

"This is one of the few times I have found an article that made railroading on the Colorado Midland Railway sound a little like life in an Western Movie." —Tom VanWormer, President, Palmer Lake Historical Society and Secretary, Rocky Mountain Railroad Historical Society

8-26-1890 — LANGDON LAID LOW — Sheriff Jackson, of El Paso County, Captures Him on a Midland Train — AFTER DESPERATE STRUGGLE — A telegram was received by Sheriff White at 10 o'clock this morning, from Sheriff Jackson, of El Paso county, informing him that he had captured Langdon, and asking for instructions as to what disposition to make of him. Sheriff White immediately wired to hold him and that he would come after him.

In accordance therewith, the sheriff left over the Midland this afternoon for Colorado Springs, and will return with his man tomorrow night. The circumstances of Langdon's capture are as follows: Sheriff Jackson left here Monday night over the Midland en route to Colorado Springs. After the train had left Leadville he saw Langdon on the train and undertook his arrest.

The latter fought the sheriff desperately and had to be knocked down several times before he was overpowered. During the struggle a number of passengers took a hand, and at one time it looked as if a general row would take place, as there were 150 passengers on board, and all were more or less excited. The supposition is, that after Langdon succeeded in escaping from the conductor of the Rio Grande at Grand Junction, he made his way over the mountains to Leadville, where he had friends, who concealed him, and then kept him out of the way of the officers. The news of his arrest will be very gratifying to those who entrusted their money in his hands and his reception here, will not be in the nature of an ovation by any means. Aspen Daily Chronicle.

8-28-1890 — LANGDON'S RETURN — William McKenzie, alias "W.E. Langdon," was brought back to the city last night in shackles and in the custody of Sheriff White and Marshal Crowder. The officials were taking no chances on Langdon's escape, for he had proved himself both a sprinter and a fighter. When Langdon stepped off the Midland train last evening among the crowd who knew him well the rattling of his chains must have grated very harshly on his ears.

When he was taken to jail he begged to have the shackles taken from his feet, but the sheriff said no. He has put shackles on all the prisoners and this will somewhat dampen the ardor of those enterprising criminals who are inclined to dig out of their cells. The old jail is not safe and with the record of attempted breaks that have been made. Sheriff White no longer intends to take chances of a prisoner getting away.

Langdon said to the reporter that he had nothing to say in regard to his recent escapade. Nevertheless he told everything about his adventure that the public cares to hear. He got to Aspen Junction all right where he was arrested by conductor Riley Miller. In his flight after he escaped from Frank Hotchkiss, he says he got mixed up and took the wrong direction. He had to swim the river twice to get on the road up Frying Pan.

When asked where he stayed the night, he replied that

he didn't stay anywhere but just kept traveling. Sometime next morning he said a train overtook him and he boarded it and got into Leadville. There he remained secreted for three days and nights and then decided to go to Denver. It was while on the train that he was captured by Sheriff Jackson.

In reply to a question as to how much money he went away with, Langdon said it would have to be proved that he went away with any money. He, however, assigned no other reason for his sudden flight and reluctance to return. He admitted that he held stakes for James Madden and Jack Grant to the amount of \$110, and that when he was captured, he had on his person \$138, which Sheriff Jackson turned over to Marshal Crowder.

The story of Langdon's arrest shows that he is a desperate man, and Sheriff White is right in keeping him carefully guarded. At first it was thought strange that he should have escaped from Hotchkiss, who is a big strong man, but it took Sheriff Jackson, Conductor Robinson, the colored porter, Matt and George Reynold's bother, all four, to hold him on the train.

