



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, where the tracks arrived in 1901 and where the C&W built a five-stall roundhouse and operating headquarters. In 1903, the line was completed west to Stonewall (this location), 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 Stonewall), but the first 2.3 miles of track was left in place for car storage.

Southward view of the operating New Elk coal mine. This mine replaced the Allen Mine, which was the westernmost mine served by the C&W (1903). The C&W (1903) mainline and a siding once ran between the yellowish rectangular building on the left and the two cylindrical coal elevators in the center. The Purgatoire River is in the low area just on our side of the rectangular building on the left. The tracks continued 2 miles to the west (right), passing the Alan Mine West Portal (according to a 1971 topo map) before reaching the end of track at a point 4,000 feet east of the actual town of Stonewall. There is no evidence on the ground, in satellite imagery, or on topo maps that the C&W (1903) ever extended any farther west.



Closer view of the area where the C&W (1903) mainline and a siding once existed at the Allen Mine.