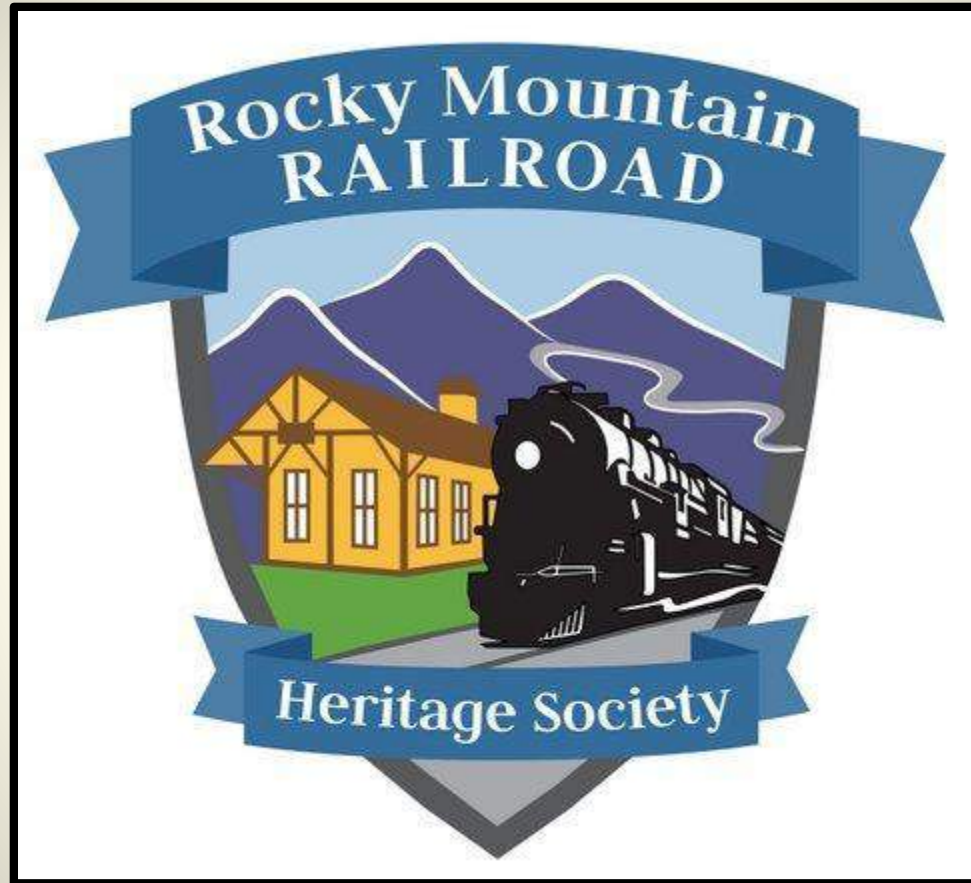


Calhan Project



The Rocky Mountain Railroad Heritage Society is dedicated to the preservation and restoration of historic railroad buildings and equipment as used in the Rocky Mountain States.

The logo for the Rocky Mountain Railroad Heritage Society is a shield-shaped emblem. At the top, a blue banner contains the text "Rocky Mountain RAILROAD" in white, with "RAILROAD" in a larger, bold font. The central part of the shield depicts a steam locomotive on tracks, with a yellow building and a green field in the background. At the bottom, another blue banner contains the text "Heritage Society" in white.

Vision

The Rocky Mountain Railroad Heritage Society believes that the unique heritage of the west's railroads, in particular, the Rocky Mountain States is essential in maintaining the deep appreciation of each state's history and growth.

We are dedicated to preserving the railroad history of the States of Colorado, Wyoming, New Mexico and Montana and the men and women who were involved in the many railroads located there.



Mission Direction

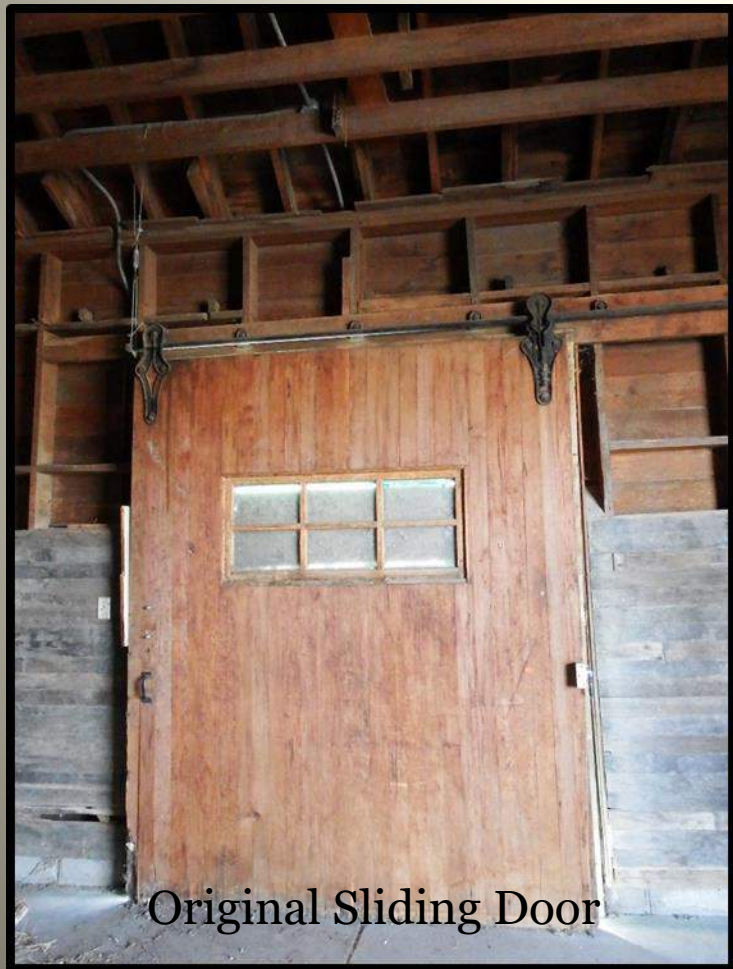
- To assist, identify, restore and preserve railroad stations, out buildings, equipment, bridges, and any other items of railroad infrastructure of historic value in the Rocky Mountain States.
- To educate entities in the value of preserving and restoring their railroad history.
- Research and publish historic records and documents.
- Find and restore stations and rolling stock on their original site when possible.

