "I felt so sure you would think it best to go on with the Eastern Division we put a lot of men at work on a narrow canon our line passes through between here and Leadville [probably Eleven-Mile Canon] as we feared the D. & R. G. would try to play some of their old tricks on us."

By the first of June Hagerman was writing an old business acquaintance, O. W. Potter (from his days at the Milwaukee Iron Company) at North Chicago Rolling Mills Company saying they (the "Midland") expected to lay about 50 miles of track in 1886 and have the rest of the grade ready to finish the next year. He asked for rates on rails (mostly 60 pound) and angles. "We have the money, earning no interest, and we would like to have it earn some."

It was also in early June that engineer Wigglesworth was surveying the "Hill Top" route through Trout Creek Pass. According to Hagerman's letters, the route provided easier grades than Weston Pass and would afford more economical operation, although it would cost \$150,000 more to build.

By mid-June Hagerman reported that his chief contractor, who had a 1,000 men working on the line west of Leadville, along what would be called Hagerman Pass, was eager to get the contract for the Eastern Division also. He remarked that while boring Hagerman Tunnel, the crew had discovered a large vein of silver about 500 feet in, and some of the sub-contractors tried to stake a claim to it. But the Midland's agent in the area, George W. Cook, took possession of the strike even though the claimers threatened to shoot him. "...but they tried it on the wrong main." Hagerman wrote. The tunnel was expected to be finished by December 1, 1886. It would be delayed.

Once the news was confirmed that the Midland would be built, Hagerman enjoyed many important visitors, including the manager of the Colorado Coal and Iron Company in Pueblo holder in the Denver, Texas and Gulf. Moffat wanted to be friends. The D. T. & G saw the completion of the Midland to be in their interest. The general manager of the Atchison, Topeka and the Santa Fe also came calling "on matters relating to our mutual interest," and a Denver agent for the Union Pacific indicated that the U. P. GM, S. R. Calloway, also wanted a conference.

In a letter to Calloway on June 22, Hagerman suggested the U. P. extend their Kansas Pacific line from near Limon, Colorado to Colorado Springs, providing an eastern connection for the Midland. He spryly mentioned that the Rock Island R. R. might do the same. Hagerman also suggested that the U. P. might consider dividing the share of Leadville's business so that the Midland would get a third.

The intrigue with the D. & R. G., as well as other colorful activities, continued throughout the summer. Hagerman attempted to discourage investors from funding the Rio Grand's Aspen extension while also directing that a right-of-way crossing alleged placer claims in Leadville be occupied on a Sunday, hoping the court would sustain their action [it did]. *"James J. Hagerman - continued on page 2"*

"James J. Hagerman" - continued from page 1

There was also news that a group of armed men working for the Colorado Coal and Iron Company had caused some conflict in the coal fields around Jerome Park. "They went there with a big force of bullies, armed with guns, and drove our men off, and now hold possession," wrote Hagerman on July 8. "Of course this cannot affect our rights in any way."

Efforts were also made to secure right-of-way through Manitou Springs, although the surveyed line was controlled by a corporation [the Colorado Springs Company] in which the president of the D. & R.G. was a major stockholder (the D. & R. G. had extended their narrow gauge line from Colorado Springs to Manitou, but no further). However, "the officers and other stockholders of the company have no particular interest in the D. & R. G. now, so they made us a fair price....," wrote Hagerman. This action was hidden from the D. & R.G.

Important property for the Midland's railroad yards, as well as depot access, was also secured in the summer of 1886. "At Old Town (Old Colorado City), that is, about half way between Colorado Springs and Manitou, we have been given about 40 acres [later he said 50 acres] of land on which our shops, roundhouses and yards for storage of cars, etc., will be located. This is a nice, level piece of ground, very conveniently located, and outside of the corporation [i.e., outside the limits of Colorado Springs or Colorado City], which will save taxes." Depot grounds in Colorado Springs were also acquired from the same company who sold the Midland their right-of-way through Manitou [the Colorado Springs Company].

By July 21, Hagerman wrote S. S. Sands, a New York investor, that "contracts have been let to good men for about 60 miles of Eastern Division... men are now coming on ground to work, and in a short time it will be covered by a large force. As yet we have met with no obstructions in the Ute Pass from the D. & R. G., but we expect to fight them on one spot..."

Extending the Colorado Midland beyond the state to Salt Lake City had been the dream of Midland organizers since the beginning. Such a link would allow the Midland to become a through line to the Pacific instead of just a regional interconnect. In 1886, while Hagerman worked hard to guide the initial Midland construction efforts in Colorado, he continued that dream by ordering engineer Wigglesworth to take a look at the countryside west of Elk Creek (Newcastle) through the White River area "to the state line and beyond..." The road would require passage through the Ute Indian reservation which required not only Ute approval, but also Congressional

permission. Mormon leaders also approached Hagerman eager to have an outlet for their large surplus of grains, vegetables and fruits. "The conviction is growing with me that the Midland must be extended to Salt Lake," Hagerman wrote. But later, when money was running low and operational revenues did not meet expectations, the "Utah Midland," as it was called, would be shelved forever.

On September 16, Hagerman wrote a financier that he had settled with the D. & R. G. for "our crossings here [in Colorado Springs] and in Leadville, and for the right -of-way over land owned by the D. & R. G. in the Ute Pass, about 2 ½ miles." The deal included a trade of right-of-way for a tract of land in Leadville, involving no money. Apparently, the agreement that was worked out cancelled a number of lawsuits without costing the Midland anything. The remaining obstacles yet to be resolved involved a few lots in Leadville and the right-of-way through the Arkansas River valley.

