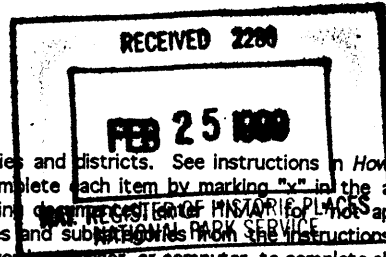


NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM



400

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate location or by entering the information requested. If any item does not apply to the property being nominated, check "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY / CORLEY MOUNTAIN HIGHWAY

other names / site number GOLD CAMP ROAD; SHORT LINE TO CRIPPLE CREEK

2. Location

street & number GOLD CAMP ROAD; FOREST ROAD 370 N/A not for publication

city or town COLORADO SPRINGS; GOLDFIELD X vicinity

state COLORADO code CO county EL PASO; TELLER code 041; 119 zip code N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet.)

Michael G. Kacron, FPO

Feb. 5, 1999

Signature of certifying official
USDA Forest Service

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet.)

Maryanna Cauterella

12/22/98

Signature of commenting or other official
State Historic Preservation Office, Colorado Historical Society

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet
- determined eligible for the National Register
 See continuation sheet
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Tom
Signature of the Keeper
Edson H. Beall Date of Action
3/25/99

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY
Name of Property

EL PASO / TELLER, COLORADO
County and State

5. Classification

<p>Ownership of Property (Check as many as apply)</p> <p><input type="checkbox"/> private</p> <p><input type="checkbox"/> public-local</p> <p><input type="checkbox"/> public-State</p> <p><input checked="" type="checkbox"/> public-Federal</p>	<p>Category of Property (Check only one)</p> <p><input type="checkbox"/> building(s)</p> <p><input checked="" type="checkbox"/> district</p> <p><input type="checkbox"/> site</p> <p><input type="checkbox"/> structure</p> <p><input type="checkbox"/> object</p>	<p>Number of Resources within Property (Do not include previously listed resources in the count)</p> <table border="0"> <tr> <td style="text-align: center;">Contributing</td> <td style="text-align: center;">Noncontributing</td> <td></td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: right;">buildings</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: right;">sites</td> </tr> <tr> <td style="text-align: center;">7</td> <td style="text-align: center;">_____</td> <td style="text-align: right;">structures</td> </tr> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: right;">objects</td> </tr> <tr> <td style="text-align: center;">7</td> <td style="text-align: center;">_____</td> <td style="text-align: right;">Total</td> </tr> </table>	Contributing	Noncontributing		_____	_____	buildings	_____	_____	sites	7	_____	structures	_____	_____	objects	7	_____	Total
Contributing	Noncontributing																			
_____	_____	buildings																		
_____	_____	sites																		
7	_____	structures																		
_____	_____	objects																		
7	_____	Total																		

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

_____ N/A _____

Number of contributing resources previously listed in the National Register

_____ N/A _____

6. Function or Use

<p>Historic Functions (Enter categories from instructions)</p> <p>_____ TRANSPORTATION / rail-related _____</p> <p>_____ TRANSPORTATION / road-related _____</p> <p>_____ RECREATION & CULTURE / outdoor recreation _____</p>	<p>Current Functions (Enter categories from instructions)</p> <p>_____ TRANSPORTATION / road-related _____</p> <p>_____ RECREATION & CULTURE / outdoor recreation _____</p>
--	--

7. Description

<p>Architectural Classification (Enter categories from instructions)</p> <p>_____ NO STYLE _____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>Materials (Enter categories from instructions)</p> <p>foundation _____ N/A _____</p> <p>walls _____ N/A _____</p> <p>roof _____ N/A _____</p> <p>other _____ N/A _____</p>
--	--

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY
Name of Property

EL PASO / TELLER, COLORADO
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more locations for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "X" in all locations that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes
- B** removed from its original location
- C** a birthplace or a grave
- D** a cemetery
- E** a reconstructed building, object, or structure
- F** a commemorative property
- G** less than 50 years of age or achieved significance within the past 50 years

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

- TRANSPORTATION
- ENTERTAINMENT / RECREATION
- ENGINEERING

Period of Significance

1900 - 1939

Significant Dates

1900
1922

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

COLORADO SPRINGS & CRIPPLE CREEK
DISTRICT RAILWAY
CORLEY, W. D.

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

DENVER PUBLIC LIBRARY
COLORADO SPRINGS PIONEERS MUSEUM

COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY
Name of Property

EL PASO / TELLER, COLORADO
County and State

10. Geographical Data

Acreage of Property 115.63 acres

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>13</u>	<u>510790</u>	<u>4293790</u>	3	<u>13</u>	<u>508920</u>	<u>4293760</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>13</u>	<u>510040</u>	<u>4294230</u>	4	<u>13</u>	<u>507500</u>	<u>4292900</u>
					X	see continuation sheet	

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title RON SLADEK, PRESIDENT

organization TATANKA HISTORICAL ASSOCIATES, INC. date 4 SEPTEMBER 1998

street & number P.O. BOX 1909 telephone 970 / 229-9705

city or town FORT COLLINS state CO zip code 80522

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name USDA, FOREST SERVICE, PIKE'S PEAK RANGER DISTRICT

street and number 601 S. WEBER ST. telephone 719 / 636-1602

city or town COLORADO SPRINGS state CO zip code 80903

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

UTM REFERENCES

5	<u>13</u> Zone	<u>508130</u> Easting	<u>4292880</u> Northing	21	<u>13</u> Zone	<u>502780</u> Easting	<u>4286700</u> Northing
6	<u>13</u> Zone	<u>508900</u> Easting	<u>4292520</u> Northing	22	<u>13</u> Zone	<u>500720</u> Easting	<u>4287300</u> Northing
7	<u>13</u> Zone	<u>507240</u> Easting	<u>4289220</u> Northing	23	<u>13</u> Zone	<u>499140</u> Easting	<u>4286460</u> Northing
8	<u>13</u> Zone	<u>508080</u> Easting	<u>4289150</u> Northing	24	<u>13</u> Zone	<u>499280</u> Easting	<u>4285200</u> Northing
9	<u>13</u> Zone	<u>508780</u> Easting	<u>4289060</u> Northing	25	<u>13</u> Zone	<u>498880</u> Easting	<u>4285860</u> Northing
10	<u>13</u> Zone	<u>508320</u> Easting	<u>4288630</u> Northing	26	<u>13</u> Zone	<u>498080</u> Easting	<u>4286100</u> Northing
11	<u>13</u> Zone	<u>508200</u> Easting	<u>4287880</u> Northing	27	<u>13</u> Zone	<u>498160</u> Easting	<u>4287100</u> Northing
12	<u>13</u> Zone	<u>508680</u> Easting	<u>4287960</u> Northing	28	<u>13</u> Zone	<u>497840</u> Easting	<u>4286810</u> Northing
13	<u>13</u> Zone	<u>507800</u> Easting	<u>4287420</u> Northing	29	<u>13</u> Zone	<u>497210</u> Easting	<u>4287240</u> Northing
14	<u>13</u> Zone	<u>507600</u> Easting	<u>4288000</u> Northing	30	<u>13</u> Zone	<u>496860</u> Easting	<u>4285840</u> Northing
15	<u>13</u> Zone	<u>506500</u> Easting	<u>4286980</u> Northing	31	<u>13</u> Zone	<u>495260</u> Easting	<u>4286200</u> Northing
16	<u>13</u> Zone	<u>505700</u> Easting	<u>4286760</u> Northing	32	<u>13</u> Zone	<u>493500</u> Easting	<u>4288230</u> Northing
17	<u>13</u> Zone	<u>505550</u> Easting	<u>4286990</u> Northing	33	<u>13</u> Zone	<u>491480</u> Easting	<u>4288470</u> Northing
18	<u>13</u> Zone	<u>505280</u> Easting	<u>4287340</u> Northing	34	<u>13</u> Zone	<u>490860</u> Easting	<u>4288060</u> Northing
19	<u>13</u> Zone	<u>504540</u> Easting	<u>4286530</u> Northing				
20	<u>13</u> Zone	<u>503790</u> Easting	<u>4287700</u> Northing				

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1 Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

GENERAL DESCRIPTION OF THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY / CORLEY MOUNTAIN HIGHWAY

The Colorado Springs & Cripple Creek District Railway, constructed in 1900 as a 45.8-mile route, is a linear historic feature that runs between Colorado Springs in El Paso County and the Cripple Creek-Victor Mining District in Teller County, Colorado. Converted during the early 1920s to an auto toll road known from 1924 through 1939 as the Corley Mountain Highway, the route travels on top of the earlier rail bed along at least 90% of its length, except for one short section bypassed during the 1920s around collapsed Tunnels No. 7 and 8, and short bypasses at a small number of former trestle locations. The portion of the road currently being nominated to the National Register is narrow and unpaved, and has been hailed for almost a century as an engineering achievement and enjoyed by generations for its scenic vistas and recreational opportunities. Referred to as the Gold Camp Road since it was taken over by the Forest Service in 1939, this scenic route continues to be a popular attraction for tourists and Colorado outdoor enthusiasts, providing access to the mountainous area south of Pike's Peak.

Although the road is generally in very good condition, with little in the way of modern improvements, four of its original nine railroad-era tunnels are currently collapsed. Of these, the collapse of Tunnel No. 3 in particular forced the closure of an eight-mile length of the road in 1988. Due to this closure, the upper length of the route must be accessed via Cripple Creek or the Old Stage Road from Colorado Springs, which intersects with the Gold Camp Road adjacent to Tunnel No. 7. With its narrow bed, steep embankments at former trestle locations, exposed ties and trestle timbers, numerous railroad rock cuts, unchanged scenic vistas, remnants of adjacent railroad and early auto road features, and exceptional railroad tunnels, the Gold Camp Road exhibits an excellent degree of historic integrity through its location, design, setting, workmanship, feeling and association. These features, together with the road's notable placement along steep mountainsides rather than water drainages, allow the modern traveler to experience the historic character of this unique route. In addition, the road serves as an excellent example of both the challenges and achievements of rail and road building through Colorado's mountainous terrain during the early years of the century.

