

# Pikes Peak Country

Pikes Peak  
Photo by David Martinek



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## *James J. Hagerman - A profile - the Colorado Midland completed, and sold -*

(Part VII - the final chapter) Beyond all others James J. Hagerman had reason to be very proud of the completion of the Colorado Midland Railway. He was, after all, the man most responsible for its salvation and birth. He became its president while it floundered on paper and gave it direction. He either personally furnished or helped to raise a large part of the monies used to finance the construction. He battled all efforts by existing railroads to interfere with or prevent the Midland from building, and by the fall of 1887 the railroad was in operation.

A work gang of 300 men had pushed tracks from Colorado Springs through to Leadville by September 1, averaging a little over a mile a day. Earlier that same year, the company had ordered an enormous inventory of rolling stock - over a thousand freight cars, 35 passenger cars with all the latest appliances and features (made by the Pullman Palace Car Company) and 25 more locomotives, huge and powerful and specially designed for the curves and steep grades of the Midland. The engines were built by Schenectady and Baldwin, and some by the American Locomotive Company.

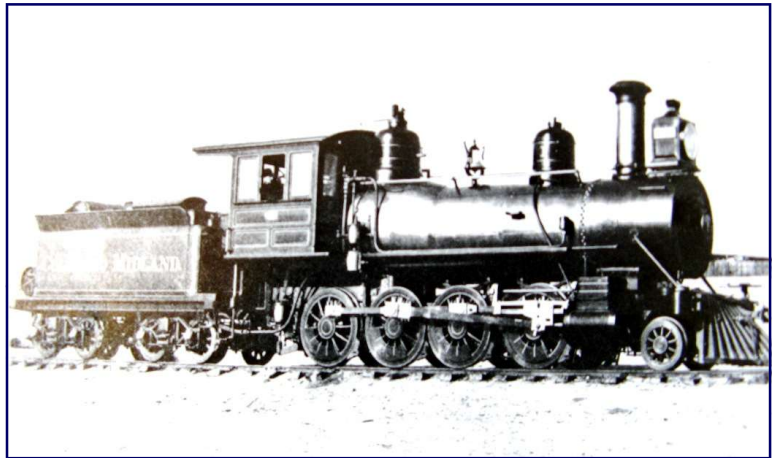
During that time, work on the western line, although delayed by D. & R.G. interference, had not stopped. The bore through the Saguache Mountains west of Leadville at Hagerman Pass, for example, at 11,530 feet of elevation, had reached 1000 feet.

It's true the Denver & Rio Grand Railroad (the "D. & R. G.") would reach Aspen before the Midland, celebrating its arrival on November 1<sup>st</sup> with a great train-load of dignitaries, but the Midland's total construction effort was a feat unrivaled at the time. By February 4, 1888 the last 18 miles of track from Aspen Junction (Basalt) were finished and placed in service all the way to Glenwood Springs. In just over 23 months, the Midland had built 238 miles of

standard-gauge railroad (unheard of up until then, since most railroads were narrow gauge) through some of the most difficult mountainous Colorado terrain imaginable and was the first such road to pierce the Continental Divide.

The extraordinary effort was not without its obstacles, delays and counter maneuvers, many of them colorful and some of them down right underhanded. But grossed up as a total accomplishment, they were in good measure equal to the style that marked the nature of railroad business for the age, if not the character of James Hagerman, himself.

**The Moreno Avenue caper.** Hagerman wrote J. R. Busk on August 15, 1887 telling of an altercation with the Denver, Texas and Gulf (the "D. T. & G") during the summer in Colorado Springs. In the beginning, the Midland had contracted with the D. T. & G. for trackage rights from Denver to Pueblo and for depot privileges in Denver. But as the Midland infrastructure began to take shape, it soon became apparent to Hagerman that he could strike a better deal with the Santa Fe who was laying their own standard-gauge track over the same route, to be finished by October. A deal with the Santa Fe would



*CM Engine No 1 poses in Colorado Springs. The Midland bought 25 more powerful locomotives in early 1887, built by Schenectady, Baldwin and the American Locomotive Company.*  
Denver Public Library

*"James J. Hagerman - continued on page 2*

*"James J. Hagerman" - continued from page 1*

also secure depot privileges in both Denver and the Springs. But there was an obstacle. An ordinance passed by the Colorado Springs common council in 1882 had given the D. T. & G a mile long, 100 foot wide corridor along Moreno Avenue, running east to west. The railroad was allowed two tracks and as many side tracks as they needed. In effect, they were using the avenue as a yard. Finding that Moreno Avenue would provide the most efficient access to the Santa Fe depot (from the Midland's roundhouse operational facilities and terminus in Colorado City) and their line between Denver and Pueblo, the Midland petitioned the D. T. & G. for use of the right-of-way. The D. T. & G. refused.