Heritage Society

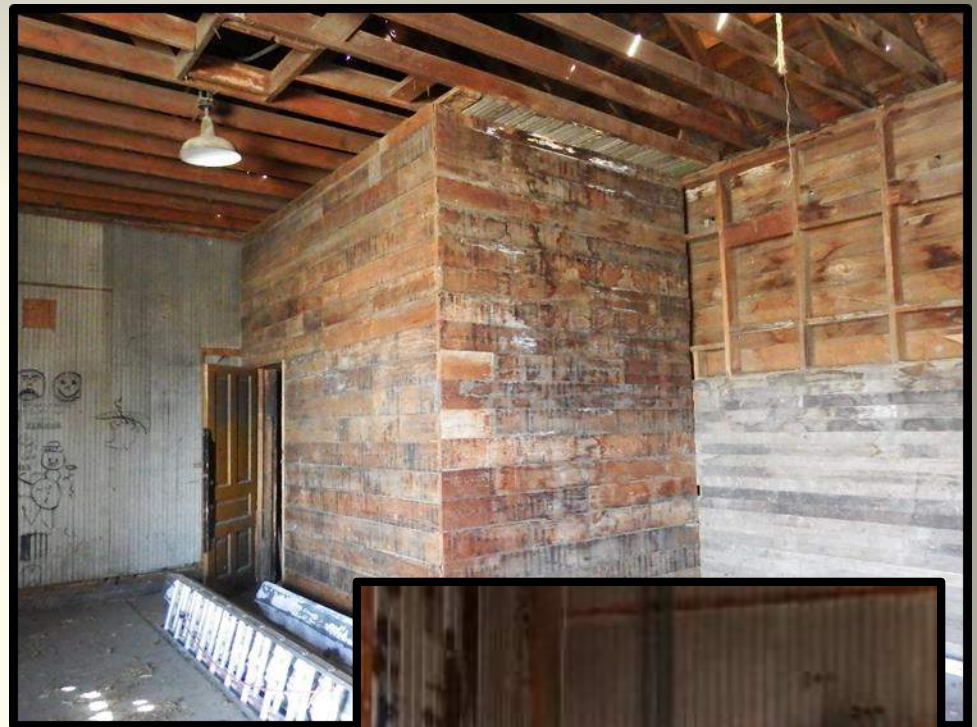
A Tour of the Calhan Site



Baggage/Freight Room



Original Sliding Door



Message Box



Power Box



Ticket Office

Ticket Window



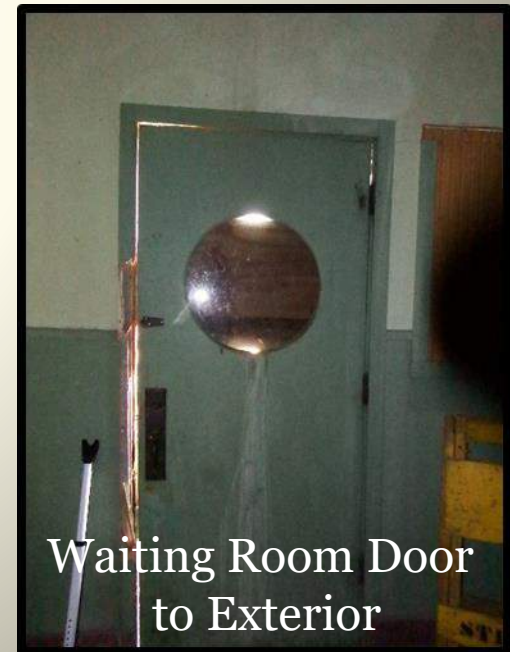
Stove Guard



Waiting Room



Bay Window

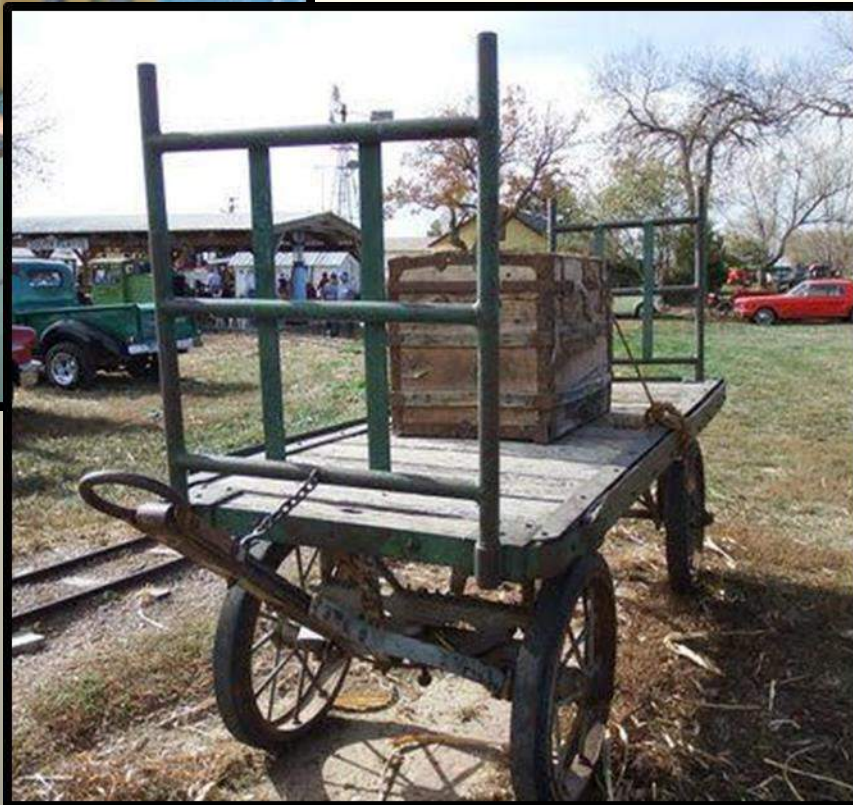


Waiting Room Door
to Exterior

Other Assets



Scale



Speeder

Laying Rail January 2018





8 Hours and 30 Feet of Track

Forney Museum Donation

The Caboose is a
CRI&P B-2 box car
converted into a
caboose in April 1942
and continued in
service until 1986.