This nomination is limited to the 31.8-mile length (with a 30' right-of-way) of the Gold Camp Road that stretches from Point Sublime (milepost 0.0) above Colorado Springs on the east, to the intersection of the Road with Teller County Road 81 (milepost 31.8) on the west. (*see Maps 1 & 2*) The remainder of the original rail/road route to the east and west of these points (totaling fourteen miles in length) has been compromised by modern alterations such as widening and paving that essentially erased the road's integrity. For the purpose of this nomination, the route will most frequently be referred to as the Gold Camp Road, however the terms CS&CCD Railway, Short Line, and Corley Mountain Highway all refer to the same resource.

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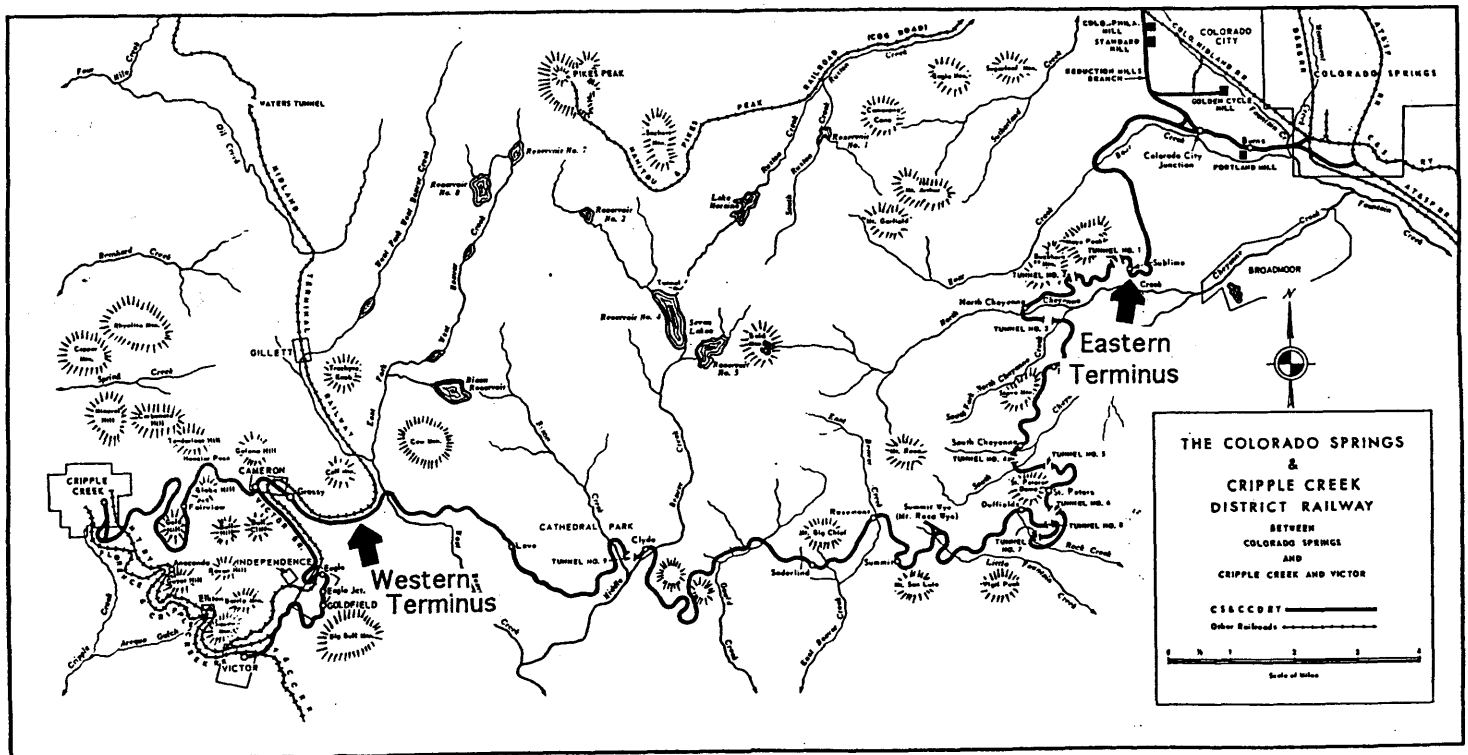
NATIONAL REGISTER OF HISTORIC PLACES
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Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

MAP 1: CS&CCD RAILWAY, COLORADO SPRINGS TO CRIPPLE CREEK

Source: Wilkins, Tivis E. *Short Line to Cripple Creek* (Colorado Rail Annual No. 16). Golden, CO: Colorado Railroad Museum, 1983.



Colorado Rail Annual No. 16
SHORT LINE TO
CRIPPLE CREEK

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National Park Service

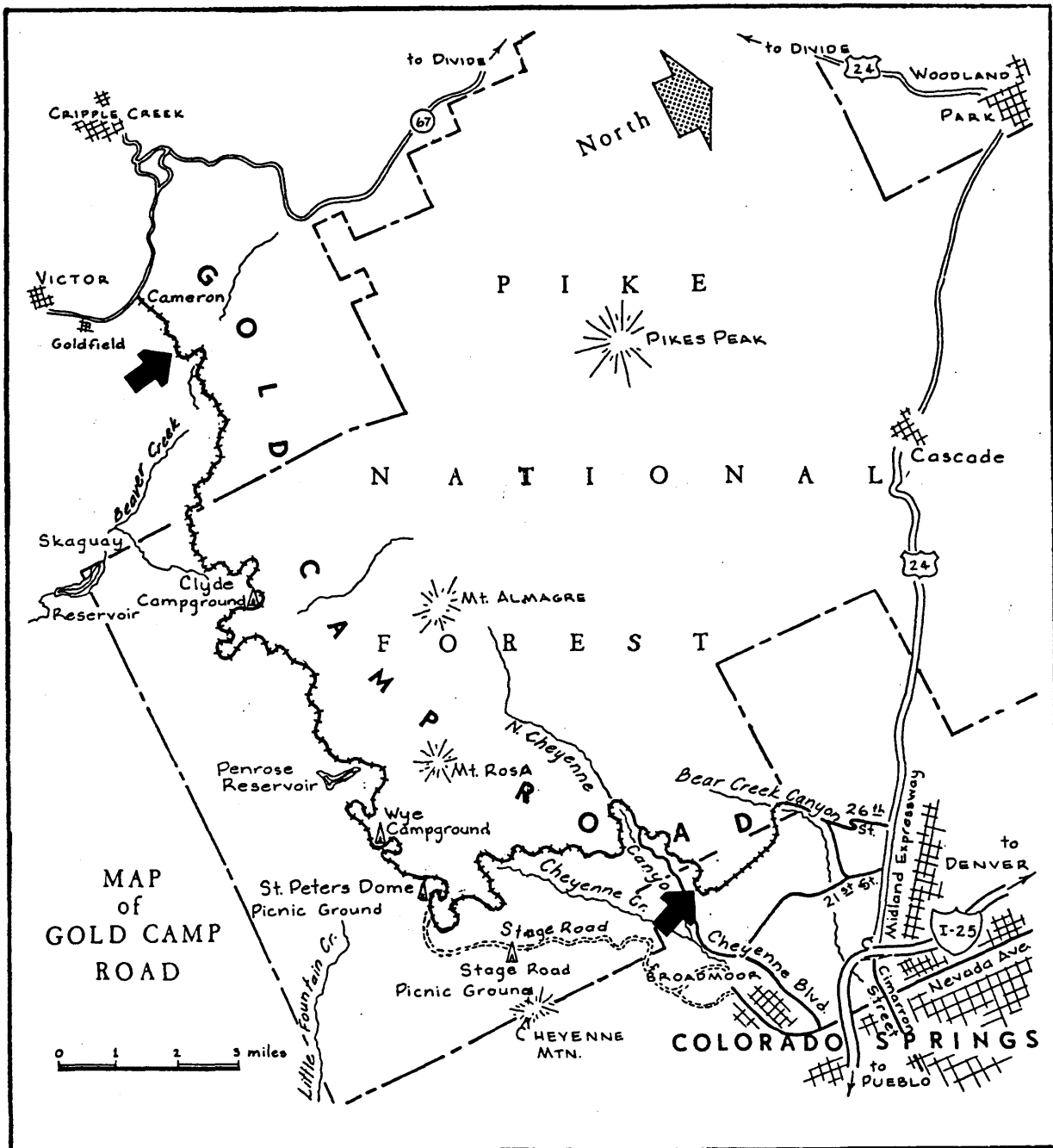
**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 7 Page 3

Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

MAP 2: GOLD CAMP ROAD, COLORADO SPRINGS TO CRIPPLE CREEK

Source: US Forest Service Map, circa 1978.



United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 7 Page 4 Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

FROM POINT SUBLIME TO TUNNEL NO. 3 (MILEPOSTS 0 TO 3.4)

The nominal Gold Camp Road currently begins at the intersection of 21st St. and Lower Gold Camp Road on the western edge of Colorado Springs. Traveling toward the west, the route climbs in elevation (from 6200' at its beginning to 7100' at Point Sublime and 7600' at Tunnel No. 3) as it ascends the flanks of the foothills adjacent to the city. This initial length of roadway has been paved and improved, and has lost its historic feel and appearance. At Point Sublime (4.8 miles from the intersection of 21st St. and Lower Gold Camp Road), the improvements end and the road narrows, curves to the west, and heads into the foothills. This prominent location is also where the road's origins as a historic rail and auto route become apparent, and its historic character can be seen and experienced by the traveler. Consequently, Point Sublime where the Colorado Springs corporate boundary crosses the road is proposed as the eastern terminus (milepost 0.0) of the Gold Camp Road for the purpose of this nomination. (see Map 3)

Immediately following the Point Sublime curve, relics of the early rail line and auto road begin to appear. The first of these is a low rough-cut and uncoursed (with no mortar) circa 1930s stone retaining wall located on the north side of the road. This is followed by a narrow rock cut that dates to the 1900 construction of the CS&CCD rail line. Tunnel No. 1 (milepost 0.6) is approached shortly after the rock cut, bored on a straight alignment 325' into the solid granite of the mountainside. This tall narrow tunnel contains no timbers or other form of support, is entirely composed of exposed rock with a dirt floor, and has soot stains on its ceiling. After passing through another rock cut the road reaches Tunnel No. 2 (milepost 1.5), which is curved and at 185' in length one of the shortest tunnels on the road. This tunnel is also composed of exposed rock and contains no timbering. Just south of Tunnel No. 2, the road passes another railroad-era rock cut and a second rough-cut, uncoursed early stone retaining wall. One-half mile after exiting Tunnel No. 2, the westward traveler comes upon Silver Cascade Falls, a scenic spot enjoyed by tourists on early rail and auto trips along the route. Just beyond this point, the Gold Camp Road intersects with the High Drive (milepost 2.2), an 1888 carriage road established as a tourist route by General William Palmer, founder of Colorado Springs. A parking lot at this location marks the current end of the eastern length of the Gold Camp Road for auto travelers, who must set off on foot from this point to reach Tunnel No. 3.