"I tried to make an arrangement with Evans [D. T. & G. president] for use of [the] street (Moreno Avenue) occupied by the D. T. & G. across the town [Colorado Springs] and made him a liberal offer but in vain," wrote Hagerman. "Therefore we had to 'jump' him." The "jump" story appeared in the *Colorado Springs Gazette Telegraph* on August 16, 1887.

Not to be thwarted, the Midland convinced the city council to hold a special meeting on a Saturday night to pass an ordinance granting them a right-of-way along Moreno Avenue. By Sunday morning track had been laid along the whole route of the street before the D. T. & G. folks had breakfast. The article mentioned also that if the D. T. & G had thoughts of contesting the action in court, the city would probably come down on the side with the Midland. Although somewhat low-handed, Hagerman added: "I have written Mr. Evans telling him it was done because we had to, and not because we wanted to fight him. They may try to raise a row, but they are helpless. By this we will save 18 or 20,000 dollars over going through another street even if the ... council would have given us permission, which is doubtful."

**Sharing the Leadville business.** Meanwhile, in the same letter, Hagerman described being in conference with the Union Pacific (on behalf of the Denver South Park and Pacific) and the D. & R. G. to discuss rates and a pool arrangement for business in Leadville. While neither railroad was interested that much in coal and coke traffic (which was one of the Midland's anticipated and major revenue sources), they were adamant regarding their share of the ore and bullion market. Leadville was a smelting location (competing with Pueblo) for the silver mined in both Leadville and Aspen. Mr. Potter of the U. P. wanted all the ore they carried to be refined in Denver where they could control the process. In any event, he demanded 25% (less coal and coke) of the Leadville business. "That is my ultimatum," he said, "You and Moffat (president of the D. & R. G.) can do as you \_\_\_ please about the 75%."

But Moffat and Hagerman could not agree on their split, with Moffat saying that he had to have approval from his directors before agreeing to anything less than 49% (Hagerman had suggested dividing the 75% equally). He asked Hagerman to join him in New York, but Hagerman refused due to the "present state of my health, hot weather, and the developing things here..." However, despite his health, Hagerman *did* go to New York in September, both to meet with the D. & R. G. board and to raise another million dollars to complete the Midland's construction.

**Malicious attack from within.** A few months later, on January 23, 1888, just before full service was to begin all the way to Glenwood Springs, Hagerman wrote J. R. Busk again, this time seething from articles which appeared in the *Denver*

*News* a few days prior which "maliciously" attacked the Midland. The stories charged that Hagerman had fired engineer Thomas H. Wigglesworth and relieved Homer D. Fisher (general manager), and hired D. B. Robinson in their place (with both titles), causing the company to wastefully increase its construction costs. Much earlier, Hagerman had written that Wigglesworth's mind was mired in narrow gauge engineering which caused the company to spend much needed

funds to undue or improve upon his grade work. The inference of the stories was that the Midland was insolvent even before operations were to begin.

Hagerman was furious, raging that the "malicious attack [was] designed to make our creditors uneasy and do the company all the harm possible, even to put it the hands of a receiver if that could be done." The source of the stories was Hagerman's own associates, Fisher and Orlando Metcalf, members of the Midland Board of Directors! Hagerman labeled both men as traitors and lobbied Busk to minimize the damage as seen by the Midland's British investors and to refute the allegations by showing that the increased cost overruns were the result of Wigglesworth's inefficiency. Apparently, the effort worked for the Midland did not go into receivership. However, four months later (April 1888), Hagerman declined to continue as president due (he said) to his illness, but he remained on the board and continued to be the company's largest stock and bond holder.

**The Rio Grande Junction Railroad.** Throughout the early "paper" days of the Midland and even during its construction, dreams of expanding the Midland's line into Utah had been shelved, dusted off and shelved again. The money, investment interest and operational revenues just weren't there, even though Hagerman had pushed Wigglesworth to survey a suitable route into Utah during the summer of 1888. But by late 1889, a new possibility arose which would accomplish the same



James J. Hagerman (standing left) was in the process of selling the Midland to the Santa Fe in 1890 when he posed with a group of guests near Tunnel No. 6 in Ute Pass. His special train included his business car Manitou. Denver Public Library



*"James J. Hagerman" - continued from page 2*

objective – providing a connection to the Pacific and making the Midland a regional railroad with transcontinental access, instead of just a bridge line.

