

FREMONT COUNTY HISTORICAL SOCIETY NEWSLETTER

SEPTEMBER 2016 VOLUME 14, ISSUE 5 WEBSITE: fremontheritage.com
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PROGRAM IS SEPTEMBER 18, 2016

FREMONT COUNTY HISTORICAL SOCIETY

PRESENTS

BLM Archaeologist

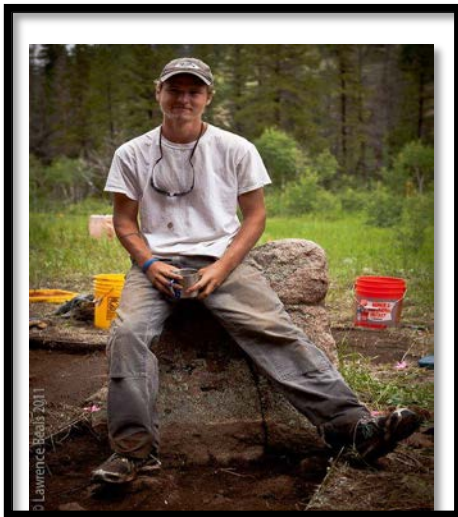
Mike Troyer

The Grape Creek-DeWeese Biface Cache in an Archaeological Context

SHEPHERD OF THE HILLS LUTHERAN CHURCH FELLOWSHIP HALL

LIGHT REFRESHMENTS WILL BE SERVED.

Sunday, September 18, 2016 at 2:00 p.m.



Michael Troyer was born and raised in Pueblo, Colorado. He attended Colorado State University and was awarded a Bachelor's Degree in Cultural Anthropology in 2007 and a Master's Degree in Archaeology in 2013. He has been doing archaeology in Colorado since 2009 and presently works as an archaeologist for the Bureau of Land Management - Royal Gorge Field Office. His research interests include hunter-gatherer subsistence, lithic technology, settlement and mobility patterns, paleoclimate, and behavioral and cultural evolution.

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BUSINESSES WHO SUPPORT THE HISTORICAL
SOCIETY



The tools found by Dall DeWeese in Grape Creek Area in 1923, and gifted to the Royal Gorge Regional Museum and History Center for their collection.

Continued from Page One:

Mike Troyer will be speaking on the fantastic biface tools that are in the Museum

The Grape Creek-DeWeese biface cache consists of 17 large and finely made prehistoric stone tools (bifaces). The artifacts were apparently discovered in a single cache in south-central Colorado in 1923. Evidence suggests that the cache was discovered by an enigmatic local figure named William Dallas (Dall) DeWeese somewhere along Grape Creek in Fremont County, Colorado. Prior to his death, Dall gifted the material to the Royal Gorge Regional Museum and History Center where it is currently on display. The artifact raw material (chert/fint) was likely quarried in central Texas.

This program discusses the known history of the cache, presents several hypotheses for its origin, purpose, and subsequent discovery in Southern Colorado. It also discusses caching within the broader context of hunter-gatherer behavior.



ROYAL GORGE **Dinosaur** EXPERIENCE THE DINO EXPERIENCE

The Royal Gorge Dinosaur Experience gives kids of all ages the opportunity to experience science-focused interactive displays, full-scale dinosaur fossil casts, hands-on exhibits with real dinosaur fossils, skinned animatronic dinosaur exhibits, guided tours, and—for added family fun, value and lasting memories—a multi-story ropes course.

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The City of Cañon City is pleased to print the Fremont County Historical Society Newsletter as a contribution to the Society. Thanks for all you do for Fremont County History!



ELECTRIC RAILWAYS AND TROLLEYS IN FREMONT COUNTY, COLORADO

Researched and written by Carol McNew, Editor

There were several great plans to construct electric railroads in Fremont County in the late 1800's and early 1900's. The businessmen of the communities throughout the area could see the advantage of having economical public transportation between all the points of business, employment and schools. The following stories all end in failure. The advent of the automobile was the end point for most of these plans because personal vehicles, as well as trucks and busses could move many people in an economical manner.

