

Historic Trail Map of the Denver 1° × 2° Quadrangle, Central Colorado

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1. Regional Map of the Overland, Mormon, Smoky Hill, Santa Fe, Cherokee, and Oregon Trails. 2

INTRODUCTION

Colorado contains the equivalent of 14 areas the size of the Denver quadrangle, and each area contains about 7,200 square miles. The Denver quadrangle contains all or parts of 14 counties, named here with their dates of founding:

Adams	1902
Arapahoe	1855
Boulder	1859
Clear Creek	1859
Denver	1902
Douglas	1859
Elbert	1874
El Paso	1859
Gilpin	1861
Grand	1874
Jefferson	1861
Park	1861
Teller	1899

The eastern part of the Denver quadrangle was originally in Arapahoe County, which was the western end of Kansas Territory. The western part of the Denver quadrangle west of the Continental Divide was in Utah Territory. According to Brown (1976, p. 13), Kansas Territorial Legislature established Arapahoe County in 1855, but then abolished it in 1861 and divided that area into five new counties: Montana, El Paso, Oro, Broderick, and Fremont, designations that lasted only a short time. After Jefferson Territory was informally established in 1859, the people in that new territory no longer needed to obey the directives from Kansas Territory. The formal Colorado Territory was established on February 28, 1861, and Colorado officially became a state in 1876. Settlement of the Denver quadrangle area had started in 1858 when gold was first discovered. The first problem that faced the gold-seekers was how to get into the mountains where the gold was. At that time there were no wagon trails, and access was even difficult for walkers because of the bouldery or drowned valley bottoms.

Many of the historic trails in the Denver quadrangle were used by Indians long before the white man reached the area. The earliest recorded use of the trails by white men in the Denver quadrangle was in the 1830's to 1850's for trade with the Indians. More intensive use of the trails began after 1858 when roads were built into the mountains from the new settlement of Denver. Discovery of gold in the Rocky Mountains in central Colorado in 1858 led to the surveying and establishment of several new trails from the east to the future site of Denver, thence to the newly discovered gold fields in the nearby Front Range. These trails included (1) the Overland Trail (a branch from the Oregon Trail), which ran southward along the southeast side of the South Platte River from Julesburg and Greeley to Denver, and (2) the southern part of the Fort Morgan Cutoff, which, as a bypass of the Overland Trail, went essentially straight southwestward from Fort Morgan to Denver, thus saving nearly 40 miles of travel. Coming in from Kansas across the dry plains of eastern Colorado were the Leavenworth and Pikes

Peak Express Road and the Smoky Hill North, Smoky Hill Middle (Starvation Trail), and the Smoky Hill South Trails. Trending north-south on the east side of the mountains was the Cherokee Trail that branched off from the Santa Fe Trail at La Junta, Colorado, and went up the Arkansas River, then followed Fountain Creek up to Colorado City, and on through Denver to Virginia Dale near the Wyoming border. The Trappers Trail, which came northward from Taos, New Mexico, was nearly coincidental with the Cherokee Trail through the Denver quadrangle (fig. 1).

Stage lines and stations were established on the Overland Trail, the Fort Morgan Cutoff, the Leavenworth and Pikes Peak Express Road, and the three Smoky Hill routes. When the trails were built, an effort was made to choose level routes; however, very little grading was done, so the horses, mules, or oxen were constantly traveling down into valleys and back up the other side or were fording streams. Diaries of the travelers give accounts of the stages turning over when traversing slopes along valleys. The stages traveled as rapidly as the drivers could get the horses or mules to run. Teams were changed about every 10–15 miles at stations where extra stock were kept in order to provide rested and vigorous animals that could maintain the schedules. These stations were called “swing” stations but they provided little comfort to the passengers, as stops were only long enough to provide for the changing of the teams. About every fourth station was equipped with a kitchen and dining room so that the passengers could eat meals three times a day. These stations were called “home” stations. Some of them had beds, but generally the stages did not stop for the night and the passengers had to sleep on the coaches as they traveled through the night. Because of the sparseness of trees along the stage routes, many of the stations were simply dugouts along the banks of streams or into the sides of hills. Some stations were made of adobe or rarely of logs or lumber.