Conductor Robinson saw Langdon at Aspen Junction when they attempted to put on the train to bring him to Aspen. When Langdon boarded his train at Leadville, he at once recognized him as the same fellow and told Sheriff Jackson. Mr. Jackson kept the man shadowed until the train got over into El Paso county. Then he came up behind Langdon as he was walking towards the door and remarked suddenly "Hello, Langdon." This caught the sleek sprinter off his guard and he turned around and answered. The sheriff remarked that he guessed he was Langdon sure enough and that he could consider himself under arrest. Although the train was going at full speed, Langdon made a break for the door and undoubtedly would have jumped off. The other gentlemen came to the sheriff's assistance and after a time the prisoner was conquered and remained very docile till lodged in the jail at Colorado Springs.

Langdon's right name is William McKenzie. He took the name of Langdon when he went on the variety stage. He has a brother, R.J. McKenzie, who works in Tourtelotte park. His brother was down to see him last night and held a short conference with him in jail. Aspen Daily Chronicle

—Courtesy of Tom VanWormer, RMRHS, PLHS

The Winter From Hell...



This is what is happening on the Goderich & Exeter Railway in Ontario. The second unit is on lease from Ontario Southland Railway at their Guelph Junction operation and I am sure it was not intended to be used in this service.

Wards Cut is located between Goderich & Clinton Jct... That's Southern Ontario.

Photo and caption courtesy of Tom VanWormer

RMRHS CONTEST

Test your knowledge of the local railroad systems.

1. This contest is open to anyone.
2. Only one entry per person, per month.
3. Change in contest rules. Effective with the February issue the person who gets the most correct answers will be declared the 1st place winner and get their choice of the three prizes, 2nd place winner will get their choice of the remaining two prizes, and the third winner will get the remaining prize.
4. If you are a winner you must wait 60 days before entering the next contest.
5. 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.
6. Each winner will be automatically placed in the drawing for the Grand Prize to be given during the General Assembly in June 2014.
7. Winners are responsible for taxes, if any.
8. The contest is subject to any local, state or federal laws... where applicable.
9. The judge's decision is final.
10. All entries must be either e-mailed or forwarded via the U.S.P.S.
11. All postal entries must go to: Rocky Mountain Railroad Heritage Society Post Office Box 969 Englewood, Colorado, 80151
12. Email entries should be sent to: dcohn1@hotmail.com

Contest Questions

All the questions and answers are found in the Denver and Salt Lake Society's excellent publication, the "Corona Magazine" magazine, issue #25 Volume 20, Number 11.

1. True or false: The Denver and Northwestern Pacific Railroad ran a daily train into Craig until May of 1913?
2. What year did the Denver and Rio Grande Western cancel all passenger service to Craig?
3. What was one of the names of the Denver and Salt Lake Railroads Train number 12?
4. What date did the Denver and Salt Lake become part of the Denver and Rio Grande Western?
5. Denver and Salt Lake train engine #408 was a Mikado type unit, who was it built by?

Contest Prizes & Winners

Prize Winners for December 2013 contest
 First Prize: Pam Sheeler-Railroad Topographic Maps in the West Book
 Second Prize: Dorothy Hargrove-1937 Chicago and Northwestern Railroad Pass
 Third Prize: Alan Tabor-Griff Teller Poster (Reprint)
 Prizes for the February 2014 Contest.
 Copy of the book: "Santa Fe Streamliners."
 Fred Harvey 1921 reduced rate Pass for Santa Fe Employees food service.
 1960 Santa Fe timetable and assorted marketing items for the San Francisco Chief.



March, 2014

Rocky Mountain Railroad Heritage Society

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Craig Depot... Time Is Running Out!

When the Denver & Salt Lake Railroad first arrived in Craig in November of 1913, three box cars were put into service as passenger depot and freight offices.

The people of Craig felt the need for a real depot and prevailed upon the Denver & Salt Lake Railroad (D&SLRR) to build the brick building which was completed in the spring of 1917 at the foot of Yampa Avenue. The ground floor was used for railroad business while the upper floor provided living quarters for the station agent and his family.