1905 C&S Railway First Class Coach

Forney Museum
Donation



Making Additions to the Railyard



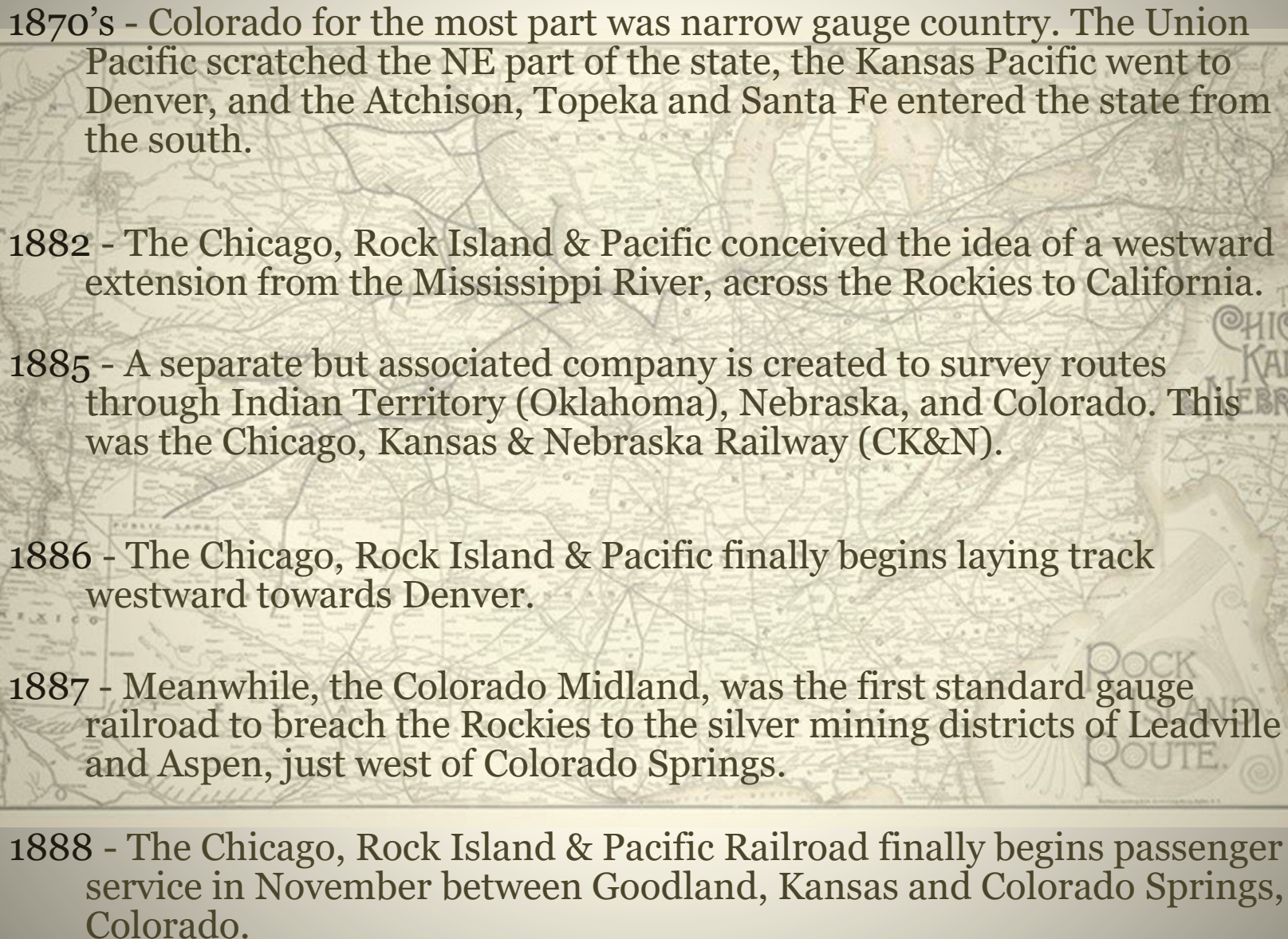


Calhan Rail Yard 2018



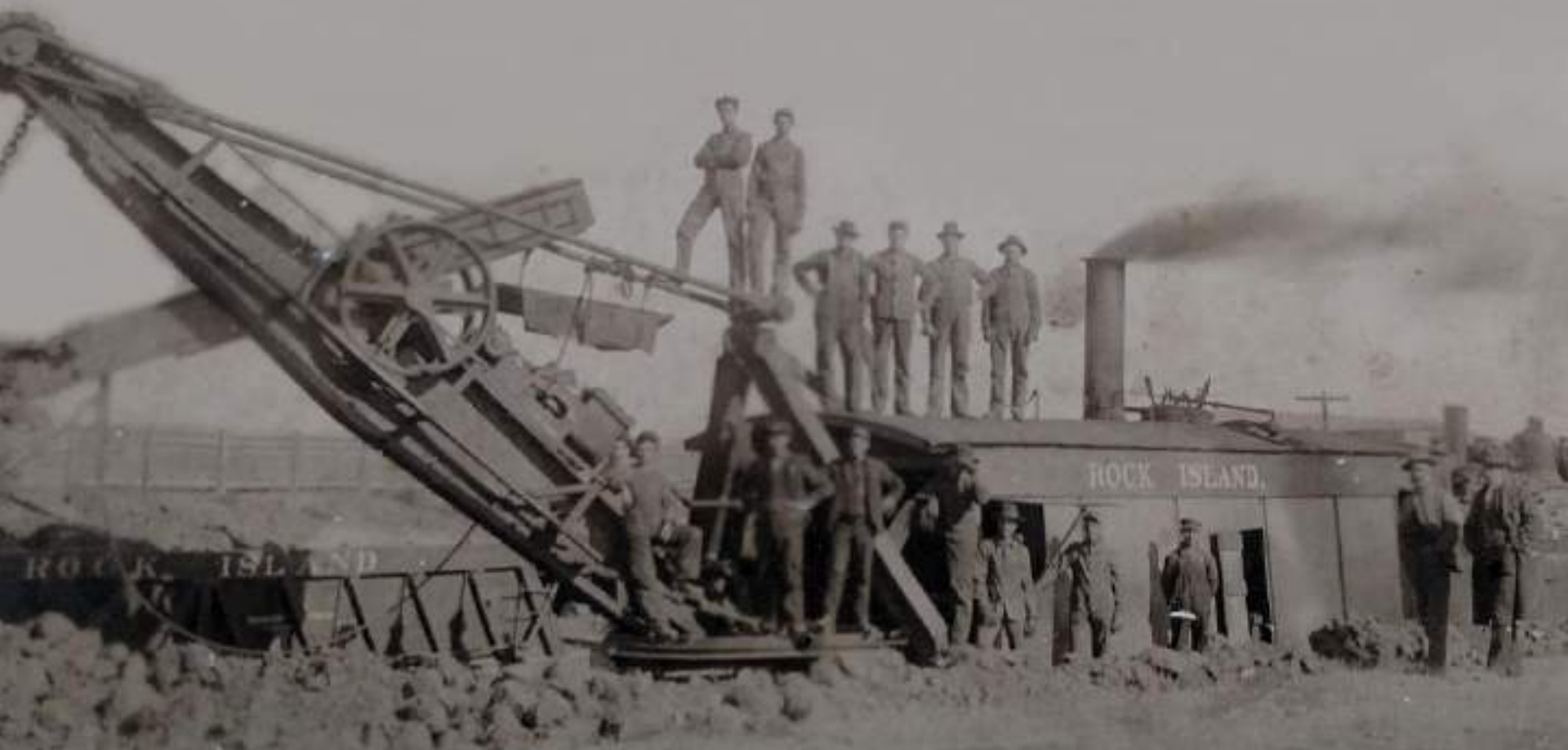
Workdays

Prologue

- 
- A historical map of the central United States, showing railroad routes and geographical features. The map is overlaid with text boxes containing historical information about railroad development in the region. The map shows the Mississippi River, the Rocky Mountains, and various railroad lines connecting major cities like Chicago, Kansas, and Colorado Springs. The text boxes are arranged vertically, providing a chronological account of railroad expansion from the 1870s to the 1880s.
- 1870's - Colorado for the most part was narrow gauge country. The Union Pacific scratched the NE part of the state, the Kansas Pacific went to Denver, and the Atchison, Topeka and Santa Fe entered the state from the south.
- 1882 - The Chicago, Rock Island & Pacific conceived the idea of a westward extension from the Mississippi River, across the Rockies to California.
- 1885 - A separate but associated company is created to survey routes through Indian Territory (Oklahoma), Nebraska, and Colorado. This was the Chicago, Kansas & Nebraska Railway (CK&N).
- 1886 - The Chicago, Rock Island & Pacific finally begins laying track westward towards Denver.
