

The 1864 Reynolds Gang ...cont'd

its, the Reynolds Gang reportedly proceeded up to a secret site between Deer Creek and Elk Creek and buried their ill gotten treasure.

The cavalry pursued these guerrillas toward Cañon City along the Arkansas River. Jim Reynolds and 5 of his gang were captured without a shot on August 13, 1864, and were taken to Denver City for a military examination before being transported to Fort Lyon. On September 5, 1864 Jim Reynolds and 4 others in the custody of Capt. T. S. Crees Company A. 3rd. Colorado Cavalry, had taken the Reynolds Gang captives from the custody of U.S. Marshal H. R. Hunt. They proceeded to Ft. Lyon, near Russellville, Colorado Territory.

All of them were shot and killed during a reported escape attempt while in route. This reported escape attempt and the resulting loss of Jim Reynolds and four other lives is still in question by historians today. Meanwhile, brother John Reynolds, with Jake Stowe, and one more of the original Reynolds Gang that had not previously been captured, managed an escape to the South and were last seen heading for New Mexico with U.S. Captain Kerber who chased them for some 220 miles.

Some of the nine who carried out the South Park stage robbery, were Jim, and John Reynolds along with Tomas Knight, Owen Singletery, John Andrews, A.F. "Jack" Stowe and Thomas Holloman. Mr. Owen Singletery, who was shot and killed in the brief shootout by the pursuing posse near Deer Creek in Platte Canyon, was later surgically decapitated by Dr. George Cooper of Alma. Thomas Holloman was captured and then confessed. The reported escape attempt of Jim Reynolds and four of his gang while in custody, was in reality most likely organized and executed by Captain T. S. Cree along with Abner Williamson.

Complete historic details about the life and activities of the Reynolds brothers and their 1864 Reynolds Gang and their 150 year hidden history is available in: Slaghts/GraniteVale/Fairville/Shawnee, Colorado: Historical Sketches 1859-2013, Book V by Gary R. Goodson, Sr. for \$25.00 - P.O. Box 128, Shawnee, CO - 80475 - (303) 838-1357 and at his website www.garygoodson59@gmail.com.

Trade, Exchange and/or Purchase

Items may be listed here for trade, exchange, and/or purchase by individuals, societies, museums, and other groups or entities officially involved with the material, or document archiving, and/or preservation of any and all items peculiar to railroad history. One inch listings may be obtained for a \$20 donation to RMRHS. Photos in .jpg format will be accepted, but it should be noted that they will be sized down to fit the space purchased. Contact Jim Jordan for more info at grafspee40@yahoo.com



RMRHS File Photo

Letters & Emails

Director Tom Vanwormer sent in this letter and it should pique the interest of any railroad buff. Responses may be sent direct to Tom at his email address to be forwarded to the writer. robsmom@pcisys.net

Jeff Cauthen writes:

Hi all,

As some of you may know, Don Munger and I are working on a book about SP business cars. There are always a number of cars for which we don't have enough information regarding their service. The following cars were most likely never owned by CP or SP, but were listed on SP ORERs as SP was the home road. They all disappeared in 1901 after the Harriman takeover of SP. Kyle Wyatt, of CSRM, has conducted a great deal of research on these cars and has not had any luck in finding very much information on them after 1901.

If anyone has any information or leads as to what happened to these cars, it would be greatly appreciated. They may have been sold, burned, scrapped or rebuilt for some other use. At this time, we just do not know.

If anybody has any documents showing the dispositions for the following cars, it would be greatly appreciated:

1. San Carlos, built March 1889 at Pullman Car Works for Mr. Edward F. Searles, Lot 1568 (Pullman Plan 630A).

2. San Emidio. The history of San Emidio has not been definitively established. The car is mentioned in a 1910 newspaper article. This car may have belonged to the family of Lloyd Tevis. Limited photographic evidence seems to indicate that this car may have been the former Wagner Palace Car Company built and owned private rental car Wanderer or a sister car. Wanderer came into Pullman ownership December 30, 1899, when Pullman acquired the Wagner Palace Car Company.

3. Oneonta (1), built December 1887, at Pullman Car Works for C.P. Huntington. Rebuilt at PCW March 1895. Lot 1390 (Pullman Plan 515B).