Construction of the grade for the Cañon City & Cripple Creek Railroad was started in 1897 connecting Cañon City with the Florence and Cripple Creek Railroad, which had been completed in 1893 and in business for 4 years prior to the Cañon City & Cripple Creek Railroad branch. Motivated because of the need for larger terminal facilities. owner David Moffat, somewhat incensed by Florence's unwillingness to sell additional land to his Metallic Extraction Company for tailings storage or donate downtown land for terminal facilities (and encouraged by a Cañon City proposal), convinced the F&CC's board in June 1899 to build a proposed branch to Cañon City and relocate the road's headquarters there. The new line would again be built under a wholly owned subsidiary - this time incorporated as the Cañon City & Cripple Creek Railway. The route, to be 7.3 miles in length, would extend from dual gauge trackage at the Rio Grande depot in Cañon City. Construction started in August, 1899 and the line was placed into operation on February 14, 1900. Sometime in the summer of 1901, the corporate headquarters was relocated, and new mileposts took effect starting from Cañon City. This had the effect of adding approximately 0.4 miles to all of the original mileposts from Oro Junta north to Cripple Creek.

On towards the F&CC line through rolling prairie, the road inched still upward toward Oro Junta where, by 1900, the short Cañon City and Cripple Creek Railroad connected and merged with the F&CC main line at the water stop 7.24 miles northeast. Beyond Oro Junta was Russell, and beyond Russell were two tunnels marking the mouth of the narrow, abysmal canyon leading to Adelaide. Just north of Adelaide was a long steel bridge built in 1897 to replace the original wooden trestle. The bridge is still in existence today. Rights-of-way were obtained on Water Street in Cañon City (so use of the existing railroad depot buildings in Cañon City was assured). thence east through a junction near 11th Street, through new yard facilities, over the D&RG line on a bridge, and then northwesterly until it met the existing mainline at Oro Junta.

In 1901 the railroad shops were moved to Cañon City (Colorado Quarries?). The CC & CC RR. was abandoned in 1912. Lawsuit was brought against the Board of the F&CC when five miles of track and over a dozen bridges along the rights-of-way were washed away by a 30-foot wall of water in a July 1912 flood. The new owners decided to abandon the line rather than rebuild it, in spite of this distracting lawsuit by Cañon City. This effectively forced the closure of the mills at Florence.

In 1947 the raised bed of the CC&CC Railroad was leveled on the John Stienmeier ranch along Four Mile Creek in East Cañon City (owned then by Dr. J. G. Shoun) and forever lost.

Continued on Page 5.

Membership in the Fremont County Historical Society is a great way to support your local group to preserve history!

Individual dues:	\$15.00	Family	\$25.00
Couple	\$20.00	Business	\$40.00 (adv.)

We also encourage life membership for \$150.00 SEND YOUR CHECK TO P.O. BOX 965, CAÑON CITY, CO 81215

PLEASE SEND YOUR EMAIL TO THE SOCIETY IF YOU WOULD LIKE TO BE NOTIFIED OF UPCOMING EVENTS, TOURS AND PROGRAMS

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BBC provides International Exposure for the Royal Gorge Dinosaur Experience Museum and Stones 'n Bones

A local paleontology group, Fremont County Stones 'n Bones, was delighted to be part of a British Broadcasting Company (BBC) filming experience at Royal Gorge Dinosaur Experience, the new dinosaur museum 8 miles west of Cañon City.

The Fremont County Historical Society has sponsored Stones 'n Bones for several years, helping to promote the ancient and very rich geology and paleontology history of Fremont County.

Host Michael Portillo and the BBC crew were in the Cañon City area to film a segment for the series "Great American Railway Journeys," a travel documentary based on the BBC travel documentary series "Great British Railway Journeys." As the crew was driving along highway 50, they couldn't miss seeing the long neck of a Brachiosaurus grazing in a juniper patch, and because their filming of the Royal Gorge Railroad journey touched on paleontologist O.C. Marsh's visit to Cañon City and Garden Park over 130 years ago, it made sense to add a segment on dinosaurs to the episode.

Zach Reynolds, Director of the Royal Gorge Dinosaur Experience, was interviewed as he walked among the 27 indoor fossil casts of dinosaurs and marine reptiles made by Mike Triebold of Rocky Mountain Dinosaur Resource Center in Woodland Park, and 17 outdoor animatronic dinosaurs stationed along the hiking trail. Zach invited Stones 'n Bones to set up a temporary paleo lab for filming purposes. Each of the Stones 'n Bones volunteers worked on fossils as they were interviewed by Mr. Portillo, who asked them to describe what they were working on, its origin and age, and their preparatory technique. Volunteers were working on fossil turtles, oreodonts (a camel/pig-like animal now extinct), microscopic insects, fish slabs and conodonts (microscopic teeth from an extinct eel-like fish).