The solution came in the guise of the Denver and Rio Grande Western (the "R. G. W."), an independent and prosperous railroad owned by Gen. William J. Palmer, whose road extended from Grand Junction, Colorado, to Ogden, Utah, and connected there with the D. & R. G. lines. At about the same time, the D. & R. G. felt the pressure to upgrade its track to accommodate standard-gauge traffic and began laying a third rail in some locations. This policy may have prompted the R. G. W. to bring the Midland and the D. & R. G. together and propose a joint venture for shared track between New Castle (the end of the Midland's line about 13 miles beyond Glenwood Springs) and Grand Junction, thus effecting the link the Midland needed. The enormous construction expense would be cut in half for both parties and the R. G. W. would enjoy the traffic from both.

True to their nature, at least as Hagerman saw it, the D. & R. G. was not readily cooperative. In his letter to S. S. Sands, chair of the Midland Board, in September 1889, Hagerman continued to harangue the D. & R. G. saying "they have done all in their power to obstruct and delay construction of 'the Link Line' [the Rio Grande Junction] ... It will be built anyway, no matter whether the Rio Grande takes an interest or not, and... if they do not take an interest in it, they will be so much worse off..." [Note: The D. & R. G. wanted to delay construction until they had the money to 'broad-gauge' their whole line.]

Hagerman wrote of David Moffat: "[He] is very ambitious to be considered a big man, but he is not half so big as he was when he could wield the Rio Grande club to reward his friends and punish his enemies as he pleased.... I do not suppose there are 500 shares of Rio Grande stock owned in Colorado, but to hear the officers here talk, you would supposed they owned it all.... The influence of the Rio Grande Company is the most powerful influence in the state. It can make or unmake many localities. Disorder, power to play tricks, to slaughter rates, to reward friends and punish enemies is what they want... Therefore the Link Line, with its joint ownership, or joint power to hold things level, is just what they *do not want*, and you may be sure that Moffat will do all he can in New York to make trouble."

Even Hagerman underestimated the D. & R. G.'s ability to delay. He wrote his friend, A. C. Brown, in Marinette, Wisconsin in October 1889 that "the Midland is earning from \$51,000

to \$55,000 a month net." And he added that the Midland would be part of a "transcontinental line" by the first of April,

**A time to sell.** As a new decade in Colorado dawned, it is evident from Hagerman's writings that he was relieved to have completed construction of the Colorado Midland and see it earn some profitability. It was also very clear that he was disappointed that the earnings were not strong enough to reward the company's investors, particularly those of his friends he induced to invest, with the huge returns they were promised. Slowly, he began to realize that the large profits he and his friends desired could only materialize by selling the Midland to a larger system that could operate it as a "through line."

There were many candidate buyers – the Union Pacific, the Rock Island, the Missouri Pacific, the Burlington or the Santa Fe. Hagerman would never consider selling the Midland to the D. & R. G., but he had no qualms about using their hopes of a purchase to leverage negotiations with other systems. Apparently, his notions of selling were leaked to the D. & R. G. management at some point, perhaps deliberately.

Hagerman thought that the time was right to sell the Midland. Its infrastructure, locomotives and rolling stock were all new; no major repairs were needed. It was hauling all kinds of freight at a modest profit – coal and coke from the Jerome Park area to distant smelters, fruits and vegetables from the Mormon farms in Utah, railroad ties, bridging materials, supplies ... and people.

The price of silver, which fueled the regional economy, not to mention the entire country or maybe the world at that time, was still satisfactory, though somewhat reduced. Times were good, and Colorado was bullish on railroads. Hagerman could not

have predicted the silver panic of 1893, the failure of British banking houses, or the depression that would hit in three years. But he well knew the advantage of selling in a rising market.

In July 1890, Hagerman journeyed to Washington, D. C., on political business related to his interest in an irrigation enterprise in the Pecos Valley of New Mexico. His stay lasted until mid-August. On his way home to Colorado Springs, he stopped over in Chicago on August 18 and met with Allen Manvel, president of the Santa Fe. Manvel was both a friend and an adversary. Disputes with the Santa Fe over the Midland's trackage rights between Denver and Colorado Springs had festered, causing the Midland to divert traffic to the D. & R. G. Hagerman wanted a better deal.

