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### *The Marshall-Martinek Team*



**David  
Martinek**

**Your  
Colorado  
Realtor**

Equal Housing  
Opportunity



### Contact information:

Direct Phone: 719.687.1516  
Toll Free: 800.905.3811  
Fax: 719.687.0488  
Cell: 719.213.9335

Web: [www.davidmartinekc.com](http://www.davidmartinekc.com)

[davidmartinek@  
1stchoicerealtycb.com](mailto:davidmartinek@1stchoicerealtycb.com)  
or  
[dmartinekhomes@gmail.com](mailto:dmartinekhomes@gmail.com)

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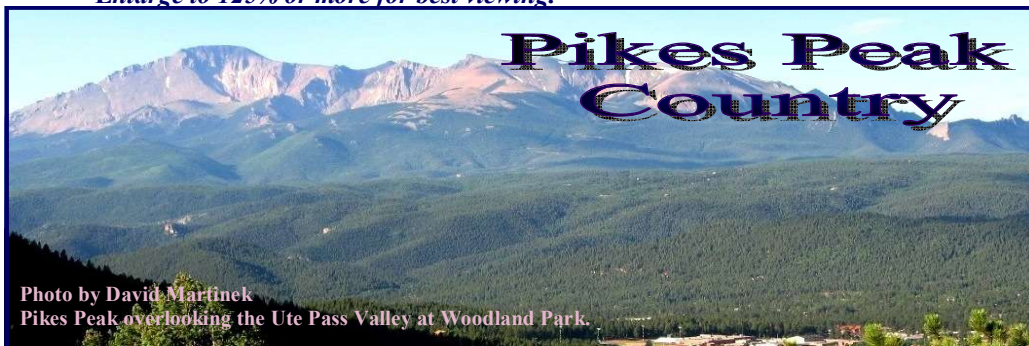


Photo by David Martinek  
Pikes Peak overlooking the Ute Pass Valley at Woodland Park.

## Taking up the tracks

### *The dismantling of the Midland Terminal Railroad*

In a recent interview, eighty year-old Paul Bowman reflected on his teenage adventure one winter and spring in 1949 when he worked for the company hired to take up the Midland Terminal tracks. He remembered a frigid February morning in Divide.

"When we got to Divide, it was -34 degrees in the morning," said Paul. "Neither one of the diesels would start."

By 1948, plans for building and opening the Carlton Mill in the Cripple Creek and Victor Gold Mining District (in Elkton) made the future transportation of gold ore by railroad down to the smelters in Colorado City unnecessary. In a letter to the Interstate Commerce Commission in mid 1948, the Midland Terminal Railway Company gave its reasons for abandoning the rail line, saying that 86% of its revenues were generated from carrying gold ore from the district to the Golden Cycle Mill in Colorado City. And since Golden Cycle was moving its ore reducing operations to a new mill to be built near Cripple Creek, the majority of the railroad's revenues would disappear. Permission to scrap the railroad was received from the ICC on August 25, 1948.

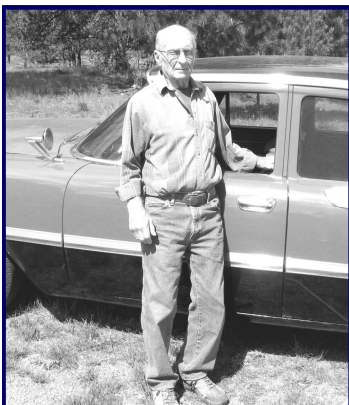
After more than 56 years (1893 to 1949), the Midland Terminal Railroad was finally shutting down. Years of nightly trains laden with gold ore moving slowly across the foothills of Pikes Peak to Divide, and then



**The work crew from of the Commercial Metals Company is shown removing tracks on the south side of the Midland Depot at Divide in February 1949.** Photo contributed by Mel McFarland

down Ute Pass to the smelter, were coming to an end.