- 1887 - Meanwhile, the Colorado Midland, was the first standard gauge railroad to breach the Rockies to the silver mining districts of Leadville and Aspen, just west of Colorado Springs.
- 1888 - The Chicago, Rock Island & Pacific Railroad finally begins passenger service in November between Goodland, Kansas and Colorado Springs, Colorado.

A Lonely Reminder of Days Gone Past

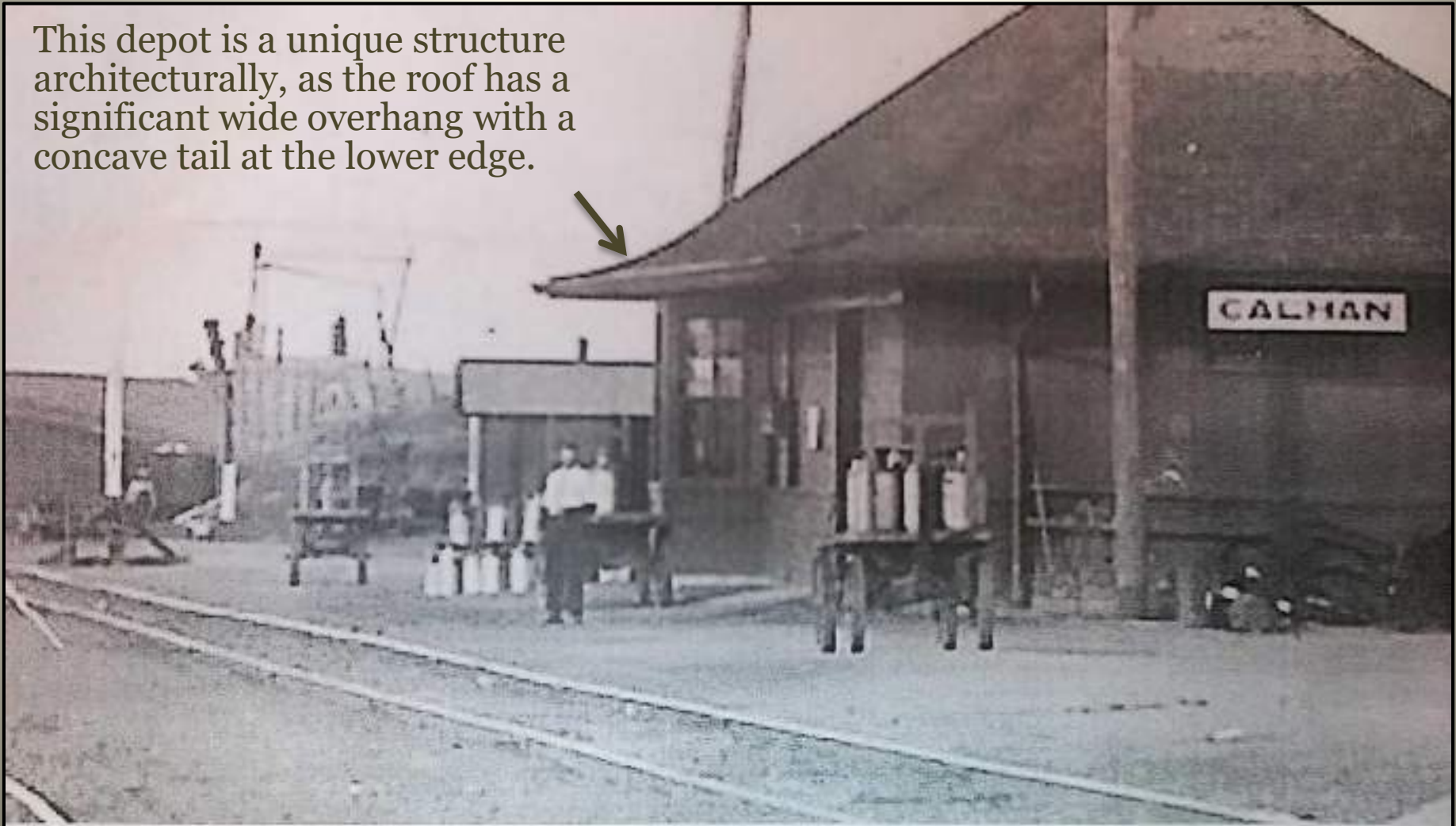
- Calhan's location was picked by the CK&N for its' huge aquifer that provided the necessary water for the steam engines in use at the time. It had shops, livestock pens, a bunkhouse, a coal station, along with the depot. Calhan was a major cattle shipping point and had the longest passing track at 2,550 feet.
- Mr. Callahan, a conductor on the construction train, was given the honor of having the community named after him. However, his name was misspelled at both the Post Office and the depot.
- Calhan became a significant section point due to the water and the necessity of having two engines, or more, available to pull the grade at Tip Top, the highest point on the Rock Island (6,950 feet in elevation).
- The depot underwent four revisions and upgrades from the 1890-1891 period until it's abandonment in 1989.
- The first depot was wooden with no foundation, as were most of the depots on the CK&N's Colorado Springs route from 1891 until 1905. Calhan was a major stop for trains traveling between Colorado Springs and eastern connections.