Along the mile-long length of the road west of the parking lot are found the deteriorated remains of a Forest Service sign, a low rock wall, and a rusted metal interpretive marker dating from the 1960s or 1970s at the approach to Tunnel No. 3. Because this straight 278'-foot-long tunnel (milepost 3.4) was bored through loose granite, it began to deteriorate not long after it was put into service. The upper portion of the tunnel was partially timbered, however it finally collapsed in 1988, forcing travelers over the past decade to access the upper length of the Gold Camp Road through Cripple Creek-Victor or via the Old Stage Road from Colorado Springs.

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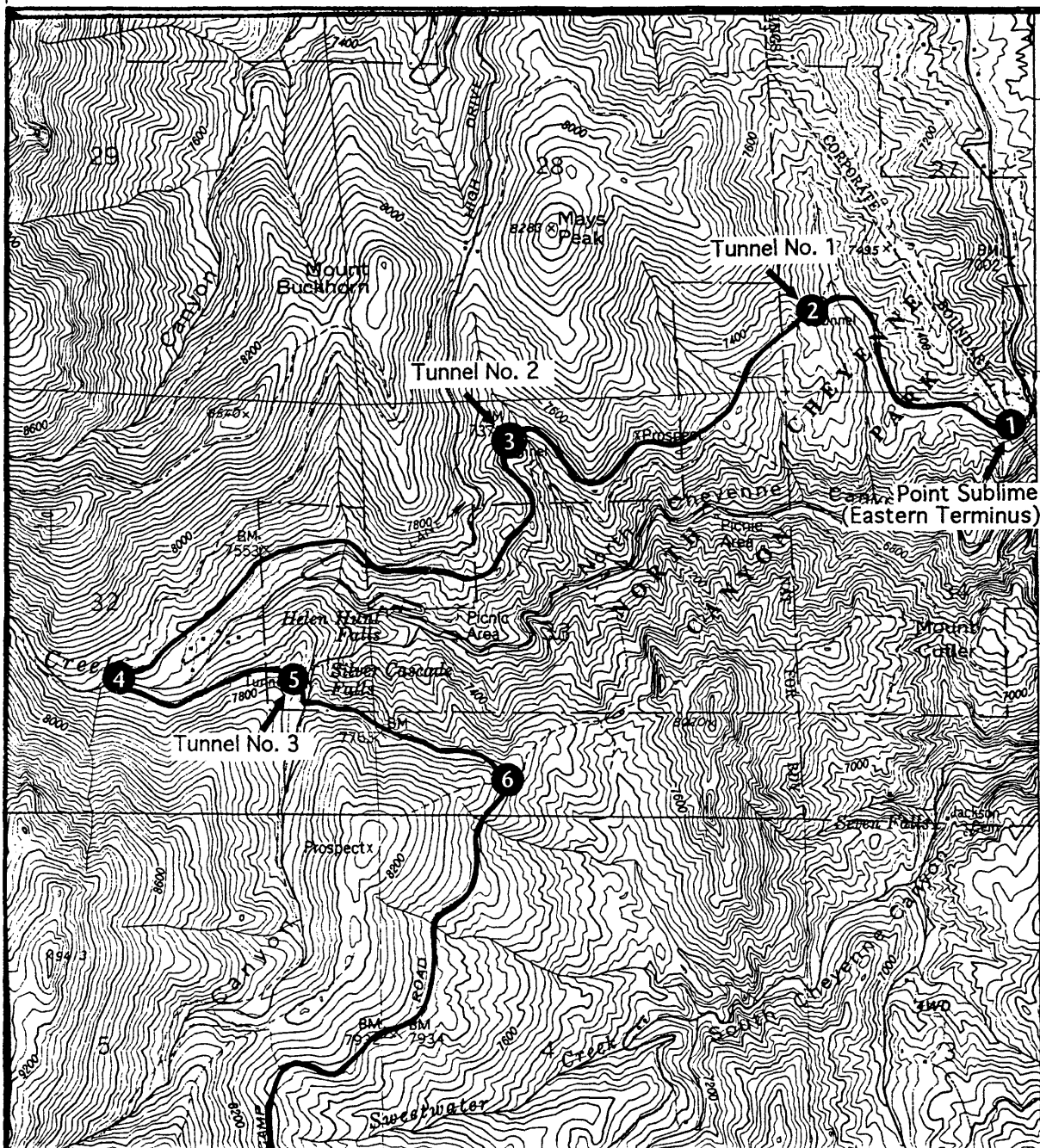
**NATIONAL REGISTER OF HISTORIC PLACES
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Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

MAP 3: POINT SUBLIME TO TUNNEL NO. 3

Source: US Geological Survey, Manitou Springs Quadrangle, 1961 (rev. 1994).
(Circled numbers correspond to UTM References in Section 10)



United States Department of the Interior
National Park Service

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Section number 7 Page 6 Property COLORADO SPRINGS & CRIPPLE CREEK DISTRICT
RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

FROM TUNNEL NO. 3 TO DUFFIELDS (MILEPOSTS 3.4 TO 11.9)

The 7.6-mile length of the road between Tunnels No. 3 and 7 is currently closed due to the collapse of Tunnel No. 3. Along this stretch, which is minimally maintained by the US Forest Service, are found the two open Tunnels No. 4 and 5, and the collapsed (adjacent to the road but bypassed) Tunnel No. 6. Collapsed Tunnels No. 7 and 8 are still present but were completely bypassed when the Corley Mountain Highway was constructed during the 1920s due to early problems with deterioration. The road in this area has not been improved at all, has been subjected to some erosion, and is littered with rocks that have fallen from the steep slopes above. Of the entire Gold Camp Road, the length from Tunnel No. 3 to Tunnel No. 7 is the most pristine, contains spectacular tunnels and panoramic views, and involves the most treacherous driving along the route. (see Map 4)

After leaving Tunnel No. 3, the road heads due south, rising in elevation from 7600' to 9300' as it snakes its way through the steep mountainous terrain toward the scenic and recreational stop of Duffields. Immediately adjacent to the south portal of Tunnel No. 3 is Silver Cascade Falls, which descend into North Cheyenne Canyon. A rock wall with cement mortar that appears to date from the 1960s or 1970s surrounds a small pool where the falls enter a large pipe that passes under the roadway. A short distance to the southeast, the road passes through a long curved rock cut (milepost 4.0) before turning toward St. Peter's Dome to the south-southwest. Around milepost 4.4 the roadway widens at the former site of Fairview Station, a siding used to inspect the trains and long enough to hold 40 rail cars.

After traveling through the forest beyond Fairview Station for over two miles, the road passes through another curved rock cut before entering Tunnel No. 4 (milepost 7.1). This long straight tunnel (the longest on the Gold Camp Road) with a soot-stained ceiling was bored 521' through solid granite and required no timbering. Still in excellent condition, it provides a good example of the massive excavation that was required to complete the route in 1900. The south portal opens up onto a deep canyon formerly spanned by a 78'-high curved wooden trestle over South Cheyenne Creek. The dirt approaches to the trestle are still in place, along with a concrete foundation at the base of the canyon alongside the creek. A reminder of the hazards of driving the Gold Camp Road is present in the form of a battered and rusted automobile resting in the creek bed below.

After taking a sharp right turn to bypass the former location of the South Cheyenne Creek trestle, the Gold Camp Road curves eastward to Tunnel No. 5 (milepost 8.3). This short curved tunnel with a soot-stained ceiling is 263' long and untimbered. After leaving the tunnel, the road curves back toward the south-southwest and widens slightly at St. Peter's Siding (milepost 9.0), which was long enough for 25 cars as well as a bunk house, section house, and station. A short

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NATIONAL REGISTER OF HISTORIC PLACES
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RAILWAY / CORLEY MOUNTAIN HIGHWAY
EL PASO / TELLER COUNTIES, COLORADO

distance from St. Peter's Siding the road begins to rise more noticeably in elevation (with tremendous scenic vistas off to the east and northeast) as it enters the Rock Creek Loop. While under construction, the Rock Creek Loop presented a difficult challenge to the design engineers of the CS&CCD Railway, who completed this portion of the route by looping around and through the adjacent mountain through three tunnels that allowed the rail bed to rise 589' along just 3.2 miles of track.

Due to early deterioration of the three tunnels in the Rock Creek Loop area, the Corley Mountain Highway was forced to bypass all of them during the early 1920s. Tunnel No. 6 (milepost 10.0), which was 200' long, began to collapse after its timbers were set on fire by a passing train and the rock above became loose. Today the portals are so thoroughly covered by rocks that its unmarked location adjacent to the Gold Camp Road is challenging to find. The road loops around this former tunnel location, hugging the steep mountainside and curving toward Tunnel No. 7 along the original rail bed, which it meets again at the south portal of Tunnel No. 6. As the road nears the area of Tunnel No. 7, it keeps to the north of the approaching Old Stage Road, which rises in elevation and meets the Gold Camp Road just west of the tunnel. The earlier Old Stage Road originally followed a separate route up to Cripple Creek and Victor from this intersection, in some places crossing the path of the CS&CCD Railway. Today the Old Stage Road as an auto route terminates at this intersection with the Gold Camp Road. Remnants of the Old Stage Road can still be seen at various points near the Gold Camp Road as it continues toward the mining district to the west.