4. Mishawaka, built March 1891, at Pullman Car Works for Charles F. Crocker, Lot 1782 (Pullman Plan 845C.) This car was mentioned in a January 1910 newspaper article as being used by the Crocker family. Any help, leads, or ideas would be of help.

Anyone recognize this locomotive?

The numbers on the nose are 22 029



RMAHS CONTEST

Test your knowledge of the local railroad systems. This contest is open to anyone, member or not.

Only one entry per person, per month.

If you are a winner you must wait 60 days before entering the next contest.

The person who achieves the most correct answers, will be declared the winner. In the event of a tie, whoever has submitted the correct answers first, will win the first prize. The other contestant will receive a second place prize.

Each winner will be automatically placed in the drawing for the Grand Prize to be given during the General Assembly in April 2014.

Winners are responsible for taxes, if any.

The contest is subject to any local, state or federal laws... where applicable.

The judge's decision is final.

All entries must be either e-mailed or forwarded via the U.S.P.S.

All postal entries must go to:

Rocky Mountain Railroad Heritage Society

Post Office Box 969

Englewood, Colorado, 80151

Email entries should be sent to: dcohn1@hotmail.com

Contest Questions

1. What railroads served the joint line in the 1920's and later in 1920's?
2. What roads serve the line today?
3. Did the GWRV ever carry passengers?
4. What railroads ran into Craig, Colorado?
5. What year did the Craig Depot open?
6. What was the farthest west the C&NW ran?
7. Is there a semaphore operating on a class 1 railroad in the Rocky Mountain States?
8. What year was the Las Animas depot constructed?
9. Were there trains stopping in Trinchera, Colorado, after 1948?
10. Did the Rocky Mountain Rocket run between Colorado Springs and Denver?

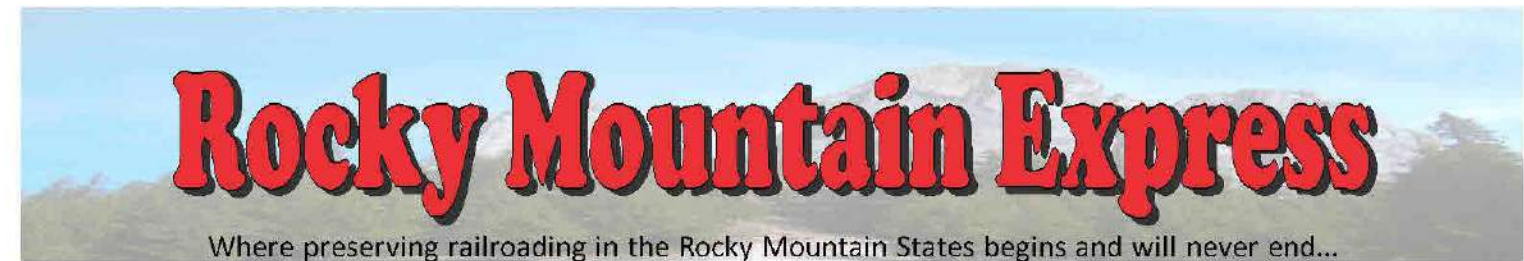
Contest Prizes

First Prize: Book-Railroad Topo Maps, Volume I, Western Shortlines by Richard G. Paschke.

Donated by Doug Cohn

Second Prize: Annual Pass for the C&NW Railroad for 1939

Third Prize: Reproduction poster of a Griff Teller 1927 print



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Rocky Mountain Railroad Heritage Society

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Message from the President:

In June of this year, a group of concerned railroad historians and preservationists met at a local Denver coffee shop and formed the Colorado Railroad Heritage Preservation and Restoration Foundation. Well, the name has changed four times since, but the mission is still the same.

We are fighting to save endangered depots and miscellaneous historic railroad items. In the six months of our existence, we have acquired a "Gallop-ing Goose," or the M-300, formally of the San Luis Valley Southern Railway Company.

We have identified at least ten train stations that need to be rescued. The Society has started to try and save four depots. They are Las Animas, Craig, Trinchera, and Loveland. It appears that Loveland will be rescued and moved to its new home in Granby in the coming spring.