Michael Portillo's connection with railway journeys began when he read George Bradshaw's 1913 Continental Railway Guide; Bradshaw had also written a tourist handbook relating the influence railways had on Great Britain in 1863. Prior to a career in media, Michael was a Member of Parliament (comparable to a US Senator) and held the Cabinet post of Defense Secretary (comparable to our Secretary of Defense) under Prime Minister John Major in the mid-1990's.

The show will be aired in the UK in February 2017, and will hopefully find it's way to the BBC America channel soon thereafter.

Story submitted by Cindy Smith, Stones 'n Bones

Pictured above: Stones 'n Bones volunteers from left to right: Harold Taylor, Mary Chamberlain, Loretta Bailey, Host Michael Portillo, Kyleigh Martin, Cindy Smith, John Fusion.

FREMONT COUNTY HISTORICAL SOCIETY NEWSLETTER

Continued from Page 3: **ELECTRIC RAILWAYS**

The Florence Daily Tribune printed the story on February 3, 1895, that Mr. Thomas Robinson was planning to serve both Florence and Cañon City with an electric trolley system with a round-trip loop down one street and return on another. The plans also included a viaduct across the railroad tracks and the river in Cañon City to serve South Cañon, Lincoln Park and Dawson City. The tracks were proposed to follow the D &RG Railroad tracks along the north side of the river from Florence into Four Mile, and using River Street by the two depots – D&RG and Santa Fe (3rd and 4th Streets). The plans also extended to the coal camps. This plan was supported by the locals, but died because of lack of financing.

Public transportation was going to be powered by coal through the electric plant. The Florence Rapid Transit and Power Company was planned to serve the coal camps and to eventually get to Cañon City for transportation of workers and goods. The end result for this endeavor, a street car electric line was proposed from Florence through Cañon City to the Royal Gorge. The promoters of this trolley road were James McCandless and A. R. Gumaer; it was organized in the late 1890's. It was abandoned because of lack of financing.

The Florence Electric Street Railway Company was to serve Florence and Cañon City. A. Ben McFall did the prime engineering and construction and his maps are still available.

Another attempt was made by F. S. Granger in 1906 to promote and provide a means of getting from Florence, the coal camps and Cañon City, as well as the Royal Gorge. (Remember there was no bridge across the Royal Gorge at that time.) The Cañon City, Florence & Royal Gorge Interurban Railroad Co. did not live up to its name. The engineer was hired and plans were laid but the financing failed.

Also, in Cañon City, a grand plan to get people to the top of Eight Mile Park and the Royal Gorge by electric railroad was determined to be feasible, and construction started. This project was to be financed by selling stocks in the amount of \$1.5 million dollars. The power plant to power the electric railway was under construction. William White was hired to build the roadbed in 1907 as well as constructing the power transfer station halfway between the town and the Royal Gorge. Cars were ordered from the American Car Company, but were never delivered.

W. B. Street raised \$25,000.00 to get the electric trolley to the Royal Gorge (paid by Cañon City, businessman F. A. Reynolds giving \$3,000.00 of that amount). The Harding brothers gave \$1,500.00 toward the construction of the trolley. The construction started with camps for the workers in three different places – and cook tents as well. All the material was moved by hand, and teams and scrapers were used to level the roadbed. The property the trolley crossed started at the Soda Point, along Sand Creek (and the now U.S. Highway 50) past the Skyline Drive entrance, and the County Road 69 entrance. The elevation from the road went over land owned by L. D. Goss, and eventually Dudley Van Buskirk.