Tunnel No. 7 (milepost 11.0) was 270' long and timbered, but was starting to collapse by the early 1920s. In order to complete the Rock Creek Loop, the rail route ran from this tunnel toward the northeast to the shortest tunnel on the route, the 170' long curved Tunnel No. 8 (milepost 11.5 along the rail bed). Running through Tunnel No. 8, the line doubled back toward the west and then curved north to reach Duffields. Adjacent to Tunnel No. 7, the Gold Camp Road bypasses the short closed section of the CS&CCD line that contains collapsed Tunnels No. 7 and 8 by curving around toward the north to Duffields (milepost 11.9). Because of the prohibitive cost and difficulty of reopening these two collapsed tunnels, this 0.9-mile length of the rail line is the only sizable part of the original route that the Corley Mountain Highway did not follow when it was converted to auto use during the 1920s, however the current auto bypass dates from that time period.

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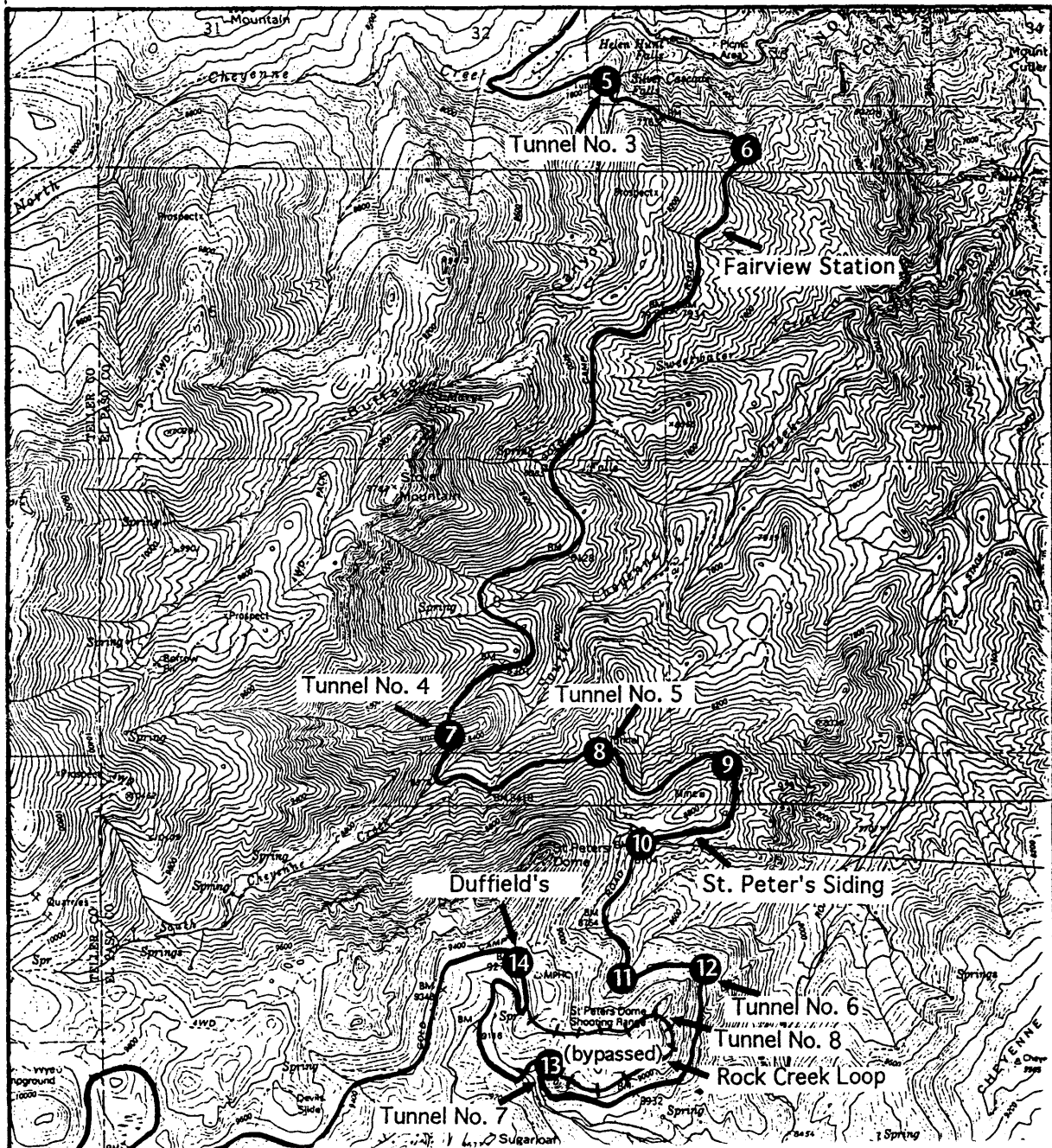
**NATIONAL REGISTER OF HISTORIC PLACES
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MAP 4: TUNNEL NO. 3 TO DUFFIELDS

Source: US Geological Survey, Manitou Springs Quadrangle, 1961 (rev. 1994) and Mount Big Chief Quadrangle, 1961 (rev. 1994).
(Circled numbers correspond to UTM References in Section 10)



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FROM DUFFIELDS TO ROSEMONT (MILEPOSTS 11.9 TO 15.7)

The length of the Gold Camp Road that stretches from Duffields to Rosemont rises from 9300' to 9900' in elevation. (see Map 5) Popular among both early and modern tourists, the Duffields pull-off has been a favored rail and auto stop for the past century due to its panoramic view of the foothills and Colorado Springs to the east. Rail and auto tourists early in the century often disembarked from their vehicles at Duffields to set off on foot, many of them hiking to the summit of St. Peter's Dome, a large rock outcrop rising several hundred feet above the road at this location. Low curved rock walls (no more than 1' in height) with concrete mortar dating from the 1960s or 1970s at the Duffields pull-off provide minimal landscaping and prevent cars from rolling down the steep slope.

Upon leaving Duffields, the Gold Camp Road turns toward the west, continuing in this general direction for the remainder of the route to the Cripple Creek-Victor Mining District. Approximately one mile from Duffields, the road crosses a shelf at the Devil's Slide (milepost 13.0), a steep smooth exposed granite mountainside that required blasting by the CS&CCD Railway when under construction. The next feature to be reached is the Double Horseshoe over Little Fountain Creek (milepost 13.6), considered a feat of engineering in 1900 when under construction as the route climbed 496 feet in 3.3 miles and passed over two large trestles. Although steep narrow dirt embankments are now present at the trestle locations, the double horseshoe can easily be seen by travelers today and large trestle timbers are exposed on the surface of the road at each of these locations, indicating that the trestles were simply buried rather than dismantled.

At the top of the upper horseshoe is Summit Wye (milepost 14.5), also known as Mt. Rosa Wye, a turn-around for CS&CCD Railway engines that were used to haul trains to the 9900' elevation at Summit. The wye can still be seen at this location, splitting off from the main road and curving into the adjacent forest. One mile west of the wye is Summit (milepost 15.4), a siding on the Short Line rail route that was used as a lunch stop and the starting point for travelers descending by handcar to Colorado Springs. No historic remains are to be found from this early rail-related feature.

From Summit the Gold Camp Road descends 80' in elevation into the former resort hamlet and CS&CCD station of Rosemont (milepost 15.7), of which little is left but one stone foundation on the north side of the road. Previously occupied by numerous small cottages, picnic grounds, a dance hall, an athletic field, a siding, a section house, and a train station, Rosemont today is characterized simply by its open appearance on the north edge of East Beaver Park.

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MAP 5: DUFFIELDS TO ROSEMONT

Source: US Geological Survey, Mount Big Chief Quadrangle, 1961 (rev. 1994).
(Circled numbers correspond to UTM References in Section 10)



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FROM ROSEMONT TO CLYDE (MILEPOSTS 15.7 TO 24.2)

Leaving Rosemont (milepost 15.7), the road curves to the southwest and then west around the southern edge of 11,224' Mt. Big Chief. The stretch from Rosemont to Clyde changes in elevation from 9800' to 9500', and includes several points of historic interest in addition to the small number of embankments at former trestle locations and rock cuts that date to the construction of the original rail line. (see Map 6) Saderlind (milepost 18.2), although today an unmarked point along the road, was a small flag stop along the CS&CCD Railway line. Less than one mile west of Saderlind was the lumber shipping point of Heslin (providing timber for the railroad and area mines), of which no evidence remains. One of the deepest rail-related rock cuts (approximately 30' high) along the road is found on a curve at around milepost 20.7, and at approximately milepost 21.7 it is possible to see a number of old ties exposed in the middle of the roadway.

Descending two hundred feet in elevation, the Gold Camp Road enters the Middle Beaver Creek Valley and the railroad station and historic resort of Clyde (milepost 24.2). Although this location used to include a water tank, station, resort buildings, and stocked trout ponds, the only remaining features other than the rail and road bed are the concrete foundations of the water tank and adjacent structures, as well as the now dry bed of Clyde Lake.