Steam shovel and work crew making the cut at Tip Top, west of Calhan.

The Depot in 1910

This depot is a unique structure architecturally, as the roof has a significant wide overhang with a concave tail at the lower edge.



A Great Little Depot

- In late 1934 through 1935, the depot was lifted so that a concrete and cinder block foundation could be put underneath the building, at this time a second baggage/freight door was added at the west side of the station.
- The structure also received a new roof and was painted tan with a dark chocolate trim.
- The Rock Island abandoned the Calhan Depot due to the bankruptcy of the railroad in 1980. Then the Cadillac and Lake City Railroad took over the depot in July of 1981.
- No improvements were made to the station, except for painting it white with turquoise, as this paint was left over from the President of the Cadillac and Lake City Railroad, who had painted his house that color.
- The Cadillac and Lake City operated the depot until its demise and bankruptcy of that road in 1989. The depot was completely abandoned at that time.



The Depot from 1940s thru the late 1960s



The Depot in 1986

Cadillac & Lake City 82 at Calhan, CO, 2 Feb 1986, by John E Tudek

Don Ross Collection



This great little depot sat abandoned and neglected from 1989 until the Rocky Mountain Railroad Heritage Society purchased it in 2014.



State of Affairs in 2014





2019



Rock Island
Chicago, Rock Island and Pacific Railroad
Collins, Colorado
TRAIN SCHEDULE

TRAINS ARRIVING			TRAINS DEPARTING		
10	Keosauqua	6:45 AM	10	Keosauqua	1:15 PM
5	Chicago	9:45 AM	4	Chicago	2:15 PM
7	Chicago	1:15 PM	3	Keosauqua	2:15 PM
11	Laramie	1:30 PM	11	Laramie	6:30 AM



Roof, Gutter, & Soffit
Concerns at the Depot



Interior Details



Ticket Office Ceiling



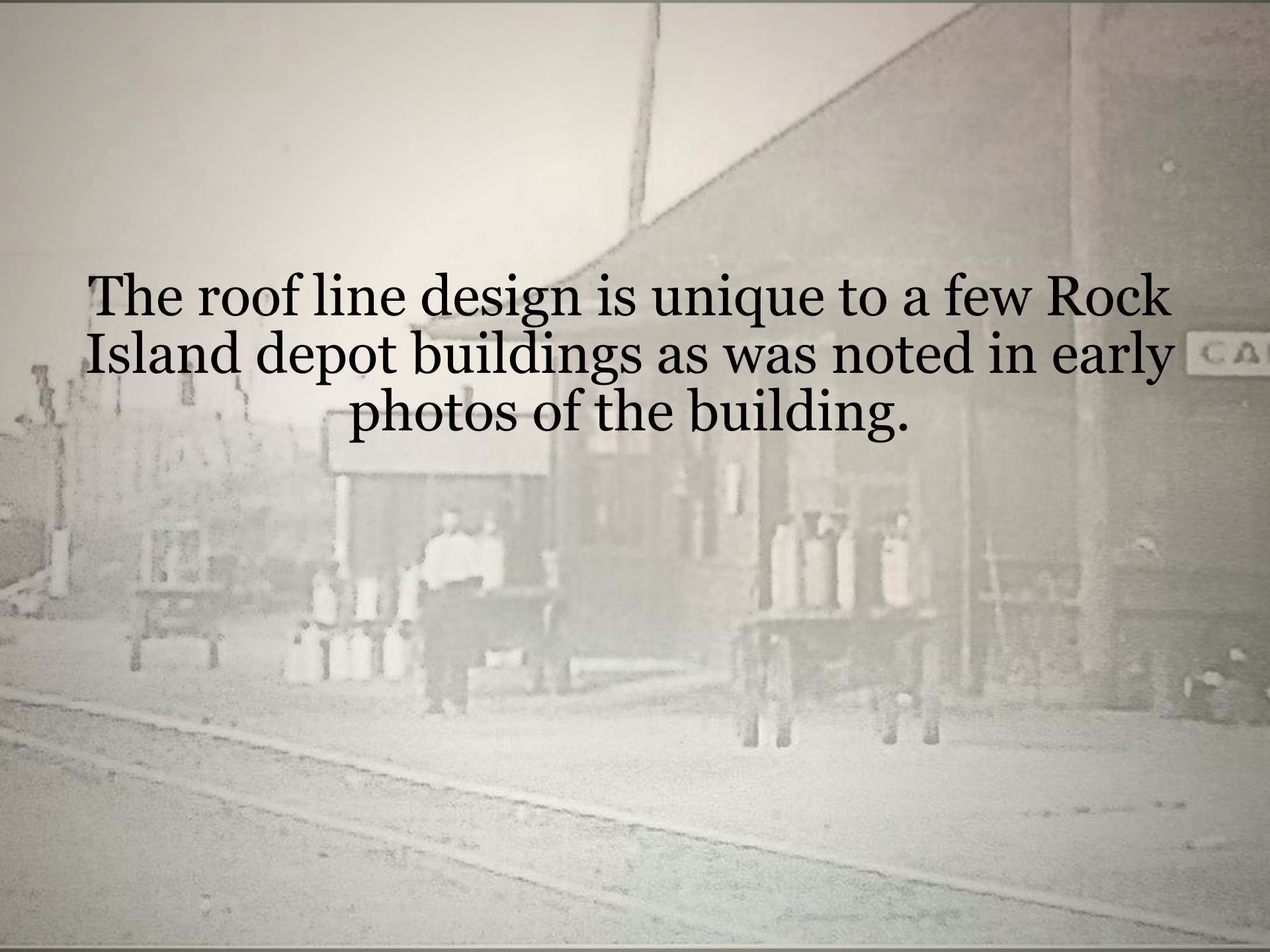
NEXT STEPS

A construction worker wearing a white hard hat, safety glasses, and a high-visibility orange and yellow safety vest is kneeling on a wooden roof deck. The worker is using a hammer to work on the roof. The background is a blurred outdoor setting with trees and a bright sky.

