

# HABS/HAER INVENTORY

U.S. Department of the Interior  
National Park Service  
Washington, DC 20240

1. SITE I.D. NO

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2. NAME(S) OF STRUCTURE

Bridge No. 10; Adelaide Bridge  
Bridge over Eightmile Creek  
CDH: FRCO 10-224

FR48

5. ORIGINAL USE

railroad bridge

7. CLASSIFICATION

BT&A: BEAM: STEEL

7	5	8	4

9. RATING

local

10. DATE

1894

3. SITE ADDRESS (STREET & NO)

Fremont County Road over Eightmile Creek  
11.5 miles north of Florence  
SW¼ S14, T17S, R69W

6. PRESENT USE

roadway bridge

8. UTM ZONE	EASTING	NORTHING
13	492500	4269000

11. REGION

RMRO

4. CITY/VICINITY

Florence vicinity

COUNTY

Fremont

STATE

Colorado

SCALE

1:24

1:62.5

QUAD

Phantom Canyon

12. OWNER/ADMIN ADDRESS

Fremont County Fremont County Courthouse Sixth and Macon Canon City Colorado 81212

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Multiple-span trestle with built-up steel deck girder

span number: 3 flr./decking: timber decking  
span length: 69'0" main girders: 2 steel built-up plate girders, 6'2" deep  
overall length: 210'0" web stiffner: steel angle at 4'6" O.C.  
roadway width : 13'2" substructure: stone spread footings and retaining abutments

In 1893 and early 1894 the Florence and Cripple Creek Railroad hurried to be the first to extend a narrow gauge line into the fabulously wealthy Cripple Creek gold district. The chief engineer was R.W. Stewart of Florence and construction of the line was contracted to prominent Pueblo-based railroad builders Orman and Crook. The track followed the one proposed the year before by the Florence Cripple Creek and State Line up Eightmile Creek in Phantom Canon. Construction through the narrow canyon involved 10 timber and 7 combination bridges, 142 trestles and one steel bridge - this three-span trestle near the Adelaide Station, completed in April 1894. Although virtually all of the other spans were washed out at one time or other and another steel bridge was eventually put up at the Wilbur Loop, the Adelaide Bridge was the only original span to remain in place. Featuring two laced steel towers, it was converted to roadway use when the grade was taken over by Fremont County after closure of the railroad in 1912.

14. CONDITION

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

15. DANGER OF DEMOLITION?  
(SPECIFY THREAT)

YES

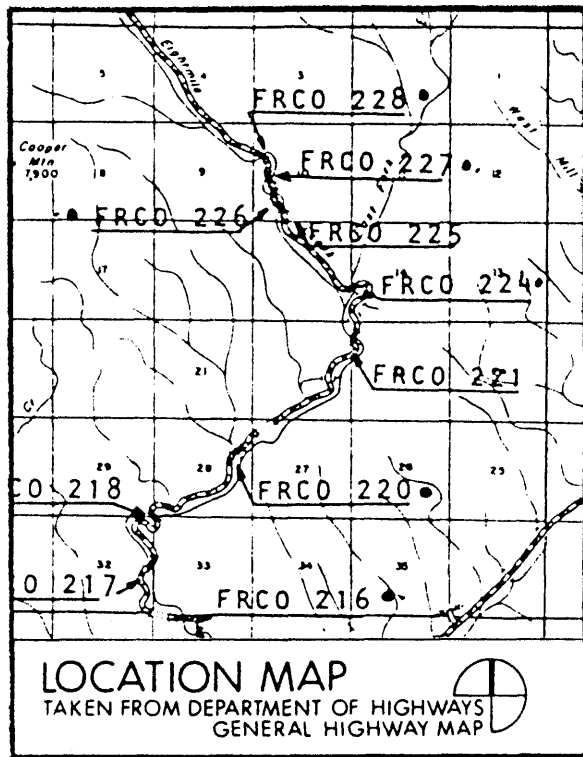
NO

UNKNOWN

16. SIGNIFICANCE

AREA OF SIGNIFICANCE: Engineering

Bridge No. 10 is significant as a well-preserved and structurally unchanged railroad trestle typical of the type erected in the Rocky Mountains during the mineral rushes of the late 19th century. Although exceeded in length and age by the Maroon Creek Bridge (PI07) along the Colorado Midland Railroad, it is still a notable structure - the most outstanding and the last remaining of the bridges along the scenic Florence and Cripple Creek Railroad.



18 LOCATED IN AN HISTORIC DISTRICT?  YES  NO  NAME

19 PUBLIC ACCESSIBILITY  YES, LIMITED  YES, UNLIMITED  NO  UNKNOWN

20 EXISTING SURVEYS  NR  NHL  HABS  HAER-1  HAER  NPS  STATE  COUNTY  LOCAL  OTHER

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Structure Inventory and Appraisal: FRCO 10-224. Colorado Department of Highways, Denver Colorado.

W.P. Hardesty. "The Railways of the Cripple Creek, Colo., Mining District," Engineering News, Vol. XL, Number 10 (8 September 1898). pages 156-57.

"At Robinson." Florence Oil Refiner, 11 April 1894. page 1.

Tivis Wilkins. Florence and Cripple Creek Railroad: Colorado Rail Annual 13, Denver: Colorado Railroad Museum, 1976.

Tivis Wilkins. Oral interview with Clayton Fraser, 14 January 1984.

Robert Ormes. Tracking Ghost Railroads in Colorado, Colorado Springs: Century One Press, 1975 (revised 1980).

Field inspection by Clayton Fraser, 16 December 1983.

22. INVENTORIED BY  
Clayton Fraser and Carl Hallburg

AFFILIATION  
Fraserdesign Loveland Colorado

DATE  
1 March 1984