



In 1899, the Colorado and Wyoming Railway, a subsidiary of the Chicago, Burlington and Quincy Railroad, planned a line to access the coal fields along the Purgatoire River west of Trinidad, Colorado. The line began at junction with the Pueblo & Arkansas Valley Railroad (1878), which by 1899 was fully incorporated into the Atchison, Topeka & Santa Fe Railroad, at a location called Jensen. From Jensen, the line headed west along the Purgatoire River 10 miles to Segundo (this location), where the C&W built a five-stall roundhouse and operating headquarters. In 1903, the line was completed west to Stonewall, 26 miles west of the starting point at Jensen. In 1978, the US Army Corps of Engineers dammed the Purgatoire River near Jensen and the resulting Trinidad Lake inundated part of the C&W (1903) right-of-way, which required a five mile section of the C&W (1903) near Jensen to be realigned south of Trinidad Lake. In 2003, the C&W (1903) was abandoned (including this location at Segundo), but the first 2.3 miles of track was left in place for car storage.

Southward view of the C&W (1903) on the east side of the town and former coal camp of Segundo, where this bridge carries the C&W (1903) over the Purgatoire River. This bridge had to be built before the C&W could be continued west to its terminus at Stonewall in 1903.





Southwestward view the same bridge over the Purgatoire River. This bridge is the most significant remaining feature of the C&W (1903).