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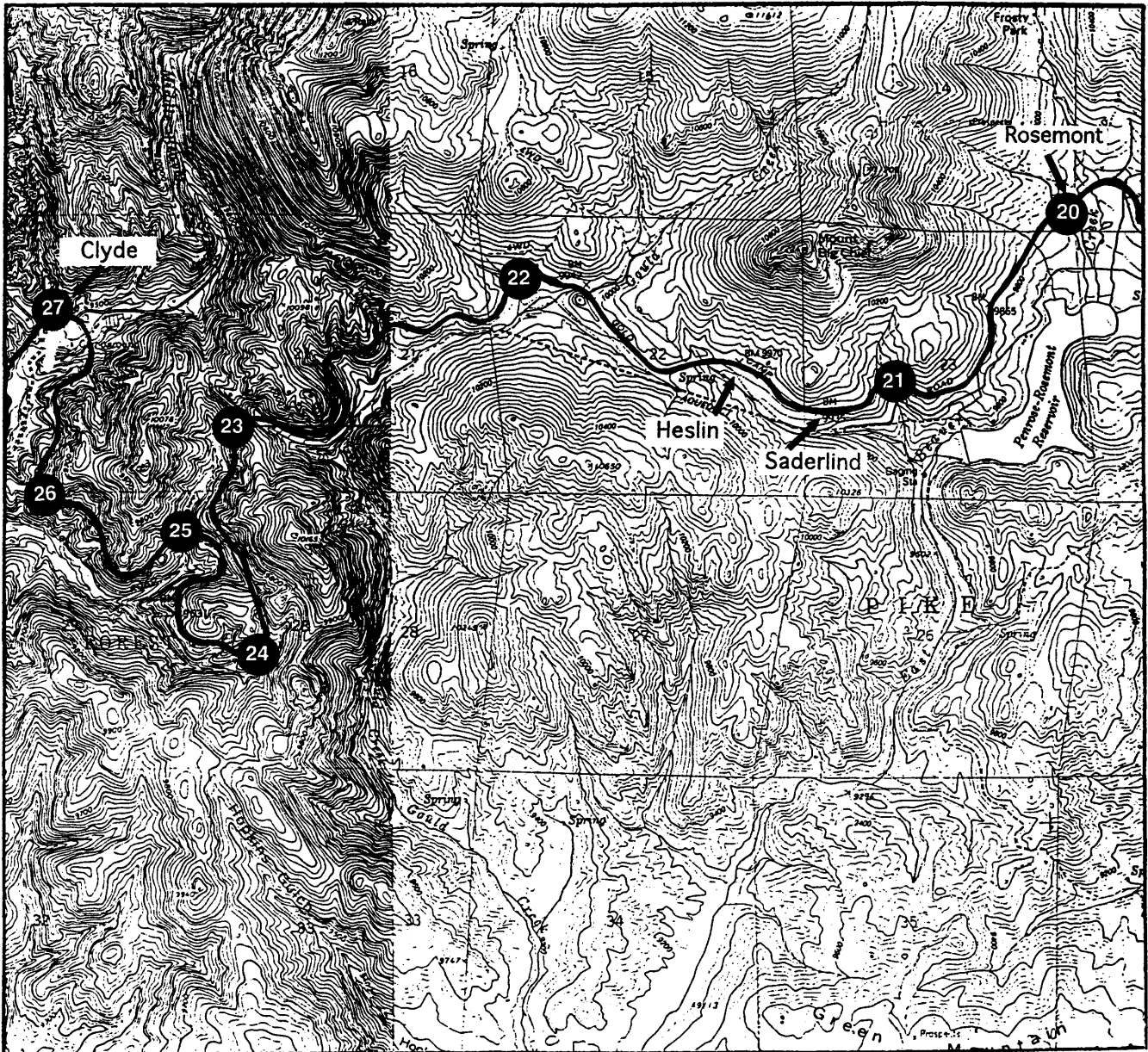
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MAP 6: ROSEMONT TO CLYDE

Source: US Geological Survey, Mount Big Chief Quadrangle, 1961 (rev. 1994) and Big Bull Mountain Quadrangle, 1951 (rev. 1984).
(Circled numbers correspond to UTM References in Section 10)



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FROM CLYDE TO TELLER COUNTY RD. 81 (MILEPOSTS 24.2 TO 31.8)

From Clyde to Teller County Road 81, the Gold Camp Road rises another 300' feet in elevation. (see Map 7) Immediately west of Clyde the road enters Tunnel No. 9 (milepost 24.6), which is 268' long, curved, and heavily timbered. Carved into the lower wooden timbers are numerous names and initials, some of which date back to 1906. Upon exiting the tunnel the road enters the Cathedral Park area, one of the scenic highlights of the Gold Camp Road. Passing along a very steep curved embankment over Bison Creek (another former trestle location), the road is dwarfed by the massive weathered rock outcroppings of Cathedral Park (milepost 25.2), a popular tourist attraction along the route over the past century.

Between Cathedral Park and Teller County Road 81, a length of about 6.5 miles, the only significant features of historic interest are six railroad-related rock cuts through which the road passes. Just west of Cathedral Park the road exits the Pike National Forest and meanders through the mountains of eastern Teller County on its way to the Cripple Creek-Victor Mining District. At milepost 31.8, the road intersects with paved Teller County Road 81 (Lazy S Ranch Rd.). Beyond this intersection, the Gold Camp Road has lost much of its historic character and integrity due to significant improvements. No documentation has been found to indicate where W.D. Corley set up a toll booth or in any other fashion marked the western end of his auto road. Because of this unanswered question, along with noted improvements and practical concerns raised by the presence of numerous mining claims and small parcels of private property within the Cripple Creek-Victor Mining District, the western terminus of the road will be established for the purpose of this nomination at the intersection of the Gold Camp Road with County Road 81. From this point, the CS&CCD rail line and the Corley Mountain Highway traveled a few more miles to the west before reaching the mining towns of Cripple Creek and Victor.

The seven contributing resources included in this nomination are as follows:

1. The Corley Mountain Highway (roadway overlying the earlier CS&CCD rail line)
2. Tunnel No. 1
3. Tunnel No. 2
4. Tunnel No. 3
5. Tunnel No. 4
6. Tunnel No. 5
7. Tunnel No. 9

Tunnels No. 6, 7 and 8 are not included as contributing resources because they were already collapsing by the time the rail route was converted to an auto toll road and were consequently bypassed by the Corley Mountain Highway.

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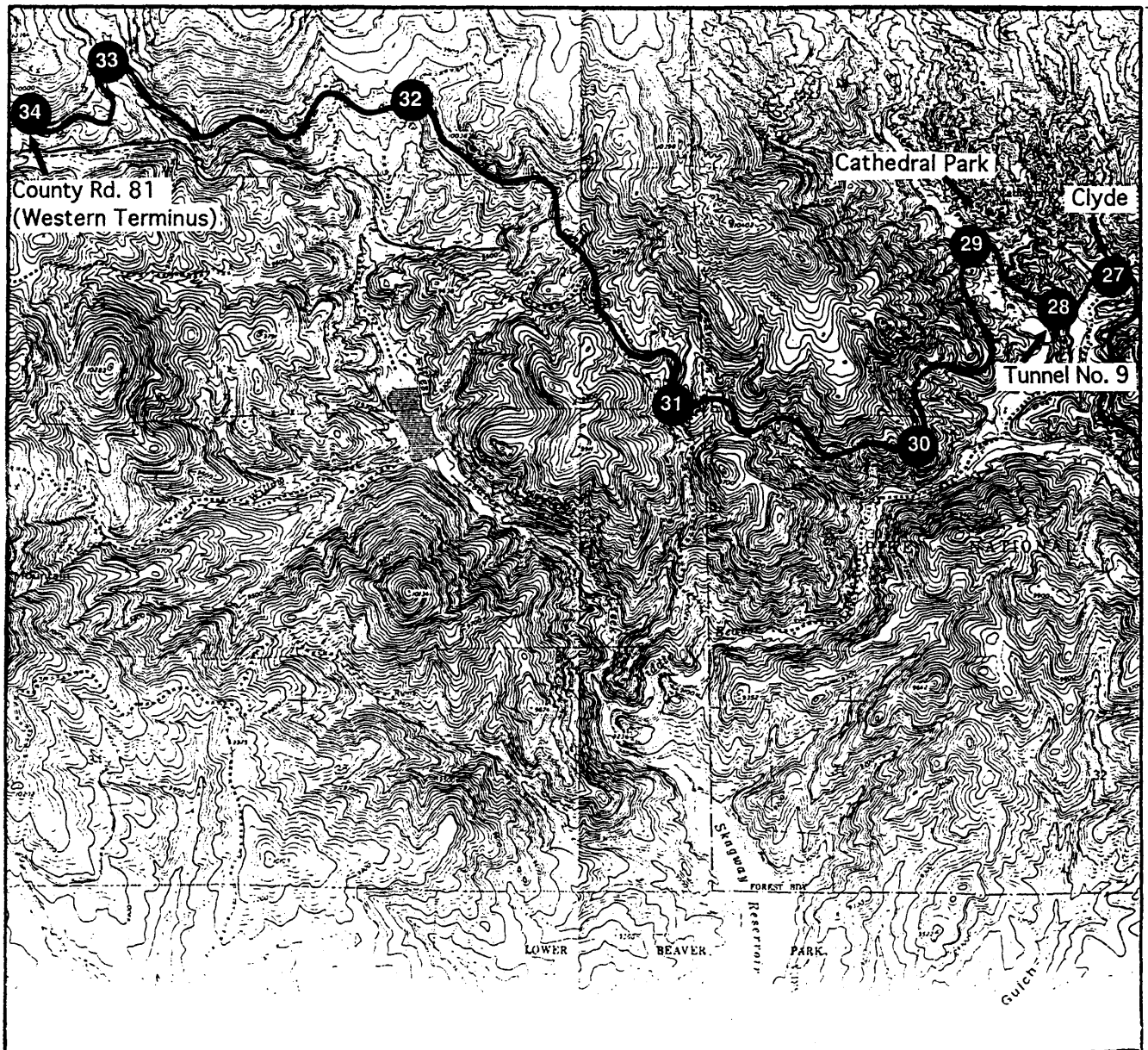
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MAP 7: CLYDE TO TELLER COUNTY ROAD 81

Source: US Geological Survey, Big Bull Mountain Quadrangle, 1951 (rev. 1984).
(Circled numbers correspond to UTM References in Section 10)



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STATEMENT OF SIGNIFICANCE

The CS&CCD Railway and Corley Mountain Highway route is significant under Criterion A for its association with events that have made a significant contribution to the development of transportation and outdoor recreation in Colorado. Constructed in 1900 as a rail line and converted into a privately-owned auto toll road during the 1920s, the Gold Camp Road is an excellent example of an early 20th-century tourist route that from the very beginning took advantage of the scenic beauty of the mountainous area between Colorado Springs and the Cripple Creek-Victor Mining District. The historic origins of the CS&CCD Railway and Corley Mountain Highway are still clearly evident along the route, which continues to be a recreational and scenic attraction for both area residents and tourists visiting from elsewhere. Exhibiting a good degree of historic integrity, the Gold Camp Road is representative of a pattern of development in Colorado around the turn of the century of tourism by rail, the demise of mining camp-related rail lines following World War I, and the conversion of some rail routes into mountain auto roads during the tourism and transportation boom of the 1920s.