Part of the profit for the stage companies came from the transport of mail and freight. The stage contractors had to bid for the privilege of carrying the mail, and the competition along some stage lines was very keen, even though the profit was somewhat meager. Although the stage routes were established by the mail contractors to haul mail and passengers, the routes were also used by freighters, immigrants, and gold seekers. During most of the time the trails were used, travel was hazardous for several reasons. The best known reason was that the Indians were antagonized by the intrusion of the white settlers into their native lands; therefore, the Indians tried to discourage settlement. The Arapaho, Cheyenne, and Utes were particularly troublesome in the Denver quadrangle. Treaties between the tribes and the government were agreed to, but were not kept by either the Indians or the white intruders. In the early years (1858-1863) when there were few travelers into Colorado, there was much less trouble than in the later years (1864-1869) when travel increased. The trouble escalated when the military attempted to prevent the Indians from harassing the travelers along the stage lines. Retaliation by the Indians became most active after the Sand Creek massacre on November 29, 1864, at a big bend of Big Sandy

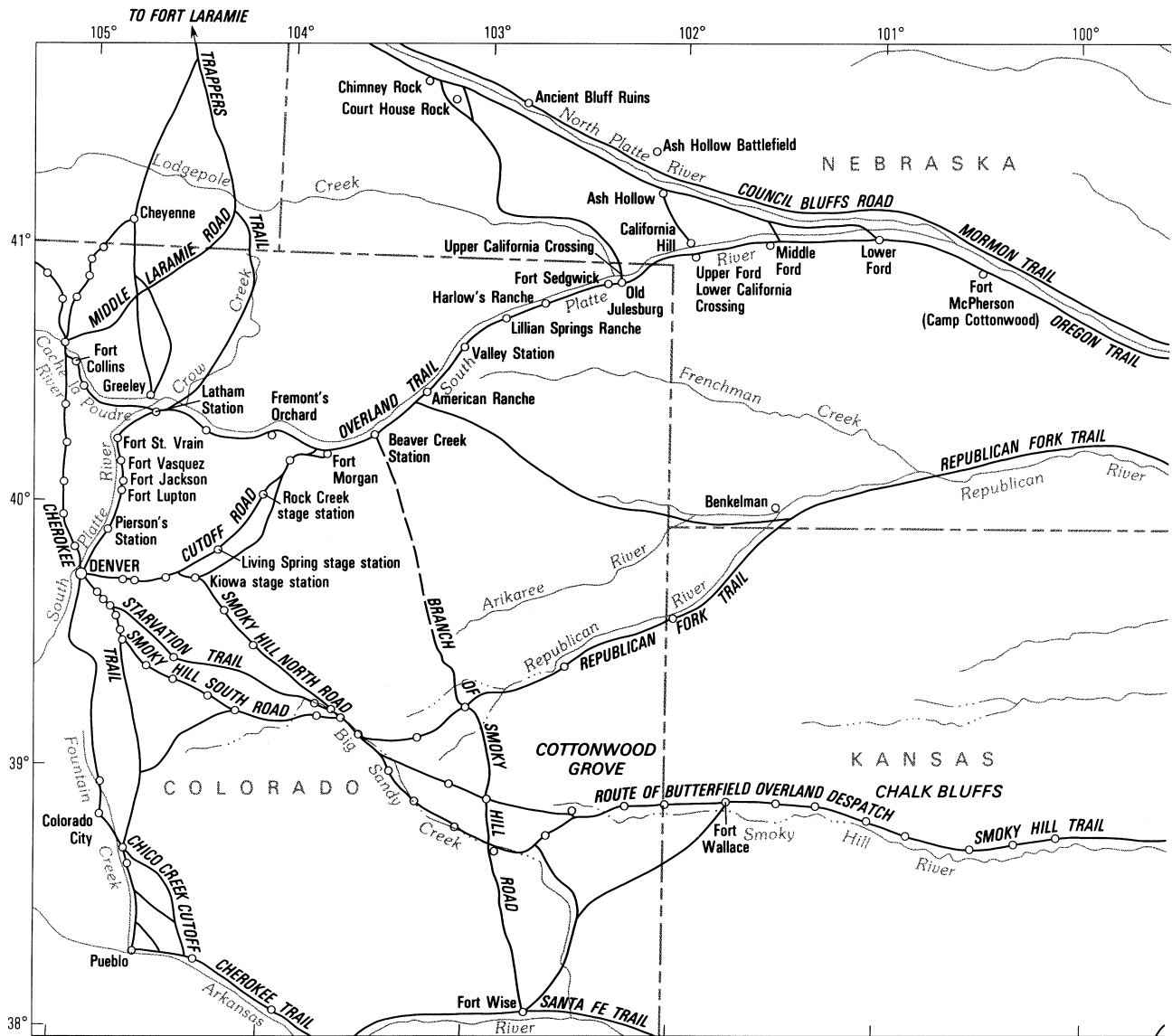
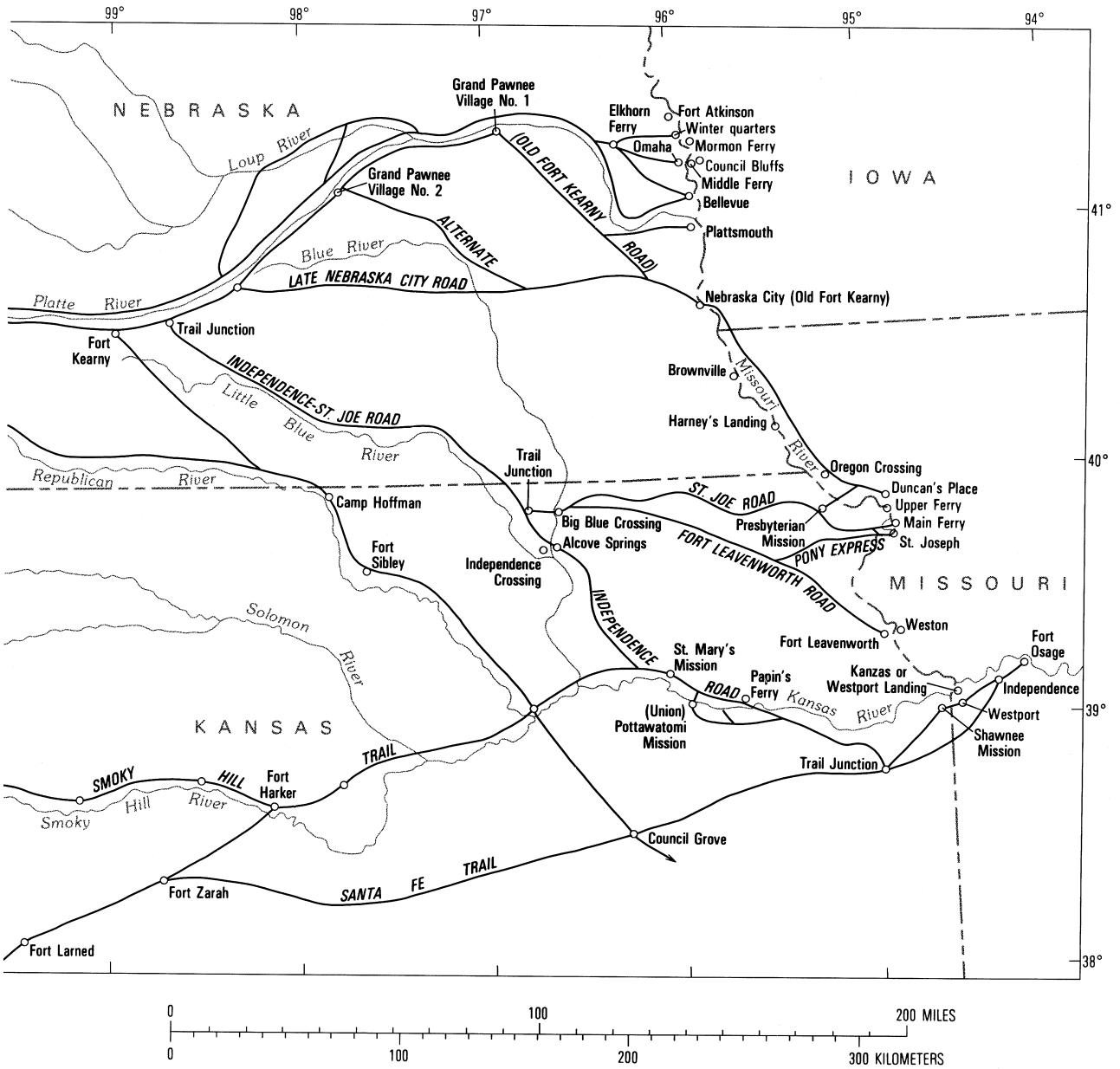