Our Society has been fortunate in having a great membership and has and is accomplishing great things. It is a pleasure to work with all concerned. We are doing the right thing and we will be successful in our attempts. Thanks to all.

Jim Jordan

Updates...

Craig

There have been three plans sent over to the City Manager and the Union Pacific Railroad seeking comments. There is another plan in the works that would solve every problem the City of Craig, the Union Pacific, and all the concerned conservationists who wish the station to be preserved.

Trinchera

There has been some movement on getting a firm idea about what it is going to take to find a home for the museum to be relocated to Northern Colorado and the depot to another location. We should know by the first of the year what the plans are for disposition of this depot.

Las Animas

Plans for the disposition of the Las Animas station building are still on hold, temporarily, as we research the BNSF decision that all depots must be a BNSF determined distance from the tracks. RMRHS was told that they have torn down 12 or more depots in Montana (from a BNSF source) because they were too close to the tracks. This is another poignant example of the railroad companies appearing to not care what the public or history thinks of the antique stations and equipment.

What Do We Do?



The Rocky Mountain Railroad Heritage Society is dedicated to preserving the railroad heritage of the Rocky Mountain States. To this end, we deeply believe in locating, researching, restoring and ultimately preserving the historic railroad icons that represent the growth of Colorado, Wyoming, Montana, and New Mexico, during the last 150 years.

Currently, we are attempting to save five depots located in Colorado. These depots range in age from 100 years to 133 years, and the loss of any one of them would be a tragedy. The depot located in Loveland, Colorado, is a prime example of a depot that should be "saved" from the wrecking ball.

Through the very valiant efforts of Mrs. Pam Sheeler, who contacted our organization, we have been trying to save this depot for at least a year.

Both the City of Loveland and Larimer County would like to see this depot rescued. Currently, we do not have the funds to accomplish the saving of this icon.

This depot is slated for demolition by the property owner, Great Western Railway/OmniTrax. The railroad has agreed to sell or donate this depot, but it must be removed in less than sixty days or it will be destroyed.

Our Society has arranged with one of our associate organizations (The Moffat Road Railroad Museum

& Railroad Interpretive Center) to disassemble the depot, transport it, and reassemble and restore it in Granby, Colorado. They have also agreed and will put it in writing that the sign boards on the depot will read Loveland, Colorado.

The sign on the top of the depot roof will read Great Western Railway, while the interior of the depot will be restored to represent the Great Western Railway Depot of the 1925 to 1945 period. It will, in effect, be paying homage to Loveland, Colorado, and the Great Western Railway. They have the funds to accomplish this and the City of Granby has agreed to contribute funds to aid in this project.

The Society's By-Laws stress that we will try to preserve depots, and out buildings, whenever possible on the original site. The only exceptions are if the building(s) are in threat of imminent demolition.

The Society believes that this depot will be destroyed, if it is not moved in the immediate future, and to that end we strongly recommend that the depot be given or sold to The Moffat Road Railroad Museum & Interpretive Center.

If this depot were to remain in Loveland, it would cost in excess of \$250,000.00 to move and restore. The Society feels that saving the depot and restoring it is to the benefit of all parties concerned.

James Jordan, President,
Rocky Mountain Railroad Heritage Society

Grand Trunk Western 8330, Remember?



Grand Trunk Western 8380, Class P-5 g, was built by Baldwin in September 1929, #61011. It was sold to NWS&WCo as 80 in 1961. --photo by contemplative imaging / Foter / CC BY-NC-SA

Rocky Mountain Railroad Heritage Society

P.O. Box 969
Englewood, CO 80151
720-254-1897

Board Membership

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Liaison - John Olson - (Historic Denver)

Association Memberships

Denver South Park and Pacific Historical Society
Palmer Lake Historical Society
Greeley Freight Station Museum
Moffat Road, Railroad Interpretive Center

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Doug Cohn
James D. Craig Jr.
Gary Goodson
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Bret Johnson
Jim Jordan
Michelle Kempema
Patricia & Bernard Minetti
Norm Metcalf
Larry and Sue Rinaldo
Robert Schop
Allen Tabor
Tom VanWormer
James Williams

Only \$450,000 needed to save this station building at Los Animas, Colorado...



In looking at the rear of the station building in Los Animas, Colorado, you will note the chain link fence on the left. The BNSF wants to tear the building down because the tracks are just the other side of the fence. Will it be saved?