The CS&CCD Railway and Corley Mountain Highway route is also significant under Criterion C in the area of engineering for embodying the distinctive characteristics of a period of rail and road construction in the Colorado mountains. As with other rail lines throughout the mountainous areas of the state, the CS&CCD Railway utilized proven methods of forging routes through difficult terrain by erecting numerous trestles, carving shelves into steep slopes, and excavating rock cuts and tunnels where necessary. Hailed for a century as an admirable engineering achievement, the hand-built CS&CCD line was routed along mountain slopes rather than water drainages, requiring significant financial investment and forcing its engineers and construction crews to erect more than thirty wooden trestles and excavate shelves, numerous rock cuts, and nine tunnels along its length. Railroad contractor J.B. Orman of Pueblo stated in 1899 that the project "was the heaviest piece of rock work for the mileage ever let in Colorado." Completed in just over one year, the line generated so much interest that it was visited by railroad and bridge engineers who traveled across the country to observe its construction and designed features.

The Gold Camp Road's period of significance begins in 1900 when the route was constructed by the CS&CCD Railway, includes its transfer to W.D. Corley and conversion to an auto toll road during the early 1920s, and ends in 1939 when it shifted from a privately-owned auto road to a public thoroughfare operated by the US Forest Service. Significant on a statewide level, this early period of private ownership underscores the importance of transportation and tourism as investment opportunities for entrepreneur developers. Still an important asset to the community, the road continues to serve as a tourist attraction and recreational route. The Gold Camp Road exhibits an excellent degree of historic integrity, with its original function, dimensions, and methods and materials of construction readily apparent.

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HISTORICAL BACKGROUND

The origins of the Gold Camp Road are found in the discovery of gold in 1890 in the mountains twenty miles west of Colorado Springs and southwest of Pike's Peak by a cowboy working an area cattle ranch. The surprising find quickly turned into Colorado's last major gold rush and the rapid growth of the Cripple Creek-Victor Mining District. Over the following several decades, area mines produced \$400,000,000 worth of the mineral that would change lives and landscapes forever. During the first several years of the Cripple Creek gold rush, the area (ranging in elevation from 9500' to 10,000' above sea level) was served by an increasingly inadequate system of stage and wagon roads. These rugged routes were used to transport passengers, mining equipment, consumer goods, and ore between the district and plains cities such as Colorado Springs, Denver, Florence, Canon City, and Pueblo.

By the end of 1893, two railroads had initiated construction of lines into the booming mining district. The Florence & Cripple Creek Railroad was constructing a narrow gauge line from the south that would enter the southern edge of the district at Victor, while the Midland Terminal Railroad was constructing a standard gauge northern route into the district that reached the area at Gillett (north of Cripple Creek). These two major rail lines replaced area stage and wagon roads, and captured millions of dollars worth of transportation revenues to and from the Cripple Creek-Victor Mining District. Their arrival provided for the reliable and affordable shipment of ore, goods, and passengers necessary to ensure the continued growth and success of the area. By the mid-1890s, the district that just a few years earlier had far more cows than people contained 350 operating mines and was occupied by approximately 20,000 residents.

Most of the district's richest mines were owned by residents of Colorado Springs, who sought to increase their control of the industry by diversifying into related areas such as the transportation and milling of the raw ore extracted from underground. Ore was transported during these early years on the Florence & Cripple Creek and Midland Terminal railways to smelters in Florence, Denver and Pueblo, bypassing the city of Colorado Springs as a processing center. Discriminatory rates for both shipping and passenger service in and out of Colorado Springs were instituted by the two existing railway companies, which further compounded the frustration of local mining investors, suppliers, and travelers. In early 1896, a group of Colorado Springs investors organized under the leadership of Irving Howbert, a mine owner, banker, and founder of the Colorado Midland Railroad, to build a shorter competing line into the Cripple Creek-Victor Mining District and capture a larger share of the district's business. After surveying for a "Short Line" route around the south flank of Pike's Peak, the group declared the plan impractical and abandoned their initial effort.

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In April of 1897, a group of El Paso County investors organized the Cripple Creek District Railway Company, which began to construct an electric interurban railway line that June between the towns and mines of the Cripple Creek-Victor Mining District. On 11 November 1897, Irving Howbert was elected president of the company and the stated purpose of the firm was extended to the planned construction of a main electric rail line between Colorado Springs and the district through the mountains south of Pike's Peak. The electric interurban trolley line was completed by the beginning of 1898 and began to shuttle miners, residents, and travelers throughout the Cripple Creek-Victor Mining District. Although Howbert obtained a Congressional right-of-way permit through the Pike's Peak Timber Reserve in June, further study indicated that the planned main electric rail line between Colorado Springs and Cripple Creek would not be feasible due to technical and cost constraints, and the effort was again abandoned.

During the spring of 1899, a group of Colorado Springs investors and mine owners led by Irving Howbert formed a syndicate that purchased the Cripple Creek District Railway Company and began to prepare plans for the construction of the Short Line to Cripple Creek. Howbert was joined by James Burns (president of the Portland Mine), Frank Woods (owner of the Woods Investment Co. and the Gold Coin Mine), E.W. Giddings (owner of the Strong Mine), J.R. McKinnie (owner of the Moon-Anchor Mine), K.W. Babbitt and H.G. Lunt (prominent Colorado Springs attorneys), William Lennox (owner of the Strong and Ajax Mines), Winfield Stratton (owner of the Independence Mine), and William Jackson (Colorado Springs banker and former president of the Denver & Rio Grande Railway) in the pursuit of this challenging and expensive undertaking. During May of that year, survey crews were sent back out into the field to locate a practical route south of Pike's Peak for a standard gauge steam line. This time they were successful, reporting to Howbert that their proposed route was much more favorable than the one surveyed in 1896. With this news in hand, fundraising for the project resulted in the collection of \$1.5 million in subscriptions from the initial investors and Colorado Springs banks. On 17 November 1899, a meeting of the stockholders of the Cripple Creek District Railway Company was held in Colorado Springs, at which the Articles of Incorporation were amended to include the purpose of constructing a main line to the district and changing the name of the firm to the Colorado Springs & Cripple Creek District Railway (CS&CCD Railway), promoted by its owners as the Short Line to Cripple Creek.

Detailed survey of the main CS&CCD line was completed in early December of 1899, by which time president Howbert had acquired a right-of-way grant through national forest land from Congress. On December 28, the grading contract for the First Division of the line (the first twenty-one miles from the west edge of Colorado Springs) was awarded to Orman & Crook of Pueblo, and on 4 January 1900 Howbert turned over a shovelful of dirt on the west side of Colorado Springs and declared that the long-planned construction of the Short Line to Cripple

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Creek had commenced. Grading began that same day with a small crew of local workers, which grew to 200 men within a week. By the end of the month, Orman & Crook's grading equipment had arrived and the number of workers had risen to almost 800, along with their associated mules, scrapers and dump carts. The grading contract for the Second Division of the Short Line, essentially the next eighteen miles from the western end of the First Division, was awarded on February 20 to Carlyle, Dittmer & Weitbrec of Pueblo.

Grading of the Short Line was difficult and time-consuming due to its routing along the mountainsides and frequent crossing of drainages. Work on the First Division was particularly challenging as its topography necessitated the excavation of eight tunnels and a large number of rock cuts, as well as the construction of twelve timber trestles. More than three hundred additional workers were brought in from Chicago and Kansas City at company expense during May and June to assist with the grading, which was requiring a massive investment of labor. The 336'-long Bear Creek Canyon bridge near Colorado Springs was completed in May, and the *Evening Telegraph* (Colorado Springs, 12 May 1900) reported that:

"The bridge is a piece of structural work which has interested the attention of expert engineers and railroad builders to such an extent that some of the most expert men in this line of work in the United States have come out of the east to see it and have pronounced it the strongest bridge of frame material on any railroad in the country."

All of the trestle bridges constructed along the Short Line were designed by Robert Ogle, a bridge expert hired from the Denver & Rio Grande Railroad for this project. In late June, the process of laying track began at the CS&CCD Railway yard in Colorado Springs, and by mid-July the rails had reached what was later designated as Point Sublime, six track-miles from the rail yard in the city.

During this early period of grading and laying rails, the owners of the CS&CCD began to realize that the scenic beauty of the route they had chosen carried great potential for tourism in addition to its practical transportation use. Reports in area newspapers increasingly focused upon the Short Line's attraction as a sightseeing and recreational route and downplayed its original purpose of shipping ore to the new reduction mills under construction on the western edge of Colorado Springs. On 30 July 1900, the first passenger train ascended the track, carrying a group of local businessmen and company directors to Point Sublime to observe progress on the line. The following day, area newspapers hailed the quality of construction and again focused upon the scenic attractions of the route. Eager to please the public, whose curiosity was spurred by glowing newspaper articles, Howbert initiated regular weekend sightseeing trips along the completed length of the Short Line that commenced in late August and ran through early December of 1900.

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After enduring delays on Tunnel No. 3, on the Rock Creek Loop between Tunnel No. 7 and Duffields, and during the construction of the shelf at Devil's Slide, the board of the CS&CCD Railway raised additional funds to cover the project's many unanticipated expenses. Construction continued through the winter of 1900-1901, and on 28 February 1901 the last spike was driven at Cameron, over thirty-nine track miles west of the line's beginning in Colorado Springs. Over the following weeks, branch lines were constructed to connect the main line with the adjacent towns of Cripple Creek and Victor. On 23 March 1901, the Short Line to Cripple Creek was officially dedicated as a three car passenger train left Colorado Springs and made the inaugural journey to Cripple Creek carrying executives of the CS&CCD Railway and a group of 150 prominent Colorado Springs businessmen and citizens. The "Golden Spike Special" stopped in full view of a crowd that gathered later that bitter cold day at Cripple Creek for a short ceremony and the driving of a golden spike to officially open the line. At \$40,000 per mile in construction costs (excluding the line's interurban trolley system), the Short Line was reportedly the most expensive rail line constructed to that date in Colorado.