There would be a couple of final commemorative "last trains" – a run with Lowell Thomas aboard (after a winter storm) on January 27, 1949 (marked by the ground-breaking for the new Carlton Mill) and a second run of Engine 59 on February 6<sup>th</sup>. Two weeks later, the Midland Terminal ran its final freight run to Cripple Creek, returning with 31 ore cars, 27 of them empty, and miscellaneous equipment from depots in Midland, Divide, Woodland Park, Cascade and Manitou Springs. After that, the water tank in Midland, where the trains once stopped to refill their boilers and divide the burdensome ore cars among the helper engines for the push up the hill to Murphy, and all the other places along the line, stood silent. There would be no more tricky passage through Cantiberry crossing.



**Paul Bowman today at age 80.**  
Photo by David Martinek

The Commercial Metals Company from Texas bought the railroad for scrap in December 1948 and by February 20, 1949 had begun to remove all the 90-pound rails from Cripple Creek clear down to Colorado Springs. At the young age of eighteen, Paul Bowman was hired as a laborer.

Originally from Boston, Paul and his brothers came to Colorado when they were just boys with their father, George Bowman. They lived along east 4<sup>th</sup> Street in Cripple Creek within sight of all the railroads serving the gold district, principally the Midland Terminal and the 'Short Line.' Paul was

fortunate to land a summer job.

"I was hired near Mueller [State Park] that winter by a scraping company out of Texas," Bowman said.

*(continued on page*



***Taking up the tracks - continued from page 1***

"My first job was on the ground pulling out rail spikes. I didn't like that very much. Later, by the time we had worked our way to Divide, I was moved to the flat car and helped hoist the rails up and store them in one of the ore cars behind us."

For nearly three quarters of a century steam locomotive technology powered railroads across the length and breadth of the nation. But by 1949, diesel locomotives were beginning to appear. The one and only diesel engine ever to run on the Midland Terminal line was the small locomotive that served the crew taking up the rails

Pushing three ore cars and a flat car in front of it, the engine would roll up to the end of the track bed and then back away as the rails were removed. Each iron rail weighed from nine hundred to a thousand pounds.



**The one and only diesel locomotive to run on the MT line was used to take up the rails . DPL**

Another small diesel engine on the back of the flat car powered a winch which, in combination with a mast frame on the very back of the car, hoisted each rail off the road bed, once

the spikes were removed, and into the arms of several hearty young men, one of them Bowman, who manhandled the rail back into one of the ore cars provided for storage.

The crew worked until June 1949 removing all the rails from Cripple Creek to Divide and down Ute Pass through all eight tunnels and into the rail yards of the round house on Colorado

City's west side.

"It was hard work," remembered Bowman. "And now, sixty-two years later, I remember it like it was yesterday."

