



Englewood Historic Preservation Society

Preserving Englewood Colorado History

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P.O. Box 11234 Englewood, Colorado 80151

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The Englewood Historic Preservation Society would like to take this opportunity to wish all our members, friends and supporters a Happy New Year! We hope you all had a Merry Christmas and that 2013 was a great year for you. Your participation in our efforts to preserve and present the history of Englewood makes it all worth while.

2013 - Year in Review

2013 has been a challenging year for the Society. With high hopes, we anticipated we would have a new home in the Santa Fe Depot. Our first fifteen months had been focused on that objective. But, it was not to be. After some deliberation, the City decided to sell the depot to Tom Parson, a printer with a vision of putting together a printing museum and have his printing business in the building. We found a meeting place. Dave Cheadle, owner of the City Center Community Center is graciously allowing us to meet at that location. We have all our regular meetings there now and continue to have our history events at the Englewood Public Library.

Upcoming EHPS Events

January 15th - Wednesday

With New Year's Day being the first Wednesday and figuring most people have other events going on; we will have only one Society meeting in January. The Study Session will take place at 6 pm followed by the General Meeting from 6:30 - 8:30 pm at the City Center Community Center.

January 31st - Friday

Join the Englewood Historic Preservation Society for our monthly lecture. Ida May Nichol, outreach chair of EHPS will speak about old bottles found at ghost town sites in the mountains. She has an amazing collection of bottles her family found years ago and will share some of their experiences. The lecture takes place at 3pm in the Englewood Public Library.

Englewood Historic Preservation Society
Mission
To Preserve and share Englewood's history.

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ENGLEWOOD CHRISTMAS PARADE

photos by Doug Cohn, Paul Skizinski and Lindsey Runyan

We had a great time putting the Historic Society float together for the Englewood Holiday Parade. Lee Sanchez and his wife were gracious enough to allow us to build the float in his HEATED garage. I think we might have frozen to death if we had tried to build it outside.

Thank you to all who helped with the event! Bev Cummins (who provided the Nativity Scene and the Santa outfit), Bob Maestas, Bobby Maestas Jr. (who provided & drove the truck towing the float), Lee Sanchez, Sharlene Barker (Chair of the Holiday Parade Committee, who made countless contributions to our efforts, many of them behind the scenes), Paul Skizinski (Santa Claus & float worker), Penny Anadiotis (who helped make the holiday scarves and fold flyers), Ida may Nicholl (who helped with the scarves, some of which were purchased by the participants, thus defraying the cost of the fabric), Lindsey Runyan (our graphic designer, who created the flyer and the banners for the float. Lindsey also invited her neighbor & young

daughter (Barb & Sienna Lindovski) who rode the float with us, giving a young & festive spirit to our group, Jeff Barker, Doug Cohn (who provided much of the lighting, power supply, carpeting, building materials and tools), Kay Howard (who is spearheading the building of a Veterans' Memorial at Englewood High School, accompanied our float, along with many members of her support group), Tami Deges, Monita Meyers (who worked on the interior lighting of the snowman), Wesley Meyers, Brooke Meyers, Marian Greenway (who walked alongside the float and handed out flyers), and last but not least, Noe Gonzales (who came up with the idea for the float and built the snowman with help from his parents Kathy & Jose' Gonzales). Noe is our newest and youngest member. Kathy Gonzales (Sharlene's sister) also served the hot cocoa & cookies at the Barker residence following the parade. No doubt we have inadvertently missed some of those who participated, and for that we are sorry. Everyone's help was very much appreciated.



Englewood Memorial

A very important series of events in the history of Englewood were the wars in which many of our relatives and friends served. To donate to the Englewood Memorial to at the New Englewood High School, please contact Kay Howard at kaycastlerock@comcast.net or 303-740-8789. The memorial is slated to be installed next year but more donations are needed.

Tami Deges is an active member of EHPS and is featured here helping out at our Photo Booth at Sheridan Days. Thanks Tami, for all you do for us.

EHPS Member Spotlight



THE COLORADO & EASTERN RAILROAD:

The story of a strange little railway with great possibilities

by Doug Cohn



This is a story of a group of people who pursued the American Dream. They worked hard and might have become names we would read about in Colorado History classes.

By the 1880s Colorado was a boom state and Denver was a boom city. Silver and gold were being found all over. Silver had been discovered in Leadville and the railroads were already hauling it out by the rail car load. Idaho Springs, Central City, Fairplay and Boulder County were still producing large quantities of gold. The dredges were working the South Platte River near Fairplay and on the Blue River in Breckenridge. Hydraulic mining near Fairplay and Breckenridge was producing gold. In Georgia Gulch on the south fork of the Swan River, the hydraulic mining was uncovering substantial veins of gold. Bob Womack was about half way through his quest to find gold at Cripple Creek but had not found it yet. Bob's story ended in 1893 when a geologist saw some purple rocks Womack had pawned to get money for beer. The rocks were Telluride ore, rich with gold. But that is a story for another day.

These were exciting times. Many were getting rich mining and even more with the support activities that go along with mining. The population was exploding, and the need for transportation was growing. Many of the big mines were processing ore in Denver.