Photo by Doug Cohn



This is a photo of Interim President of the Rocky Mountain Railroad Heritage Society, Jim Jordan, standing in the station building. He is looking at the two semaphore handles in front of him in the middle of the photo. They are an extremely rare item.

Photo by Doug Cohn



This is the station building at Trinchera, Colorado. It needs rescuing, too.

Photo by Doug Cohn

RMRHS Buys M-300



The specs on this machine include that it has a transmission and 2 front differentials. It is 8.5 feet wide. The height is 8 feet. (The added height is part of a pole that supported the roof, which is gone, but the pole remains.) From the front flanged wheel to the rear flanged wheel the measurement is 21 feet 4 inches (from center of the front wheel to the center of the rear wheel.) It does have the rubber tires, what is left of them in rear. The vehicle length is 33 feet. It's weight is 3,000 lbs.



This is the M-300 in better days, but we need some sort of headlight and rear marker lights for it once it gets here. Here is the one picture taken at Blanca. It was built in Denver in 1924 and used until the 70's. It was used for track duties and switching chores. The later pictures show it with a coupler in place of the cow catcher. It was purchased by RMRHS because it is a very rare piece of Colorado Railroad History. It is the only standard gauge "goose" ever used in Colorado... at least as far as can be determined. RMRHS bought it for \$49.99 and will restore it and either sell it or use it to run trips once it is restored. It also can be considered for donation to some other Association in the Southern part of the state near or where it came from. The first problem is getting it up here from OKC.

--Photos courtesy of the Colorado Railroad Museum

RMRHF Mission Statement

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

To this end, we will endeavor to educate individuals, groups, towns, cities, and government entities, on the importance of learning and preserving the vital part that railroads played in the Rocky Mountain States' unique histories. Where necessary, we will assist in unifying all interested parties in developing and implementing successful strategies to secure grants and funding to accomplish their preservation mission goals.

Vision

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

The Rocky Mountain Railroad Heritage Society is totally integrated into the life and the social fabric of the many towns and cities that have had a rich railroad history to look back on. We are dedicated to preserving the very exciting railroad history of the States of Colorado, Wyoming, New Mexico, and Montana, and the men and women that were part of the many railroads which were located there.

Mission Direction

The primary goal and mission will be to help, assist, identify, restore, and preserve railroad stations, out buildings, equipment, bridges, and any other items of historic railroad heritage in the Rocky Mountain States. We wish to educate individual groups, associations, societies, museums, and governmental entities, in the strong value of preserving, restoring, and cherishing, their railroad history.

We will research and publish historic records and documents that will show the very great role that railroads played in the growth and development of the west. It is the Society's intent to locate and restore stations and rolling stock on their original site whenever possible. The only time we will follow a course of moving a structure is if demolition is imminent.

When there is little or no interest within the local community in saving these historic icons, a structural assessment shall be conducted, and if at all possible the item will be obtained and relocated to another suitable location.



This is the station building at Antonito, Colorado. Who is there who loves railroading enough to sponsor rescuing this antique memory?
Photo by Bret Johnson

The 1864 Reynolds Gang... Jim, John and George Reynolds



Gary R. Goodson, Sr. - Nationally Awarded Published Civil War Historian

At the outbreak of the Civil War, there were many successful miners from Southern States working the Mineral Belt in the Colorado Territory. Men especially the experienced gold miners and

arguably the founding fathers of Colorado from Auraria/Leathers Ford, Georgia; i.e. William Green, Oliver, Dr. Levi and John Russell.

These highly gold mining educated miners from northern Georgia, all made gold discovery fortunes in Georgia, California, and Colorado Territory gold rushes. They and other Southern miners from Alabama, Missouri, North Carolina, Kentucky, and Tennessee, were mining precious metals in Colorado and would be anticipated to be Southern sympathizers during the civil war. They would be suspect for transporting gold to support the South's War for Southern Independence and for the Confederate States of America (C.S.A.) President Jefferson Davis and the C.S.A. Army.

Enter Jim, John and George Reynolds of Texas and the Oklahoma Indian Territory and into Park County/Fairplay, Colorado Territory history; including their 1859 Jefferson & Colorado Territory Park County gold claim history, their 1861- 64 civil war history beginning as "59" Colorado Territory gold miners and "60" founders of Fairplay, Colorado.