Manvel knew that the D. & R. G. had learned of Hagerman's thoughts of selling the Midland, which appears to have been common knowledge by that time, and that they were headed to London soon to try to raise enough money to buy the railroad. Eventually the conversation turned and Manvel



*James J. Hagerman - March 23, 1838 to September 13, 1909*

Denver Public Library

*"James J. Hagerman" - continued from page 3*

abruptly asked, "Why don't you sell your old road and be done with it?"

Obviously, Manvel was looking at his competitors in the region and how the addition of the Midland to their systems would affect the Santa Fe. He even envisioned one or more combinations which would hurt his company and its transcontinental business. Shortly afterwards, he asked for and received copies of the Midland's bonded debt, their earnings and prospects, and their latest annual report. In the documents supplied by Hagerman Manvel saw that for the year ending June 30, 1890, the Midland had paid over \$556,000 in interest and taxes with net earnings of \$558,943.21. Hagerman also alerted Manvel to the completion of the new Aspen Short Line, a seven-mile bypass around Leadville that would reduce through-traffic operating expenses in the future.

Manvel was deeply affected by Hagerman's information and called for an immediate meeting on August 27. Theodore M. Davis, president of the Midland, wired Hagerman his blessing, saying: "You are far and away the best man to carry on negotiations with Manvel and I hope you will take every precaution to promote it. The truth is I'd rather sell to Manvel, as his road can guarantee our bonds." Giving some guidance, Davis suggested that the price should be a guarantee of the Midland's bonds, including those of the recently-started Busk-Ivanhoe Tunnel [to replace the expensive Hagerman Pass route and Hagerman Tunnel], plus \$50 per share of Midland stock.

**The negotiations.** Soon, it was no secret that the Midland was for sale. It was rumored that the Burlington would make an offer for the Midland by October. But late in August President Davis told Hagerman that the D. & R. G. had already offered him \$40 per share for whatever stock *he* owned. Later, J. R. Busk telegraphed Hagerman that the D. & R. G. had raised their bid to \$45/share and urged acceptance. Hagerman stalled saying he was about to talk with the Santa Fe, and it would be unwise and unethical to accept the Rio Grand's offer without hearing what the Santa Fe proposed. He suggested that Davis go to New York in case the negotiations with the Santa Fe in Chicago were transferred there.

Somewhat prophetically, when Hagerman arrived in Chicago on August 31 and met with Manvel, Manvel told him he had arranged for them to meet with Santa Fe officials in New York on September 3.

Meeting at the Kidder, Peabody office in New York on September 3rd, the conversation began around the funded debt of the Midland and eventually moved to sale price. Hagerman's \$50/share surprised the Santa Fe group. At the end of the day, the Santa Fe offered \$47.50 per share, paid in part with \$10/share in cash and the rest in Santa Fe stock valued at \$43. Their offer was rejected and another meeting planned for the next day.

At the morning meeting on September 4, John J. McCook, director and general counsel for the Santa Fe, offered Hagerman \$47.50 cash (per share) in installments, subject to the Santa Fe board's approval. However, when the Santa Fe chairman of the board, George Magoun, arrived that afternoon he flatly refused to endorse McCook's plan, saying the Santa Fe didn't have the money. Instead, he made the same offer as on

the previous day but sweetened the pot by adding a full guarantee of all Midland senior and junior bonds. President Theodore Davis rejected the offer indiscriminately, adding that the D. & R. G. had offered \$45 cash. No arrangements were made for a follow-up meeting.

Manvel was to leave the next morning, a Friday, and Magoun was likewise scheduled to leave his office the next afternoon, destined to sail for England on Saturday. Hagerman and Davis went to Busk's office to report the deal dead. Hagerman later wrote: "I felt a mistake had been made, for with the full guarantee to be stamped on each bond, and the active market there always is for Santa Fe stock, and remembering how our local interests would fare compared with a sale to D. & R. G., I considered it the best offer we had had. Beside this, I feared that the D. & R. G. would hear of the failure of our negotiations and that we would drop between two stools." Busk and Davis pressed to wire the D. & R. G. in London with acceptance of their offer, but Hagerman asked them to wait, saying that Manvel was due to call on him at his hotel that night (as he had every night since they were in New York), and there may yet be an opportunity. They agreed.