"Mr. Jackson [president of the Denver & Rio Grand] treated



An aerial view of the Colorado Midland railroad yard, maintenance, roundhouse and administrative buildings, on 50 acres of land acquired in the summer of 1886 south of Colorado City. (Denver Public Library)

me very handsomely, and seemed disposed to do what was fair, as he no doubt realizes that his company has no money to fool away, and that he cannot punish us without punishing himself. He realizes, as do I, that is it vastly better to get along with as little warfare as possible because, after our road is finished, the time will come when we must get together like reasonable men, and agree on how much of the business each shall have."

Throughout the year in 1886, little was noted about the private state of Hagerman's health, but the truth was, he was a very sick man still. "The work has been very hard for me," he wrote to a

friend, "but I have stood it well." It might be that Hagerman's opinion of his "advisors" (officers, managers and board members of the Midland) was colored by his health issues for he was very critical of most them – an opinion that would change over time and which would soften in later years before his death. But during the fall of 1886, he pulled no punches.

"I tell you confidentially my advisors are not worth a continental. Metcalf shirks every big question and wants to spend about half his time in Manitou Park [a resort north of Woodland Park]. Howbert, treasurer, is as timid as a baby and lays down on me for everything. Our other two directors, Humphrey and Edwards, merely say 'yes' to all I say. Wheeler is not good at all. He flits from one question to another and considers none. Wigglesworth is a jewel in the rough. He is cranky about some things and must be handled with gloves. But he is industrious, very efficient, thoroughly in earnest and dreadfully anxious to have the cost of his work come within his estimates ["Wigs" would be fired later and Hagerman's opinion of him would

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"James J. Hagerman" - continued from page 2

change]. Rogers [the Midland's attorney] is a *good man*. His suits etc. have so far been well-managed and he has not been beaten anywhere. He works very hard. [Homer D.] Fisher is a hard worker, but erratic, quick-tempered, easy to take offense, and always on the lookout for his dignity. All the old men connected with the company overestimate the value of their services and seem to think more of the salary they are to get than anything else. When we get a good general manager, we will reorganize many things....."

In October, Hagerman wrote to Wheeler to announce his hiring of D. B. Robinson as the new Midland general manager. Robinson had been the GM of the Atlantic & Pacific Railroad. He ends by saying: "Work on the railroad is going very rapidly."

In fact, in 1887, work on the Midland railroad would increase even more rapidly, indeed, with the implementation of regular trains as soon as possible and not a small amount of more troubles.

To inquire, email or call 719.687.1516

(Martinek Team listings are BOXED)



1192 County Rd. 112, Florissant Sculptured Excellence! Open valley views on 37.7 acres, plus a functioning artist workshop. 3853 S.F. w/ 3BR/3BA/2GAR. Cherry cabinets, main level MBR, 3 walk outs. Back deck. #738857



4575 Doe Valley, Florissant Horse Property! SOA Solar, totally updated cabin on 66 gorgeous acres. 3BR/3BA/2GAR w/ 1458 S.F. Beautiful decks; fully fenced, metal barn, rock formations, meadows and more! #767676



2087 S. Mtn Est Rd, Florissant Colorado Mountain Log! Sitting on 2.42 acres, covered porch views rock formations, elk and deer. FP and gourmet kitchen granite counters and designer cabinetry. 2080 S.F. 3BR/3BA/2GAR. #774513



10770 Olathe St, Green Mtn Falls Mountain Cabin! Updated windows and roof, detached garage and wonderful mountain views. Walking distance to GMF lake. 745 S.F. on 0.09 acres. 2BR/1BA/1GAR. Built in 1920. Enjoy the beauty of living in the mountains. #773619



130 Wabash TE, Cripple Creek Rustic! Set on 2.15 acres w/ plenty of aspen and pine, this is a getaway place to go back in time. One level living, T&G ceiling, wood burning stove, breakfast nook, large deck and two storage sheds. Nestled in the trees for privacy. #751023



172 Dunlap Rd, Florissant Secluded! Set on almost an acre w/ plenty of trees and wildlife, this place is a peaceful mountain setting. One level living, w/ FP and wrap around deck. Circular driveway and storage shed. 3BR/2BA/0GAR w/ 1127 S.F. #796602



740 County Rd 45, Florissant Two level lots! Here are two level lots at the intersection of CR 45 (Crystal Peak Road) and U.S. Highway 24 just north of Florissant. The main lot is 2.59 acres and the adjacent lot is 0.67 acres, both sold together. #795650



127 Carlton Cir, Florissant Building Plans! This 2.04 acre lot is ready to go. Perc test done, fire mitigation trees cut, building plans available. A well permit is waiting. This is a beautiful parcel overlooking the CME valley. A dream lot for a dream home.



317 Blue Spruce Dr, Florissant Scenic! 1.61 acres lot with the building sites is on the ridge line. Then the lot slopes severely down to Four Mile Road. View of the Dome Rock area. Secluded and very private. #756145



1001 S. Mtn Est. Rd, Florissant Meadow! Two acres of meadow and trees and some nice building sites in beautiful Colorado Mountain Estates, south of Florissant. Easy access to nearby Fossil Beds and Cripple Creek. #530773



0 McKinney St, Cripple Creek Three Lots! Here are three small lots sold together in the Montrose Addition of Cripple Creek, and located across Hetig Avenue from the Retirement and Rehabilitation Center.

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