Classic Homes, of Colorado Springs, has generously orchestrated the donation of a new roof for the Calhan Depot to be provided and installed by Scheffe's Roofing.

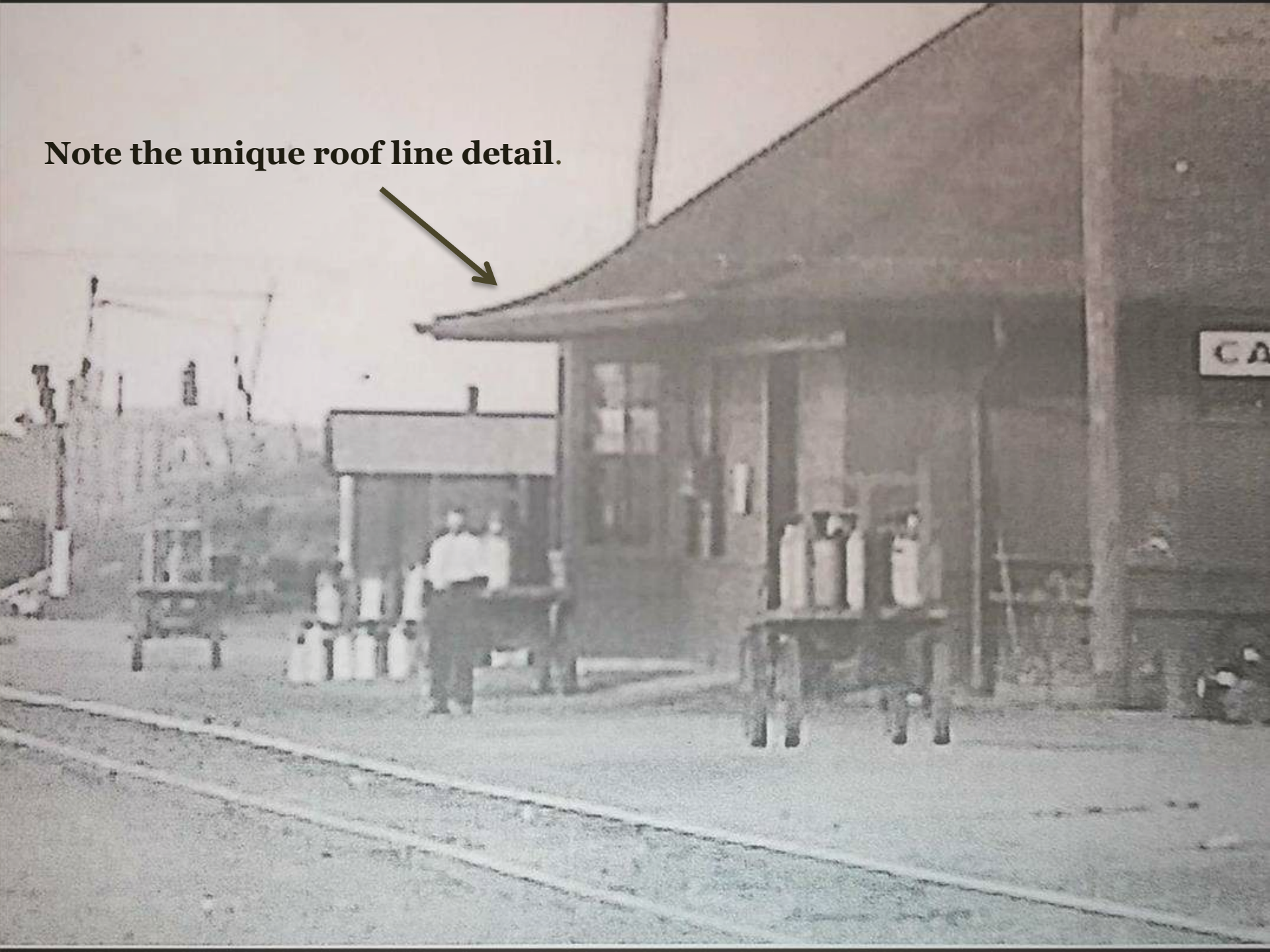


However, due to decades of neglect, a new roof cannot be installed until the soffit is replaced and repaired.