Regular service began on 8 April 1901 with four passenger trains traveling in each direction daily. The CS&CCD Railway distributed the first edition of its *Short Line Blue Book* that month, designed to attract tourists from around the country, which together with highly favorable newspaper articles caused the line to be inundated with passengers. On 9 August 1901, the Short Line received a tremendous promotional boost when it carried Vice-President Theodore Roosevelt from Colorado Springs to Cripple Creek for a sightseeing tour and political visit to the mining district. Roosevelt has long been credited with describing the Short Line route as "the trip that bankrupts the English language." Adopted as the official slogan of the Short Line to Cripple Creek, the frequently-quoted phrase appeared for the next two decades in all of its promotional literature and advertising. With passenger traffic heavy during opening months and optimism high for the success of the line as a scenic and recreational attraction, the company ordered an additional ten coaches to be delivered in time for the beginning of the 1902 tourist season.

Ore shipments were initiated by the middle of April 1901, the first car coming from the Gold King Mine where cowboy Bob Womack's discovery started the Cripple Creek Gold Rush eleven years earlier. Within one year, Colorado Springs was replacing Florence, Pueblo and Denver as the principal milling center for ores shipped out of the Cripple Creek-Victor Mining District. The Portland Mill, Telluride Mill, and Golden Cycle Mill were operating by the middle of 1902 along spurs of the CS&CCD Railway near Colorado City. During February of that year, president Howbert announced that the railroad was transporting almost 500 tons of ore each day from the mines, an amount expected to increase dramatically over the following years.

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Typical of corporate buyouts and consolidations in the rail industry, just four years after it began operating the Short Line entered a period of dramatic change. In January 1905, the Colorado & Southern (C&S) Railway Company purchased the CS&CCD Railway, retaining Howbert as a director. As a subsidiary of the C&S Railway, the Short Line signed a joint management and operations agreement with the Cripple Creek Central Railroad to reduce competition between the several lines serving the mining district. Management of the Short Line was assumed by Jesse Waters, president of the Midland Terminal and Florence & Cripple Creek railroads. Passenger service on the CS&CCD route continued to operate with regular but fewer round-trips each day, although tourism and ore shipment remained the line's main revenue sources. In the fall of 1911, the Short Line system and all of its associated equipment were leased to the Florence & Cripple Creek Railway under an agreement designed primarily as a legal maneuver. In practical terms, however, the lease resulted in the shipment of almost all freight traffic in and out of the district over the Short Line.

American entry into World War I in 1917 aggravated inflation and caused the costs of labor and goods to increase, forcing many of the district's marginal mining operations out of business. At the same time, tourism decreased nationwide, causing a significant drop in passenger traffic over the Short Line. The bankruptcy of the Colorado Midland Railway resulted in its sale during April 1917 to the owner of the Cripple Creek Central Railway, which diverted all freight traffic from the Short Line to the route formerly operated by the Colorado Midland-Midland Terminal Railway. Further financial damage was inflicted upon the CS&CCD Railway when the Bear Creek Canyon trestle succumbed to fire in May of 1918, causing the entire Short Line to remain closed for over one year. Although the CS&CCD Railway went into receivership in May 1919, the line reopened that summer following reconstruction of the Bear Creek Canyon trestle. However, the Short Line was doomed by early 1920 because of the Midland Terminal Railway's successful domination of mining operations in the Cripple Creek-Victor Mining District, along with the related shipment of freight and ore. Although daily excursion trains continued to operate from Colorado Springs to Summit throughout the summer of 1920, this service terminated on September 1 and the Short Line ended its nineteen year history of rail transport through the area.

Two years later, on 29 August 1922, the United States District Court issued an order that the assets of the Short Line be sold to pay off its debts. The sale took place six weeks later at the El Paso County courthouse in Colorado Springs, with a handful of qualified bidders present. Among the bidders was W.D. Corley, a Colorado Springs coal mine owner and cattle breeder, along with a representative of the owner of the Midland Terminal Railway. After the others dropped out not long after bidding started at \$200,000, these two remaining parties bid the price upward in \$5000 increments until Corley made the winning offer of \$370,000 and acquired the CS&CCD Railway.

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Impressed with the growing popularity of the automobile, and convinced that it represented the future of transportation and tourism, Corley planned to convert the Short Line route into an auto toll road and promote it as a scenic and recreational attraction. By 1920, the automobile had become a common sight throughout Colorado, and the Good Roads Movement that emerged over a decade earlier had succeeded by 1913 in pushing through legislation that established a state highway commission along with funding for the improvement of auto roads. Scenic mountain routes such as the Pike's Peak Auto Highway (originally an 1888 carriage road adapted to auto use in the 20th century) and the Royal Gorge Highway (constructed in 1911 with convict labor), were constructed in response to the growing number of tourists visiting the state. By the time Corley purchased the Short Line and began his privately funded conversion project, the automobile was becoming firmly established as the preferred method of transportation to Colorado's points of scenic and recreational interest.

Eager to raise cash by selling the rail line's assets and reopen the route for the upcoming tourist season, Corley immediately began to remove the Short Line tracks in the Cripple Creek area. He met stiff resistance in the form of the Cripple Creek Commercial Club, which filed a petition of protest with the Colorado Public Utilities Commission in January 1923. Cripple Creek mine owners expressed serious concern that the dismantling of CS&CCD trackage within the district would leave some of the mines stranded and unable to ship ore to the mills. The Public Utilities Commission considered the conflict at a February hearing, which resulted in an order to leave 3.5 miles of track in place within the district, while authorizing Corley to remove the main line to the east as he pleased. Proceeding with his plans, Corley removed the tracks from the entire length of the Short Line between Colorado Springs and the Cameron area, and added floor boards and guard rails to the trestles in place along the route. Most of the original trestles deteriorated or succumbed to fire early in the century, and had been filled or replaced by the CS&CCD Railway by large embankments during the period from 1904 through 1913. During Corley's conversion, a small number of the remaining trestles were simply bypassed with short sections of road that hugged the canyon walls around formerly bridged gaps.

In July 1924, Corley acquired a Special Use Permit from the Secretary of Agriculture to operate a toll road over the railroad grade through the Pike's Peak National Forest, and the route opened for auto traffic from Colorado Springs to Summit. With the western length from Summit to the Cripple Creek mining district completed in 1926, travelers were able to drive the entire Short Line route for the first time. Toll booths at the eastern entrance were erected near the Bear Creek trestle and at the road's intersection with the High Drive above North Cheyenne Canyon, however the location of the toll booth on the western end of the road (presumably in the Cameron area) is unknown. Designated the Corley Mountain Highway when it opened, the route became a popular attraction for both Colorado residents and out-of-state tourists, who drove their Packards and Hudsons and Studebakers for a fee of \$1 per car along the privately-

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owned scenic route over the next fifteen years. Along with revenues gained from the sale of CS&CCD Railway assets, Corley reportedly took in fees of as much as \$400 per day during the summer tourist seasons.

In 1939, Corley's permit expired and the road was turned over to the federal government, which opened the route as a free highway redesignated as the Gold Camp Road. Since that time, the road has been maintained by the US Forest Service, along with El Paso and Teller Counties under maintenance agreements. Corley's ownership of the CS&CCD Line was not resolved until December 1948, however, at which time the right-of-way from the Colorado Springs yards to Cameron reverted by quit claim deed (signed by Corley's heirs due to his death in August of that year) to the federal government. Other than the short bypass around the collapsed tunnels on the Rock Creek Loop, the vast majority of the road travels on top of the original Short Line rail bed. Today the route remains a spectacular sightseeing opportunity, steeped in the history of the Short Line to Cripple Creek, the Corley Mountain Highway, and the Gold Camp Road. Traveling its length, the modern visitor along this route will experience something of the challenge and achievement of constructing a rail line through the rugged mountainous terrain south of Pike's Peak, along with the thrill of both rail and auto tourism in Colorado during the early decades of the century.

According to the Colorado Engineering Context (Joseph E. King, 1984), the Short Line to Cripple Creek was constructed during the peak of railroad building in the state between 1865 and 1915. Typical of other rail lines constructed in the mountains during this period, the CS&CCD Railway completed its line along this route in a short period of time, resulting in the use of numerous timber trestles (rather than the more expensive and time-consuming tunnels) that soon deteriorated and had to be maintained or replaced. The Short Line was also constructed predominantly on the south-facing slopes of the mountains it crossed to take advantage of sunlight for melting snow during the winter months. Tunnels were bored at nine locations along the route, evidence of the level of investment placed in the railroad by its original owners. This route is one of the few remaining in Colorado along which modern travelers can observe engineered features that date back to the original construction of the rail line in 1900. The Gold Camp Road, in many ways largely unchanged since it was converted for auto use in the 1920s, also provides modern travelers with an opportunity to experience driving on an authentic early 20th-century unpaved scenic mountain toll road.

Analyzed in light of the Colorado Mountains Historic Context (Steven F. Mehls, 1984), the impact and meaning of the Gold Camp Road takes on significantly more depth. The CS&CCD Railway constructed its line from Colorado Springs to the Cripple Creek-Victor Mining District in 1900 as a consequence of the active and profitable mining trade that had developed in the area over the previous decade. Although initial plans developed during the late 1890s focused upon hauling ore

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to the new reduction mills in Colorado Springs (which proved to be an important revenue source), the line quickly added passenger traffic to its services in 1901 and gained its notoriety from the spectacular scenery and recreational opportunities provided by the trip. Railroad companies had been promoting their Colorado mountain tourist routes to potential customers since the early 1870s, and the CS&CCD Railway was no exception. In this case, the Short Line not only advertised its practical transportation and shipping services through the area, but also heavily promoted the route as a scenic attraction in and of itself.

The demise of the mining industry and rise of auto transport around World War I led to the closure of many Colorado rail lines by 1920, and the Short Line was not immune to these economic changes. Starting around 1920 and continuing into the 1960s, a number of abandoned rail beds in the state were converted to auto use due to their efficient routing and the presence of an already prepared road bed. Unfortunately, evidence of their railroad origins has been largely obliterated as a result of road improvements completed over the decades. In the case of the Gold Camp Road, however, many of these early rail-related characteristics are still present, providing the traveler with a clear idea that this road was originally designed for standard gauge railroad use. The Gold Camp Road is also one of the few intact "highways" dating from the period in Colorado history when mountain auto roads were starting to be created and improved. Providing a relatively rare opportunity for further interpretation (some of which may be pursued through archaeological methods) of the development of rail and early auto routes, the history of the Gold Camp Road also offers an excellent case study in the evolution of the Colorado tourist industry as it developed early in this century. The Gold Camp Road is consequently significant on the state level as an excellent representative of the development of early-20th century rail and auto tourist routes through the challenging and scenic mountainous areas of Colorado.