Manvel *did* call on Hagerman, as expected, and was very remorseful about the failed negotiations. Hagerman, taking the side of the Santa Fe, urged Manvel that as a last resort he (Hagerman) would take Santa Fe stock for all his 15,000 shares if the Santa Fe would increase the cash share for the remaining 65,000 in Midland stock to \$20/share. Manvel said he would try and also agreed to stay in town until 11:30 am on Friday.

Hagerman related the night's conversation with Manvel to Busk and Davis the next morning but they were adamantly against it. However, they did agree to a trade for \$25 cash and the rest in Santa Fe stock. At 10:30 am, Hagerman met with the Santa Fe officials alone, Busk and Davis deciding not to attend. The Santa Fe made this final offer: Midland stock at \$50/share, payable at \$10/share cash, with \$10 more/share cash before a year was out, with interest – and the remainder in Santa Fe stock at \$45, and full guarantee on all 4% bonds up to \$6 million.

"I knew this was absolutely the last word and rushed over to Messrs. Busk and Davis with it." They refused, saying it was \$25 cash or nothing! Hagerman haggled. Davis then suggested that Hagerman take all stock for his shares leaving the cash for the 65,000 shares – which would make the cash share nearly \$25. He reasoned that Hagerman and his friends (Otis and Wheeler), who had large investments in Colorado, could afford the sacrifice. Noting that their "investments" provided revenue for the Midland, Hagerman countered by offering to take \$10 cash per share and the rest in Santa Fe stock at \$40/share. This would leave around \$150,000 to be spread among the other stockholders. Davis refused (but he only owned about 2400 shares of Midland stock); Busk, who represented not only his own shares but those of William Lidderdale and the British investors, agreed. In two hours, the deal was signed. Hagerman signed a supplementary agreement covering the difference for the shares he represented.

Writing William Lidderdale on September 24, 1890, Hagerman spoke of the necessity of the deal, and its unfairness. "I not only had to pull the others in, but to pay them for getting under cover. I felt at the time that after doing all I had for years



*"James J. Hagerman" - continued from page 4*

to sustain the Midland, and without one dollar of compensation from the very first, and not even for traveling expenses for the numerous journeys I made to New York and elsewhere on Midland business since I ceased to be president, and after starting and carrying through this trade with the Santa Fe, to be called on at last to take any risks not shared in by others was a great wrong. ... I do not write this because I expect it to be undone, but because I do not wish to be considered such a dolt as to have done it willingly. But for my anxiety to get those whom I induced to invest in the Midland out with a profit, I think I should not have submitted."

In agreeing to accept different payment for his 15,000 shares, Hagerman was also speaking of the shares of his friends, namely J. B. Wheeler, C. A. Otis, D. P. Eells and others. He did not have prior authority to do so, but in the end they all approved.

As per the sales agreement, it was understood by the Santa Fe that no monies or stock would be exchanged until the Rio Grande Junction Railroad was completed. Again, the D. & R. G. was delaying. "There is no good reason why the Junction road was not completed by the middle of June last..." wrote Hagerman to Kuhn, Loeb & Company, the firm handling the bonds for the R.G. J. "The delay has been caused solely by the determination of the Rio Grande officials in Colorado not to allow the road to be completed until they can complete their broad-gauge connection with it. ... The construction has been delayed by every pretext, and every reason but the right one given for it, and the agreement in regard to it violated in letter and spirit." Finally, on November 16, 1890 the Rio Grande Junction was ready for operation and the sale of the Midland to the Santa Fe consummated.



Like his previous life before coming to coming to Colorado for his health and getting involved in the Colorado Midland Railway, Hagerman lived his life to the fullest for nearly twenty years more. He moved to Roswell, New Mexico in 1900 but still had investments in Leadville and Aspen, the coal fields at Cardiff and New Castle, as well as a gold mine in Cripple Creek (the Isabella). He was already deeply engrossed in what would become a disastrous episode in New Mexico with the Pecos Valley irrigation project. And he built another railroad there. A few years

later, he would even begin a small cattle business, of which he knew nothing and in which he lost most of what fortune he had left.

He was a man driven to succeed, and most times he did. But after leaving Colorado, his luck changed.

In his biography of his father, written in 1932 but never published, Percy Hagerman credits his mother's influence and great strength of character, as well as her unfailing devotion to James, with prolonging his life many years. Despite his

illness (thought to be tuberculosis), Hagerman lived through it. He was not a social man, not one given to partying or entertaining, but relied privately on his own prowess and his family. He was perhaps one of the least known but most influential industrialists of the 19<sup>th</sup> Century. His drive, perseverance and determination, his connections with old time friends back east and his natural inclination for doing the right thing all stemmed from his upbringing and hard work - qualities to be emulated. Only on rare occasions did he rest.