Later, in 1863 to serve in the Texas Confederate calvary, then to desert their cause and to ignore new Confederate Partisan Ranger Law; to disguised themselves as being legal Confederate Partisan Rangers and riding into Colorado history as the 1864 Confederate Colorado Territory Reynolds Gang. These Reynolds Gang bandits were to cover their stage and wagon train New Mexico and Colorado criminal track robberies, by their lies both before and after being arrested in 1864 Colorado Territory. They lied that they were members in the C.S.A. Collins Brigade; thus remained a Colorado and civil war history mystery for some 150 years.

With their 1863-64 lies covering their origin tracks and their true purpose, the Reynolds boys and the entire Reynolds gang were eventually discovered by the author in 2013, to have had actually been members of the Lieutenant Colonel John W. Wells, Texas Cavalry 34th Battalion, and were also military deserters.

Being that they were supposed to have continued their Wells Battalion Calvary service onto the C.S.A. Army in Houston, Texas through 1864-1865 and/or for the duration of the War of Southern Independence. It appears not only did they become C.S.A. deserters disguised as Confederates, but actually went on to line their own pockets with other peoples' money and gold in the early summer of 1864.

It all started in the early spring of 1864. Jim and

John Reynolds along with some 20 other men all from the same Wells Texas Calvary, left Texas on April 11 and first arrived in California Gulch near Leadville and by mid July of 1864 were somewhat at home in Park County, Colorado Territory.

When here, and after brief visits with Adolph and Louis Guiraud at French Ranch, and also at 18 Mile Ranch, with C. Jerome and C.M. Surr on Trout Creek, all to determine where to "mail a letter." They were actually informed of Park County money and gold shipments.

The Partisan Ranger Act of April 21, 1862, might have legitimized anti-Union activities by non-regular army agents but had been repealed by the Confederate Congress on February 17, 1864. The Reynolds Gang was operating without official Confederate military authority and in fact were criminals and were breaking C.S.A. military laws.

On July 25, 1864, at least 9 members of the Reynolds Gang held up the coach from Montgomery on the South Park Road; i.e. the Buckskin Joe coach at Dan McLaughlan's Ranch at Tarryall (near present-day Como). They also robbed the two coachmen along with the stage stock of the U.S. Mail & U.S. Treasure box. During this Reynolds Gang heist, they took some \$40,000 in currency and \$23,000 in gold dust, plus stole some livestock from neighboring ranches.

Abner Williamson and Billy McClelland of the Montgomery Coach were taken prisoner but were later released. The gang of robbers proceeded in the days following their stage robbery, to visit the Omaha Ranch, the Michigan (Creek) Ranch, Junction House, Kenosha House, Slaughter's Station (Shawnee) and other ranches while spending the night and or eating breakfasts. They also stole horses and exchanged them for fresh mounts. William H. Beery of Hamilton followed the bandits and was later joined by Charles Hall.

The Rocky Mountain News of August 13, 1864, reported in an interview with George L. Shoup, First Lieutenant, 1st. Cavalry of Colorado, who related some earlier activities of the Reynolds Gang during their ride north from Texas through New Mexico. The gang had robbed a lucrative Mexican mule train near Cimarron on the Santa Fe Trail and had taken some \$40,000 in currency and \$80,000 in drafts along with some \$1,800 in coin.

Previously when the civil war had begun in early spring of 1861, Jim and John Reynolds had already done some time in Federal prison in Denver City during the winter of 1861-62 for being avid secessionists. They were detained again late 1862. These same two names of Jim and John Reynolds were listed as part of a Southern Loyalist group of men that were arrested for their associated presence at the Confederate military recruiting camp. This site was located at a natural fortress camp at today's Beulah, Colorado.

It was an established Confederate Camp controlled by C.S.A. Col. George Madison of Madison's Company of Spies & Guides and C.S.A. Col. John Heffinger. This secret Confederate site was called Mace's Hole and was located in southern Colorado Territory just south east of Pueblo, Colorado. Following the stage robbery near Como and following various ranch vis-

SEE RMRHS CONTEST ON PAGE 4

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