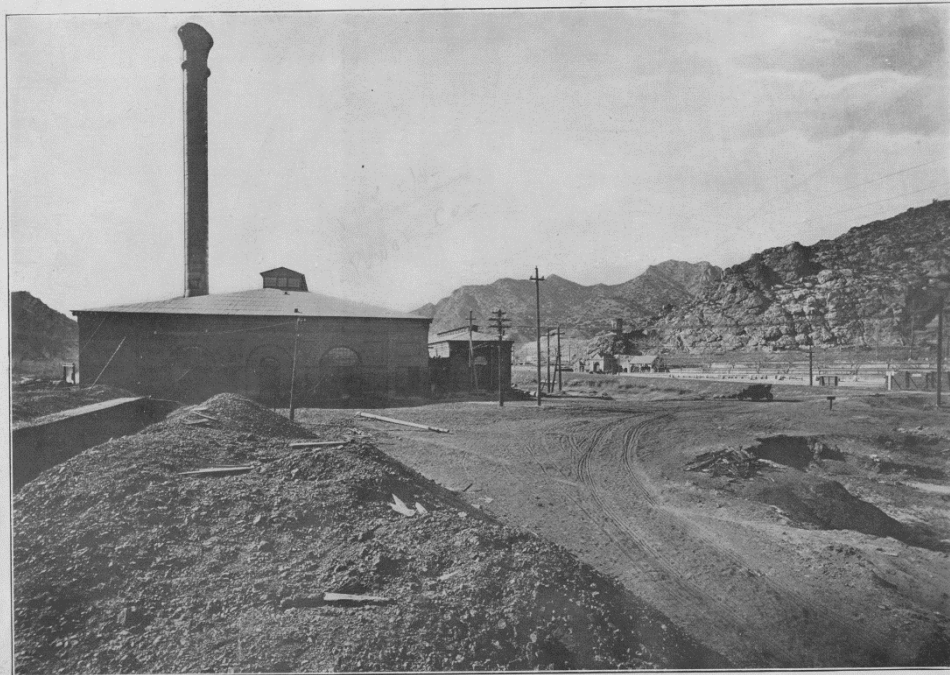
Cañon City to Royal Gorge Electric Railway was built with stock sales and financed by eastern money, W. B. Street promoted this electric railway track to proceed up the present Highway 50 corridor to Eight Mile Park and then across to the Royal Gorge. The ties for the roadbed had been laid well past Three Mile Springs by 1908. The stone building housing an electric substation was erected on the present Dudley Van Buskirk property on Eight Mile Hill to feed the new electric railway. Much had been completed before the depression of 1908 set in, and financing was no longer available to continue. There is evidence of this construction still visible as you round the last corner going up Eight Mile Hill. The road is across the ravine from the Highway, and circles the ridge to the South.

The officers of the construction company, railroad company and the electric company were all charged with fraud and illegally collecting money for the construction of the railroad. A new company took over and failed as well. No trolley cars ever ran to Florence, Royal Gorge, coal camps or Cañon City.

Information from the Royal Gorge Regional Museum and History Center; Florence Historical Archive, Inc.

Daily Record, Florence Daily Tribune, and other current papers of the time and excerpts from

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The Power Plant Which Will Provide Electric Power to the Cañon City and Royal Gorge Railroad.

The power plant which will provide electric power to the Cañon City and Royal Gorge Railroad, built in 1896.



FCHS Planning Meeting For 2017

Join us on October 15, 2016
1:00 to 3:00

the Royal Gorge Regional Museum and History Center
Bring your ideas

HISTORICAL
~ MAP OF ~
FREMONT
COUNTY,
COLORADO

~ FEATURING ~

Settlements, towns, mines and mining camps, post offices, coal camps, schools, churches, cemeteries, stage and wagon roads, stage and railroad stations, modern and abandoned roads and railroads, rivers, mountains, other landmarks.

by Nancy Colvin Hirtleman

The map shown on the left is of interest because of the drawings of the old pioneer cabins and the attention to detail the maker put into the map.

This map is for sale at the Florence Pioneer Museum and Research Center.

We will have it available at our Programs for FCHS. The charge for this jewel will be \$10.00, and we encourage all who live in the County to purchase one for their library. Get an extra one to show to guests when giving a tour.

Call today for information:

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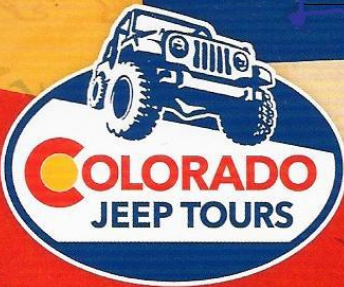
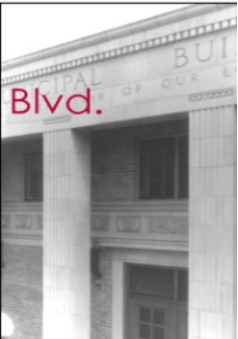
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