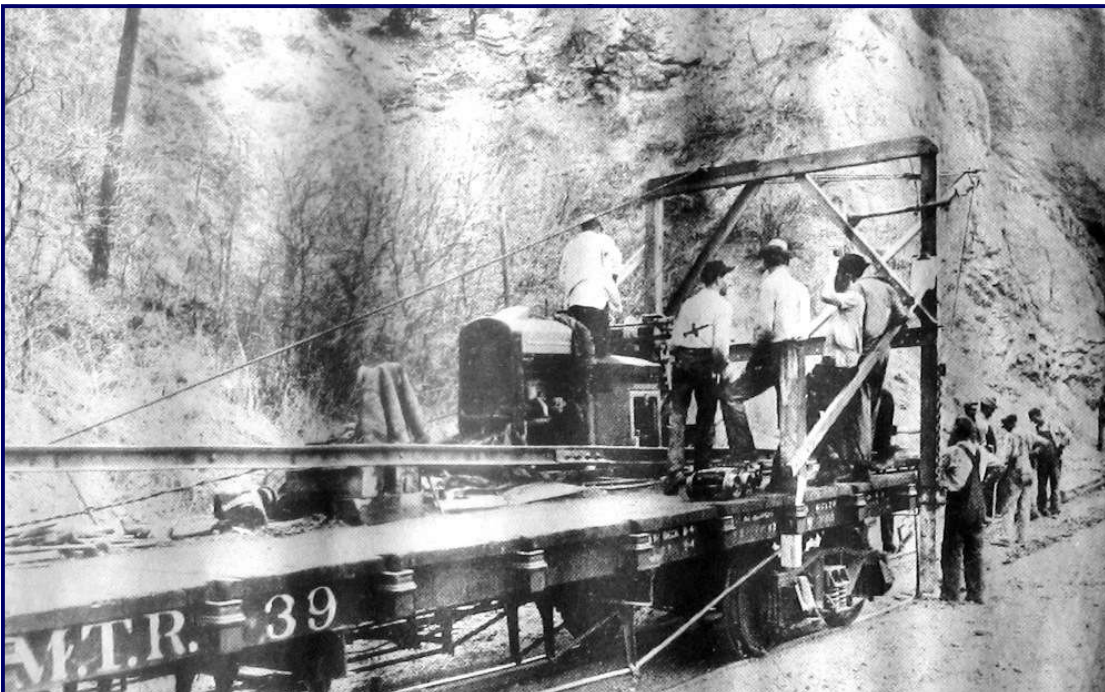
By 1951, the old railroad grade had pretty much returned to nature, except that Teller County converted a portion of the grade from Midland to Gillett into a rough gravel road, one lane through the tunnel. All of the locomotives that were not sold, as well as most of the rolling stock, were cut up into scrap iron.

"The Colorado Midland and the Midland Terminal [railroads] are gone," wrote author Mel McFarland in his 1984 book, *The Cripple Creek Road - A Midland Terminal Guide and Data Book*. "...In Cripple Creek a narrow-gauge line operates [for about two miles] along the old MT grade from the original Anaconda depot near the Cripple Creek Museum, a strange little reminder of just what this area has lost. Someday that, too, will be gone."

The narrow-gauge line in Cripple Creek is a tourist attraction. A couple of old MT passenger cars sit nearby. The former Midland Terminal station is now the Cripple Creek Museum. And as the years increase, more and more people do not know what was lost, except for a few like Paul Bowman.

*Sources: Interview with Paul Bowman; ColoradoRestlessNative.Blogspot.com and The Cripple Creek Road - A Midland Terminal Guide and Data Book by Edward M. "Mel" McFarland.*

**(Right) The scraping crew is seen working at the mouth of Tunnel No. 1, not far from the end of the line in Colorado City.**



**(Left) Each rail weighed from nine hundred to a thousand pounds. The picture shows a small diesel engine at the rear of the flat car powering a winch line across a mast frame to lift the rails.**

The diesel locomotive pushed three ore cars and the flat car to the end of the road and then backed away as the rails were removed.

The young man wearing the baseball cap with an "x" on his back is Paul Bowman (at 18 years of age).

*Photo from Cripple Creek Railroads - a Quick History of the Great Gold Camp's Railroads by Leland Feitz.*



November 2011

To view more properties, go to my website: [www.davidmartinekcb.com](http://www.davidmartinekcb.com)**Dave's Buyers' Guide**

**Cabins, second-homes and land specials from Coldwell Banker 1st Choice Realty** →

**Prices and status effective as of October 31, 2011**



\$339,000

**REDUCED!**

**238 Shadow Lake Dr., Divide Owner-built!** 3BR/3BA/1GAR, 2476 S.F. on 2.55 acres. Wonderful raised ranch with lots of wood and a spacious great room and kitchen. The large country kitchen has rustic pecan cabinets throughout. Downstairs is 14 x 45 foot family room. Outside a welcoming flagstone patio sports a custom iron grill. A regulation horseshoe pit and detached "recreational house" are perfect for entertaining. See spectacular views of Pikes Peak from the 320 sq. ft. deck. It's time to buy! #641935

**A Thanksgiving Message**

If we consider Thanksgiving as an ordinary custom, we miss the proper meaning of the day. As much as Thanksgiving is enjoyed for its festivities and dinner, we should be grateful for our own good fortune, and thankful for our loved ones and friends who grace our lives and give it meaning.