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Recorded Quit Claim Deed conveying all CS&CCD Railway property owned by the Corley Mountain Highway Co. to the United States of America. El Paso County Clerk & Recorder. Book 1199, Page 264. 13 December 1948.

Recorded Quit Claim Deed conveying all Corley Mountain Highway Co. property owned by W.D. Corley, Jr. and Lucy Corley (heirs of W.D. Corley) to the United States of America. El Paso County Clerk & Recorder. Book 1199, Page 261. 21 December 1948.

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VERBAL BOUNDARY DESCRIPTION

The nominated property includes all of the unpaved portion of Gold Camp Road (also known as Forest Road 370) from Point Sublime above Colorado Springs to its intersection with Teller County Road 81. The eastern and western termini for the boundary are indicated by the UTM reference points number 1 and 34. The boundary includes a 30' right-of-way, measured from the center line of the road, and all of the tunnel and trestle locations utilized by the Corley Mountain Highway.

BOUNDARY JUSTIFICATION

The boundary includes that portion of the Corley Mountain Highway (Gold Camp Road) that passes over the Short Line railroad bed, except where the road diverged from the rail bed due to tunnel and trestle deterioration when it was converted in the 1920s. The eastern and western terminal points were chosen because the road beyond in both directions has been significantly improved and has lost much of its integrity. All of the nominated route exhibits a high degree of historic integrity and conveys the origins of the route as an early rail line and auto highway.

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PHOTOGRAPH LOG

The following information applies to all photographs submitted with this registration form:

Name of property: Gold Camp Road
City, county and state: El Paso County / Teller County, Colorado
Photographer: Ron Sladek
Date of photograph: 15 August 1998
Location of negative: Tatanka Historical Associates Inc.
P.O. Box 1909
Fort Collins, CO 80522

- Photograph #1: View of the eastern terminus of the Gold Camp Road at Point Sublime, where the improved paved road (in the foreground) ends and the nominated unpaved narrow length of the road begins. View to the south.
- Photograph #2: View of the northeast portal of Tunnel No. 1. View to the southwest.
- Photograph #3: View of the west portal of collapsed Tunnel No. 3. View to the southeast.
- Photograph #4: View of the southeast portal of collapsed Tunnel No. 3. View to the northwest.
- Photograph #5: View of the southeast approach to Tunnel No. 3. View to the northwest.
- Photograph #6: View of Silver Cascade Falls and the low rock wall where the creek runs under the Gold Camp Road adjacent to Tunnel No. 3. View to the southwest.
- Photograph #7: View of the southeast portal of Tunnel No. 3 at center, showing the solid granite through which it was bored. View to the northwest.
- Photograph #8: View of the curved rock cut southeast of Tunnel No. 3. View to the north.
- Photograph #9: View of the Fairview Station siding southeast of Tunnel No. 3. View to the south.
- Photograph #10: View of Short Line ties exposed by erosion in a narrow section of the Gold Camp Road south of Fairview Station. View to the south.

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- Photograph #11: View of the south portal of Tunnel No. 4. View to the north.
- Photograph #12: View of the dirt approach and concrete foundation at the former trestle location just south of Tunnel No. 4. View to the south.
- Photograph #13: View of the east portal of Tunnel No. 5. View to the west.
- Photograph #14: View of Tunnel No. 5 from the east. View to the west.
- Photograph #15: View of the Gold Camp Road east of Tunnel No. 5. View to the east.
- Photograph #16: View of the area of St. Peter's Siding, with St. Peter's Dome in the distance. View to the west.
- Photograph #17: View of the north portal of collapsed Tunnel No. 6. View to the southeast.
- Photograph #18: View of the south portal of collapsed Tunnel No. 6. View to the north.
- Photograph #19: View of the west portal of collapsed Tunnel No. 7. View to the east.
- Photograph #20: View of the west portal of collapsed Tunnel No. 8. View to the east.
- Photograph #21: View of the Gold Camp Road west of Tunnel No. 8. View to the east.
- Photograph #22: View of the panorama from Duffields, with Colorado Springs in the distance, Cheyenne Mountain on the right, and a low circa 1960s or 1970s rock wall in the foreground. View to the northeast.
- Photograph #23: View of the low curved circa 1960s or 1970s rock wall at Duffields.
- Photograph #24: View of the shelf carved out in 1900 by CS&CCD engineers and excavation crew at Devil's Slide. View to the east.
- Photograph #25: View of the upper and lower trestle (now embankment) locations at the Double Horseshoe west of Devil's Slide. View to the north.
- Photograph #26: View of the lower trestle (now embankment) at the Double Horseshoe. Note the trestle boards exposed at regular intervals. View to the east.

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- Photograph #27: View of the upper trestle (now embankment) at the Double Horseshoe. Note the trestle boards exposed at regular intervals. View to the west.
- Photograph #28: View of the Gold Camp Road (at center) and spur track (curving to the left in the foreground) at Wye. Note the pattern of buried ties in the weeds at center. View to the east.
- Photograph #29: View of the spur track curving to the right into the woods at Wye. View to the west.
- Photograph #30: View of the Gold Camp Road (on the left) and spur track (curving to the right) at Wye. View to the west.
- Photograph #31: View of the Gold Camp Road where it widens at the former hamlet of Rosemont. View to the southwest.
- Photograph #32: View of an old concrete foundation on the north side of the road at Rosemont. View to the northwest.
- Photograph #33: View of a typical former trestle (now embankment) location west of Rosemont. View to the east.
- Photograph #34: View of exposed ties in the road southeast of Clyde. View to the north.
- Photograph #35: View of concrete building foundations adjacent to the road at the former resort of Clyde. View to the south.
- Photograph #36: View of the concrete water tank foundations adjacent to the road at Clyde. View to the east.
- Photograph #37: View of the former resort's dry lake bed at Clyde. View to the southwest.
- Photograph #38: View of the west portal of Tunnel No. 9. View to the east.
- Photograph #39: View of carved names in the timbering inside the west portal of Tunnel No. 9. Others that could not be photographed well due to the extreme darkness date back to 1906.

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- Photograph #40: View of the Cathedral Park area, with the massive rock formations of Cathedral Park in the background and the former trestle (now a steep embankment) in the foreground. View to the northeast.
- Photograph #41: View of a typical long, deep rock cut along the Gold Camp Road west of Cathedral Park. View to the southeast.
- Photograph #42: View of the Gold Camp Road in the long stretch west of Cathedral Park. View to the northeast.
- Photograph #43: View of a deep, curved rock cut along the Gold Camp Road between Cathedral Park and Teller County Road 81. View to the east.
- Photograph #44: View of the western terminus of the Gold Camp Road where it intersects with paved and improved Teller County Road 81 east of Cameron. View to the southeast.

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PROMOTIONAL MATERIAL: COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY

Source: Wilkins, Tivis E. *Short Line to Cripple Creek* (Colorado Rail Annual No. 16). Golden, CO: Colorado Railroad Museum, 1983.

The ride from Colorado Springs to the Cripple Creek District over THE SHORT LINE is one continuous Panorama of Nature's most Gorgeous Mountain and Canon Scenery, condensing as it were, the Clories of the World within a compass of a three-hour trip.

It starts where the heavy begins, it chooses the most lovely spots as its pathway, and it seems to "Lead us to a very High Mountain apart, whence we may behold the Clories of the World."

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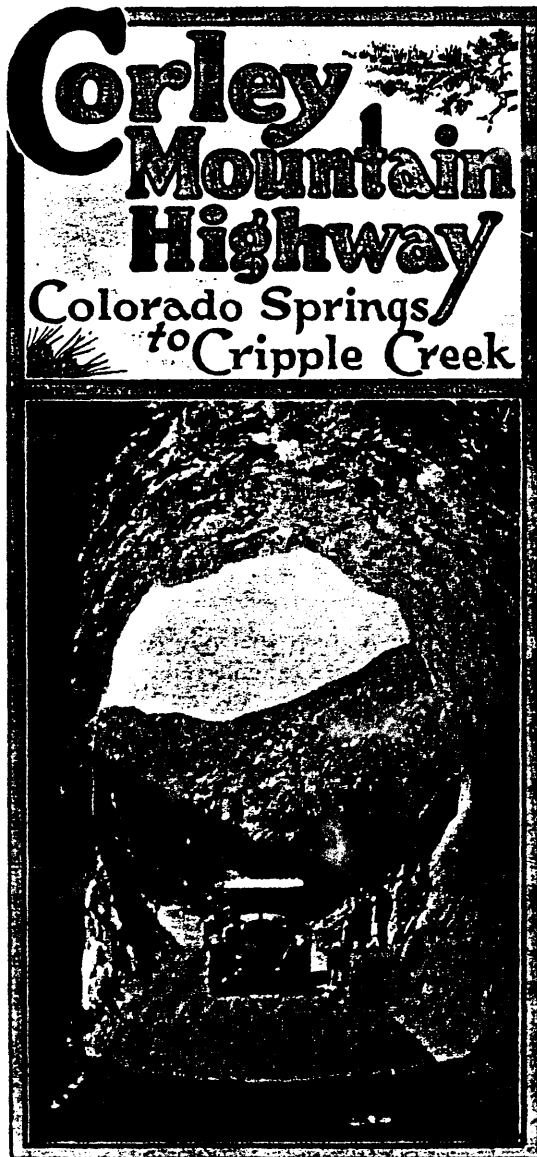
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PROMOTIONAL MATERIAL: CORLEY MOUNTAIN HIGHWAY

Source: Wilkins, Tivis E. *Short Line to Cripple Creek* (Colorado Rail Annual No. 16). Golden, CO: Colorado Railroad Museum, 1983.



Tunnel on Corley Highway, North Cheyenne Canon, Colo.