Figure 1 (above and facing page). Regional map of the Overland, Mormon, Smoky Hill, Santa Fe, Cherokee, and Oregon Trails and their many branches. The Denver trail map covers only parts of the Cherokee, Smoky Hill, and Starvation Trails within the Denver quadrangle in Colorado. The route of the Oregon Trail is from Mattes (1969) and its route is described in detail by Franzwa (1972). The route of the Smoky Hill Trail is from Long (1947). Unlabeled location circles are stage stations.

Creek in Cheyenne County or Kiowa County, southeast of Kit Carson. Travel along all of the stage lines into Colorado was slowed or curtailed for several months after the massacre (Scott, 1975). To protect the travelers along the stage routes, the U.S. government fortified and stationed troops at some of the existing stage stations. New forts that were garrisoned with other small troops of cavalry were also set up along some of the trails. Travelers were forced to travel in groups, and the cavalry controlled the number of wagons in each traveling group and provided escorts to assure their safety from Indian attacks. A systematic effort to kill off the bison on the plains and thus deprive the Indians of their main food supply probably accomplished more than any other method to stop the depredations of the Indians and force them into submission and onto reservations.

Even if the Indian Tribes had been peaceful, travel along the Leavenworth and Pikes Peak Express Road and the Smoky Hill routes was hazardous because of the lack of water and game. The only source of water was from scarce springs, ephemeral water holes, and a few ephemeral streams. For example, in the summer of 1859 when the stage along the Leavenworth and Pikes Peak Express Road was operating, the Republican River in eastern Colorado held only a few water holes. Even Big Sandy Creek was ephemeral and dried up. The shortage of game resulted from the early travelers eliminating the game or driving it away; thus, later travelers had difficulty in procuring meat. Along the Smoky Hill routes, many people died of thirst or starvation during the summers or froze to death during the harsh winters.



An example of the hazards to be met along a mountain stage road was given by Paul D. Harrison, Sr. (written commun., 1995), who described the route from Golden Gate to Blackhawk: "The route from Denver to Central [City] entered Golden Gate, an embryo village at the mouth of that Canyon several miles northwest of Golden City. Then came a long eight-mile pull to the top of Guy Hill, with the following descent into Guy Gulch steep and tortuous. Heavy wagons were eased down the hill by means of a snubbing post and tackle. Stage drivers largely ignored this method in favor of an arrangement of rough-locking the hind wheels of the coaches. From Guy Gulch was another long, stiff grade up to the Junction Ranch, thence southward up to the Smith Hill Divide. Here commenced another sharp descent of two miles from the divide into Clear Creek Canon, then followed two miles of easy road up the canon to Black Hawk."

The post roads and toll roads listed and shown on the historic trail maps here were built quickly and had very rough surfaces compared to the paved and unpaved roads prepared today. Very little effort was given to make the early roads level, hence wagons were forced to climb or descend very steep slopes and to ford streams. Many types of vehicles used the roads, ranging from huge freight wagons to Conestoga wagons and small delivery wagons. Passenger vehicles also varied considerably in size from large stage coaches, to surreys, buggies, open spring wagons, or even hand carts such as were used by the Mormons during their immigration to Utah. Travel on the roads must have been very difficult after strong rains or heavy snowfall. On mountain roads, heavy snowfalls generally shut down the passage of both mail and passenger traffic. In this publication the actual routes of travel of stages from

one point to another can be ascertained by reference to the lists of Post Roads which list the most-used routes of travel in the Denver quadrangle.

Westward movement and settlement of whites was encouraged by the Homestead Act of 1862. Many persons displaced by the Civil War moved onto the newly opened land even though the Indians were still a potential threat. After the General Land Office completed the land surveys in about 1870, many of the Indians had already moved out of the area. Much of the land became safe for settlement and small towns sprang up, generally spaced no more than 10 miles apart—the distance a team and wagon could travel to town and back in a day. Roads were built to connect the new communities and to provide access to the major trails. Finally, railroads were built westward across the Colorado plains to connect Denver and the mountain communities with the east.