Whether religious or not, as human beings we are all capable of seeking and appreciating those who know peace and are kindly, whose souls still possess a belief in man and heaven and within whose homes exist a bounty of love and compassion - and we can adopt their example.

We can be grateful for our sense of the past, strive for peace in the present and conjure positive visions for the future.

So spend some time this Thanksgiving Day to share the year's harvest and your abundant blessings and be thankful for the outpourings of love that surround you, and for the fruitfulness of your life yet to come.

**To inquire, email or call 719.687.1516***(Marshall-Martinek Team listings are BOXED)*

\$389,900

**760 Sun Valley Dr, Woodland Pk Spectacular Peak Views!** Home is updated w/ new windows, tile and huge wood deck. Built in 1989. 4BR/3BA/2GAR, 3450 S.F. on 0.75 acres. Master has 5-piece bath. Large family room. #738386



\$229,850

**18 Quaker Circle, Florissant Family-friendly!** Custom-built on 2.0 acres with privacy and great views. 3BR/3BA/2GAR and 2156 S.F. Main level living; spacious kitchen w/ tile floors and pantry. Wood stove and gas log stove ensures warmth. Must see! #775277



\$33,900

**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. #465075



\$16,000

**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



\$299,900

**376 Paradiso Rd, Divide Woodrock.** 3BR/3BA/3Gar, 2000 S.F. on 2.43 acres. Gated community. T&G w/ cedar, hickory and pine. Lower level perfect for MIL room. Abundant privacy and wildlife. Shows like new! #722711



\$158,000

**928 Spring Valley Rd, Divide Get-away!** 2BR/1BA/1GAR, 884 S.F. on 1.0 acre. Nestled among tall pines with a peak view. Carport attached. Deck in back. Abundant wildlife. Freestanding gas stove and electric heat. Vaulted ceilings. Ranch-style floor plan. #739390



\$19,900

**2847 N. Mountain Est. Florissant Two Lots!** Two adjacent lots on a corner that total 1.18 acres. Several building sites are among the many Ponderosa and Fir trees. A selective build produces a great view of Pikes Peak. #675664



\$16,000

**2856 Blue Mesa Dr., Divide Fronts Water!** This heavily treed lot in Highland Lakes (1.67 acres) slopes down to Beaver Lake No. 2. Strategic tree cuts will make room for a driveway and a building site. See this beautiful lot. #457747



\$259,900

**1965 Valley View, Woodland Pk Cozy!** 3BR/2BA/2GAR and 2814 S.F. on 0.34 acres. Friendly home in a great neighborhood. High ceilings, gas FP, kitchen island, unfinished basement. Yard is landscaped and completely fenced. #768205



\$108,900

**432 CR 781, Woodland Park Handyman!** 2BR/2BA/0GAR, 2160 S.F. on 1.0 acre. Rustic home, nicely treed lot. Portion of house is a single-wide w/ BRs and family room added. Wood floors, new carpet and paint but needs some TLC for year-round living. #730985



\$149,900

**127 West Street, Cripple Creek Step back in Time.** 1909 renovated log home in Knob Hill area. 2BR/1BA/1GAR, 1268 S.F. on 0.22 acres. Natural wood beams, T&G ceiling, loft bedrooms, modern country kitchen. Family room added recently. Beautiful! #723177

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**David Martinek, P.O. Box 1088, Divide, CO 80814**

[davidmartinek@1stchoicerealtycb.com](mailto:davidmartinek@1stchoicerealtycb.com)