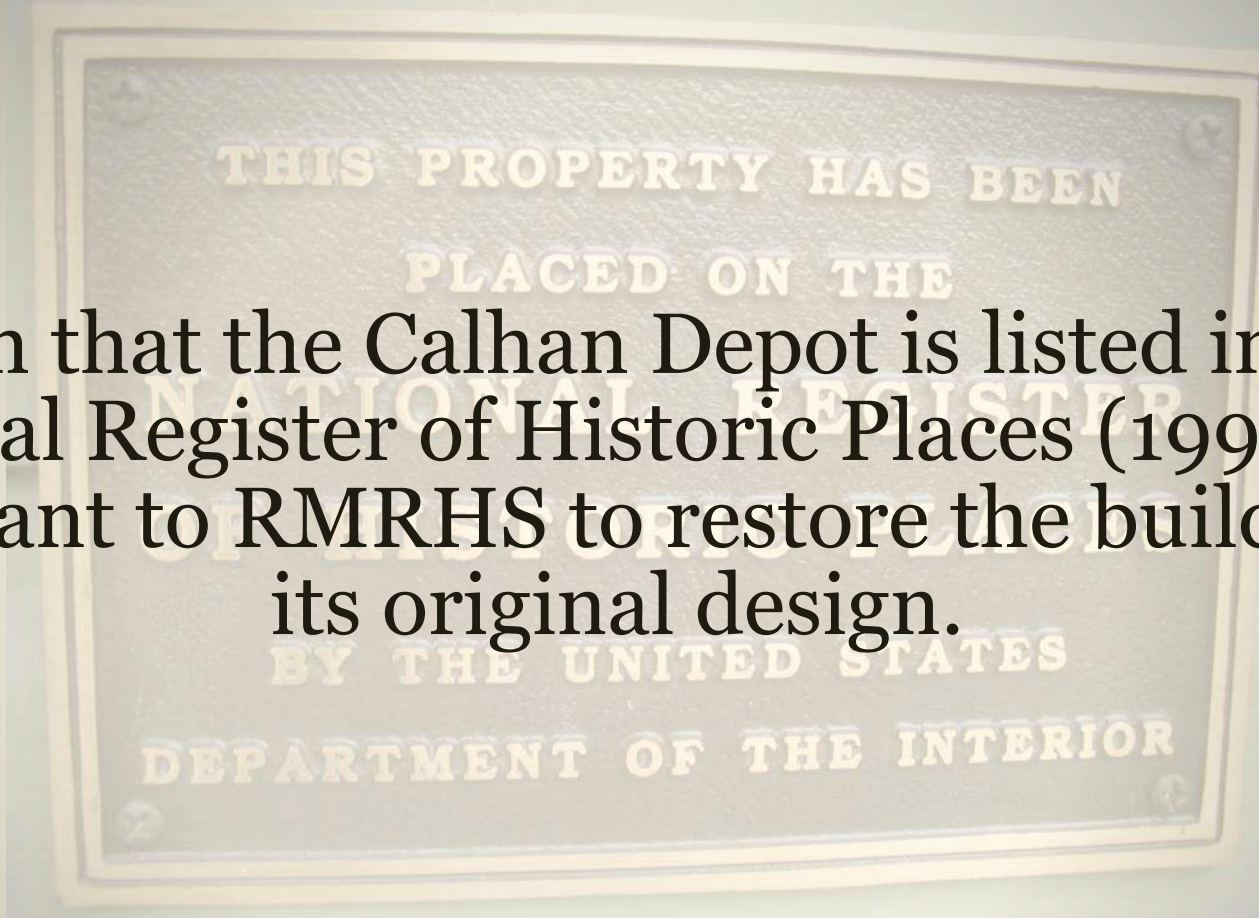


The roof line design is unique to a few Rock Island depot buildings as was noted in early photos of the building.

Note the unique roof line detail.



Given that the Calhan Depot is listed in the National Register of Historic Places (1995) it is important to RMRHS to restore the building to its original design.