One huge demand was energy. Wood and charcoal were being used

to refine the ores at the mines in the mountains. Several towns sprang up to turn wood into charcoal. Wood did not burn hot enough to separate the silver and gold from the base rocks. People in the towns of Webster and Dake along the DSP&P were cutting down all the trees on Kenosha Pass to make charcoal for Leadville. Oil was not yet a fuel. Electricity was not yet available as a source of energy. Coal was the source. It heated buildings, refined ore, drove the locomotives. It was the fuel to do everything.

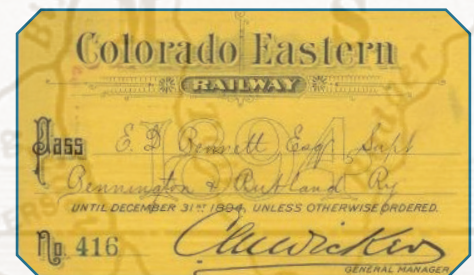
In January of 1886, a seam of coal was discovered and a claim made by William Anderson way out in the prairie east of Denver. It was located about ½ mile west of Monaghan Road between 26th and 56th Avenues. Anderson was convinced he had found a way to make a fortune and join the rest of the rich guys. The place was called Scranton. It was in the NW ¼ section 16 T3S, R65W. The mine is about a mile south of the terminal at DIA. The problem was it was 17 miles from anywhere. There was no way to get the coal from there to Denver.

Enter the Colorado Eastern Railroad. The Colorado Eastern was the only narrow gauge to run east of Denver. There were several incorporations before it actually got off the ground. A group of investors finally got the job done and created the railroad in 1886 to deliver the coal. The railroad was built to deliver coal to the Omaha and Grant smelter at 57th and Washington in Denver. The track was laid and coal shipped before the end of 1886. The first year 11,700 tons was delivered. The second year produces 16,000 tons. Then the bottom fell out. The coal was very low quality and straw had to be put with it to make it burn. Though they mined chunk coal, by the time it got to the smelter, much of it had

disintegrated to dust. It was quickly determined the coal was no good for the smelter or for much of anything else. The contract to deliver the coal was cancelled after less than two years. Later, several attempts were made to create towns along the line, but they were not successful. Independence, Berlin, Scranton and Ebert were laid out, but nothing ever developed. It was dry land and no one wanted to live way out there. Independence was platted near 56th and Monaco and Berlin was about 56th and Peoria. Ebert is somewhere around 56th and Piccadilly. None ever developed for lack of water. Plans were made to dig irrigation ditches to bring water out to this area, but they were unsuccessful. Interestingly, the Highline Canal ended just a couple of miles south west of Scranton, but there was no indication the railroad and land people ever made contact with the water people.

Another plan was to make coke from the low grade coal for smelting and use the clay soil to make bricks for the fast growing City of Denver. In 1908, they dreamed of an electricity generating station using the coal. Denver had discovered electricity. None of these ideas worked.

In the end, the RR ran one route per day from Denver to Scranton and back. There was a little bit of freight and a few flag customers, but not enough to make a profit. An example: in 1911, passenger revenue was \$4.90 freight \$15.25 and rental income \$78.00 for a total of \$98.15. The railroad kept going because a New York investor kept putting money in.



THE COLORADO & EASTERN RAILROAD: *continued*



The railroad lasted for 28 years. The Colorado Eastern was able to get a gate at the newly built Union Station in downtown Denver. As the years went by, the access to the station was its biggest asset. Many speculate that was a major reason for the company from the first day. There was a hope one of the big railroads would buy their space. One newspaper writer suggested the whole point of the railroad was to have a gate at Union station. This author thinks there was a group of investors with big ideas and the desire to become wealthy

and the gate at Union Station would have been a little frosting on the cake. When the railroad went out of business in 1915, there is no record that anyone bought the rights into Union Station.

Rolling stock: They had one locomotive (D&RG #6, the Ute) and one other we know nothing about. They had two passenger cars, two baggage cars, two cabooses and 99 coal cars that looked more like mine cars and three miscellaneous work cars. Most of the coal cars were sold off within three years when they lost the contract with the Grant smelter.

The route of the Colorado Eastern has been traced by Ken Kafka from Pierce Colorado. In tracing the history of the line, I discovered writers have located Scranton in five differ-

ent places. I have made three trips out to the area and have not found it.

The story is a 28 year dream for riches. The investors, after the coal problem, kept trying different things to succeed. In 1915, after losing a court case, the railroad closed its doors. These guys were big dreamers who never found the pot of gold.

Author's Sidenote: A very large seam of good quality coal was found about six miles north of the mine at Scranton. What if Mr. Anderson had found the vein there instead of Scranton? As this is being written, a company has filed to extract coal and natural gas from the Scranton area. They think they have found a good seam near the old Scranton claim. There is a producing gas well about a half mile south of the mine site. More mineral exploration is being undertaken with exploratory wells being drilled around Sec. 16 T3s R65w.

SOURCES: 1. *Tracking Ghost Railroads in Colorado* by Robert Ormes 2. *Ghosts of the Plains* by Perry Eberhart 3. *Narrow Gauge East From Denver, the Colorado Eastern Railroad* by John Newell, Bob Griswold 4. *History of Denver 1901* by Jerome Smiley 5. *Colorado Mountain Railroads* by Le Massena

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