The (D&SLRR) continued to operate its passenger service between Denver and rural northwestern Colorado until 1947, when the line became the Denver & Rio Grande Western Railroad Company. During that time the depot was a lively center of action for the town—a sort of "solar plexus" for the community. For over 50 years, the sturdy depot served the community as the entry point for incoming passengers, giving visitors their first look at the end-of-the-rails small frontier town.

When the last passenger train departed the Craig station in April of 1968, the building lost its prestige as the front door to the community and was kept open only for



a freight office. In 1985 Denver & Rio Grande Western closed the depot for good and the depot sign, which had hung outside on the station front for decades was removed.

The depot building, thirty years later, though in sad disrepair, is still standing and the townspeople retain hope that it will be restored and once again be a proud center for community activity. by Mary Pat Dunn



Preserving Our Railroad Heritage

Currently there are two depots listed on the Colorado Preservation Inc.'s (CPI) list of endangered buildings in Colorado. These are the Santa Fe Railroad's depot in Las Animas and the Denver Northwestern and Pacific Railroad in Craig, Colorado (which then became the station/property of the Denver & Salt Lake Railroad, then the Denver and Rio Grande Western Railroad and currently the Union Pacific Railroad). In addition to these two outstanding depots there are a number of others that are not listed on CPI's list.



Jim Jordan

In our future newsletters we will feature each depot that is endangered whether it on the CPI list or not. In this issue we shall feature the Craig depot as it was and as it is today.

The status of this depot currently is that the Union Pacific (UP) wants it removed... period! For quite a few years it has been considered a liability to the Union Pacific Railroad. They feel that the structure possibly could collapse and damage some of their equipment or injure railroad personnel.

Our Vice President, Bret Johnson, who is a historic architect, has pronounced its sound. William Bailey who is going to be our general contractor once we start moving or restoring one of the depots, has also found it to be quite sound. In addition, Mr. Dave Scribner, owner of Scribner's Heavy Moving Company agrees that it is quite sound and could be moved.

The problem confronting our Society and the City of Craig is the extreme cost of moving this depot (the same holds true with the Las Animas Depot). We have been informed that it will cost \$450,000 to move either building.

A major worry is that the District Superintendent for Union Pacific wants it to vanish from Union Pacific property as soon as possible either by moving it or tearing it down.

Within the next week or so we shall be submitting two plans to the Union Pacific Railroad. It is hoped that one of the two plans will be accepted. This historic depot needs to be saved and restored not only for both the citizens of Moffat County and Craig, but for all those that believe in saving and preserving our incredible railroad historic past, and in preserving our railroad heritage for future generations.

Our society is working very closely with the City of Craig and its City Manager, Jim Ferree, who has requested our help in saving this depot. In addition Dan Davidson, the curator of the Museum of Northwest Colorado, has been a tremendous help in our efforts to garner the historic facts about the railroad station.

We have contacted U.S. Senator Mark Udall's office and his liaison Jay Fletcher, who has also shown great concern that this depot could disappear. Scott Tipton who is the U.S. Representative for this area of the State also would like to see it saved. So we do have some heavy support in our attempts, but again, will Union Pacific listen to all the voices saying, "Give them time to raise the funds?" It is anyone's guess. All we can do is try.

I would urge all of our members and individuals that are supportive of our attempts to write to the President of Union Pacific Railroad in Omaha and politely ask them to give us time until we can find a proposal that they will approve, and then try and implement. Time is running out quickly and we must buy time. Communication with this individual will help.

Mr. Greg Larson
 Senior Manager of Real-Estate
 Union Pacific Railroad
 1400 Douglas Street
 Omaha, Nebraska
 68179



Photo by Alan Tabor

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 grd@pce10@yahoo.com

The 1st Annual Rocky Mountain Railroad Heritage Society Symposium is set to begin next month. It will be held on April 12 & 13 at the Englewood City Hall (Hampden Hall) 1000 Englewood Parkway Englewood, CO 80110 April 12 & 13 0900 to 1500