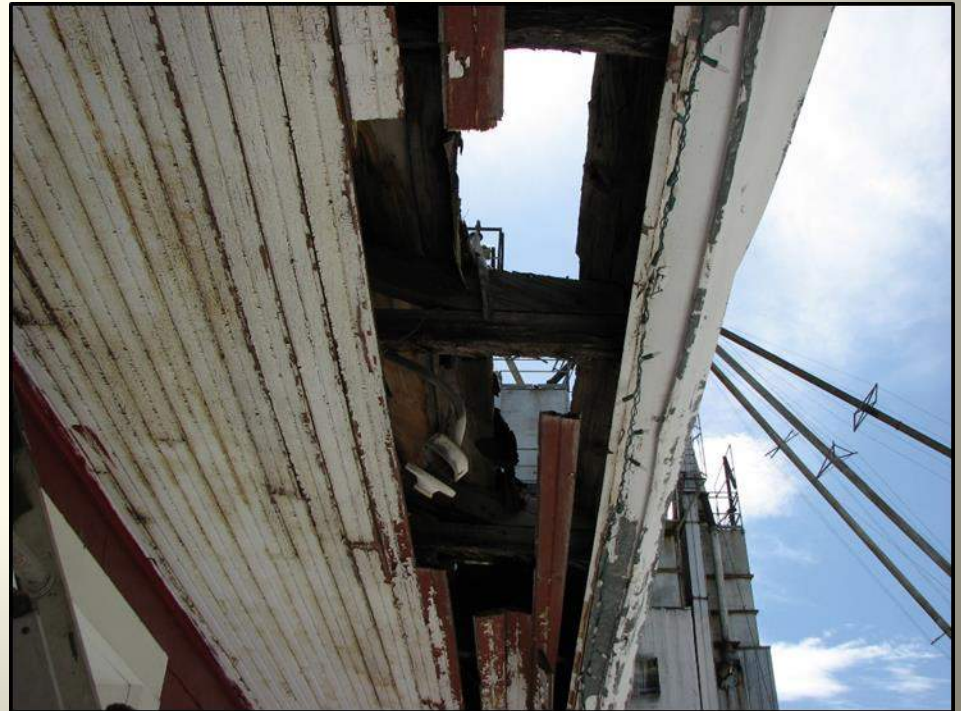








Soffit



Gutters



Within the Soffit

Swoosh
Rafter

Rafter

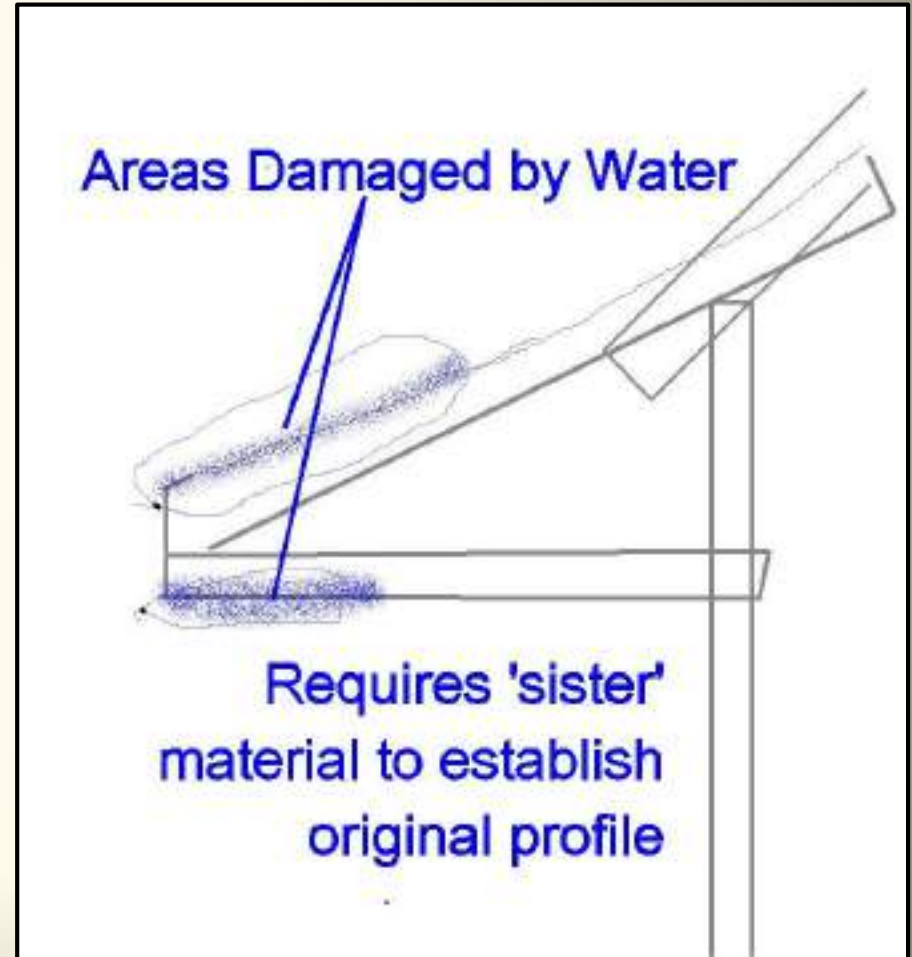
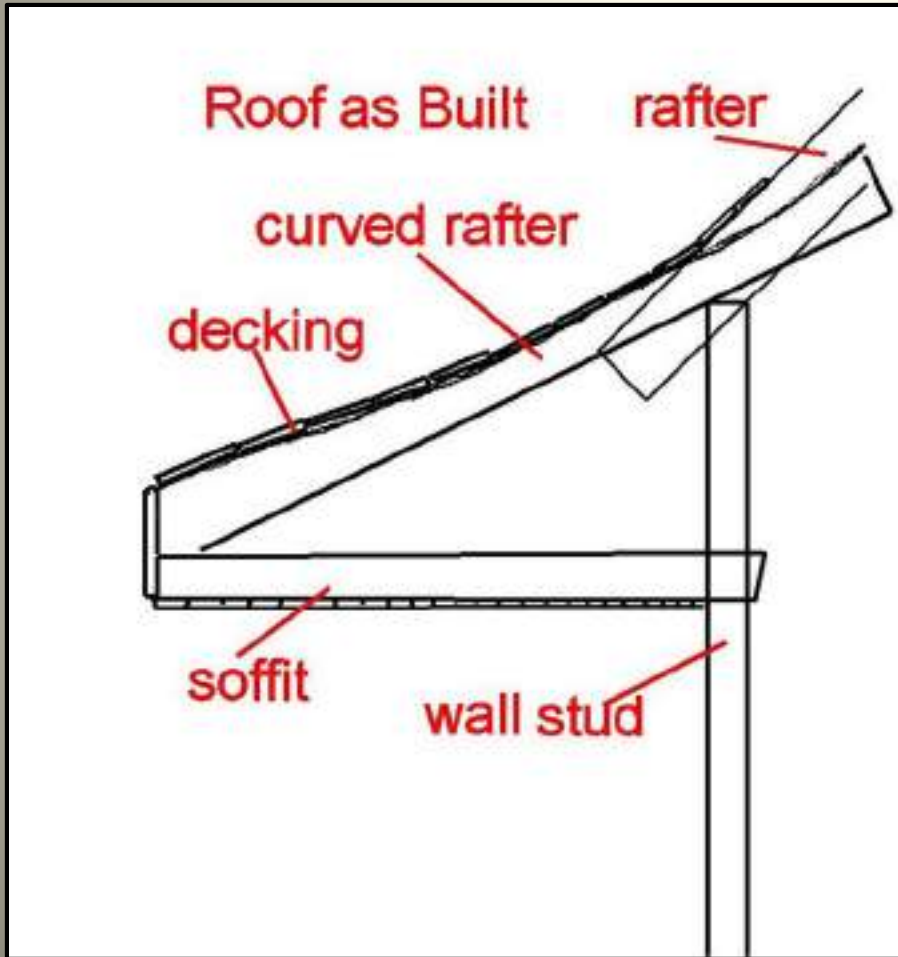
Top of wall

Rafter

Bottom of soffit



Soffit and Roof Structural Detail





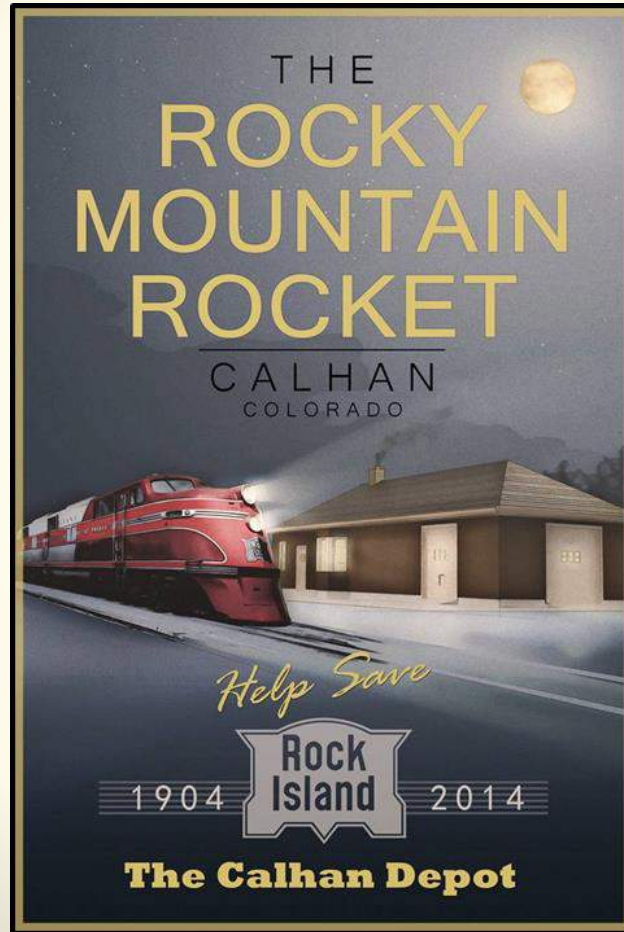
Soffit Rafters Within the Depot

HELP US SAVE THE DEPOT



Help us keep the history of railroading alive in Colorado,
El Paso County and the Calhan community.

Thank you for your consideration!



Rocky Mountain Railroad Heritage Society

Epilogue

- Soon after funding for the repair of the soffit is confirmed, volunteers will immediately begin salvaging soffit materials from the depot.
- Work will proceed through the winter months as the depot cannot tolerate further weather damage.
- With the receipt of funding, the RMRHS plans to engage the carpenter to begin the process of restoring the soffit on the depot.
- Upon repair of the soffit, the RMRHS will accept the donation of the roof repair from Classic Homes as provided and installed by Scheffe's Roofing.