His final rest came on September 13, 1909 when he died in Milan, Italy. Perhaps, for the first time he was at peace.

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### ***Writing this series -***

*It was not my intent at the beginning to compile such a long series of seven monthly episodes profiling the life of James J. Hagerman. But once I became absorbed in the drama, thanks to the story-telling talents of many writers before me, it was difficult to let it go. Initially, I relied heavily on Hagerman's own autobiography and the later biography by his son, Percy. But as the story escalated to Colorado and the Colorado Midland years, I found myself with fewer resources.*

*Thankfully, my friends came to the rescue. Author and historian Edward M. "Mel" McFarland and historian Tom Van Wormer provided me with a copy of John J. Lipsey's book, **The Lives of James John Hagerman**, written in 1968. In it I found not only the continuing story I needed, especially chronicling the early and tumultuous Colorado Midland years and the wrangling of the railroad's sale to the Atchison, Topeka and Santa Fe, but I also found quote after quote taken directly by Lipsey from Hagerman's own correspondence that Percy had given him. With them I could tell Hagerman's story in his own words. It is one thing to calendar the story of the building of the Colorado Midland Railway, extraordinary feat that it was, but quite another to glimpse behind the scenes at the remarkable efforts Hagerman made against a cavalcade of obstacles.*

*Taken together, the seven issues I've written are still not as comprehensive a study of the man as was done in other writings, and was not meant to be. But, if compiled into a short pamphlet, the story may serve a useful purpose to highlight the life of a very important man who changed the environment and cultural in central Colorado in the late 1800s - during the time of the industrial revolution when railroad magnates reigned.*

*David Martinek*

### **Sources:**


*James John Hagerman- Memoirs of his life*, written by himself in Roswell, New Mexico in 1908; *James John Hagerman- A sketch of his life*, by his son, Percy Hagerman; *Colorado Midland*, by Morris Cafky; *The Lives of James John Hagerman*, by John Lipsey; *Midland Route - A Colorado Midland Guide and Data Book*, by Edward M. "Mel" McFarland; *The History of ATSF*, by Keith Bryant; the Wisconsin Historical Society; Denver Public Library; the Roswell, New Mexico Public Library; the Rocky Mountain Online Archives; Wikipedia and other fragmentary sources.

March 2013


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## Teller County Homes-for-sale Inventory

The inventory of single-family homes for sale in Teller County shows a sharp decline from a year ago. Currently, there are 265 homes on the market and that number has been fairly consistent since February 1st - with an increase of twenty or more coming towards the approach of March.

Logically, most of the homes for sale are in the price range from \$100,000 up to around \$400,000.

Clearly, over 79% (210) of the homes are in that range, most having a \$100,000 to \$300,000 asking price.

Some movement, i.e., sales, countered by a few new listings, has juggled the number slightly from week to week, but the traditional spring listing period has yet to begin.

The lower inventory means that competition among buyers for homes will increase, possibly causing the selling market in the Teller County/Pikes Peak region to adjust slightly back towards a "sellers' market" by the middle of this summer.

To inquire, email or call 719.687.1516

(Martinek Team listings are BOXED)



\$549,000

**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



\$369,900

**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



\$275,000

**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



\$164,900

**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



\$110,000

**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



\$100,000

**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



\$99,900

**17 Garfield Cr, Florissant Bargain!** Here is a 2-acre large lot with a solid house off Teller 1 south of Florissant. Metal roof; 2x6 construction. 3BR/2BA/2GAR, 1260 S.F. Lots of sun. Open views and easy access to Florissant or Cripple Creek. #745048



\$99,900

**27666 Triple B, Woodland Pk Country Living!** A nice 2.5 acres w/ purged dbl-wide. Wood stove; large laundry/pantry; metal roof. 3BR/2BA/0GAR, 1288 S.F. Horse property; domestic well. Level lot; nicely treed. May need a cistern. Great get-away. #713188



\$17,500

**432 Doublet Lane, Divide Scenic!** 0.77 acres lot with a good open, level building site at the end of a cul-de-sac. Utilities at property line; mountain views. Manuf. homes okay. Nestled in the heart of Sherwood Forest. #722274



\$14,000

**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



\$9,999

**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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