UNSOLVED PROBLEMS

Locations of many stage stations, road ranches (the popular name in the 1860's), and ghost towns are not well known because there were few detailed maps or descriptions of the exact locations of these features. Most of the available early maps were very generalized and lacked a surveyed grid; even after the General Land Office township grid became available, cultural features were located differently on almost every map published. More than 115 place names listed in the toll road charters could not be located or accurately placed on the Denver trail maps. In addition, many of the trails and features such as stage stations were abandoned before the land was surveyed and before the counties were organized, so these features cannot be found on the land plats or on county deed records. After the stage lines were abandoned, the station buildings were almost immediately torn down and scavenged as material for constructing buildings elsewhere. Cultivation of the land followed settlement, and the trails were plowed up or were obliterated by wind-blown sand from eroding fields.

METHOD OF PREPARATION OF THE TRAIL MAP

The most reliable sources used for accurately identifying and locating the trails were aerial photographs, the original General Land Office (GLO) land plats, and the early GLO surveyor's field notes that were prepared only a few years after the trails were in use. The railroads were located from many excellent published maps, railroad time tables, and books. The names and locations of towns were obtained from old maps, gazeteers, postal guides, and the earliest site localities in the official applications for the establishment of post offices. The correct location for many towns was obtained from U.S. Postal Service site maps; however, some towns did not have site maps, so accurate locations of those towns cannot be assured. In addition, the locations of post offices have changed over the years;

however, each place where a town post office existed is shown. Excellent published articles about events along the historic trails in the quadrangle were a great help in preparing the map. The U.S. Army high-altitude aerial photographs taken in 1953 at a scale of almost 1:62,500 were used to locate some of the trails; in addition, all trails plotted from the land plats were searched for on the aerial photographs. Most trails are no longer detectable on the aerial photographs because of plowing, erosion, and the relatively slight use of some trails in the eastern part of the Denver quadrangle during the 20th century. Little of the land in the eastern part of the Denver quadrangle is in its original prairie condition as most of the land has been cultivated for about 120 years. All of the aerial photographs in the Denver quadrangle were studied stereoscopically in order to find old trails; however, very few segments were found. Therefore, most of the trails ultimately were plotted from those shown on the land plats made during the 1860's and 1870's. Finally, the trails, railroads, stage stations, towns, and other features were photogrammetrically transferred to mylar base maps of the Denver quadrangle.

More than 180 books and articles and more than 130 published and unpublished maps were examined. Unfortunately, because the locations of many cultural features varied from map to map, some exact sites were difficult to determine and those features may not be accurately located. Where the location of a town or other feature is uncertain, the term "location?" is added on the map.

ACKNOWLEDGMENTS

This map was prepared principally at the request of the librarians at the Western History Department of the Denver Public Library. Also, other researchers of early immigration trails have requested that preparation of these historic trail maps of eastern Colorado be continued. Most of the research was done in the Western History Department of the Denver Public Library. Its comprehensive collection of maps and books about the history of Western United States was the primary source for most of the information. For their kind help, I thank the department personnel, especially Philip J. Panum, map specialist. Almost all of the information about toll roads in the quadrangle came from the official records of Colorado that are preserved in the Colorado Archives. After I had searched their records for many days, I fortunately was offered the loan of the research notes of the late Paul D. Harrison, Sr., that contained his records of all toll roads in Colorado. The Colorado Historical Society Library helped solve some special problems. Postal site location applications were studied at the Denver Regional Office of the National Archives and at the local office of the U.S. Bureau of Land Management (BLM). In addition, William H. Bauer, of Unadilla, New York, sent many more maps that showed the postal sites in the Denver quadrangle. Also the General Land Office plats and surveyor's field notes were examined at the U.S. Bureau of Land Management, 2850 Youngfield Street, Wheat Ridge, Colorado. I benefited greatly from the assistance of

the BLM staff, especially Andrew J. Senti, historian of the BLM, who is very knowledgeable about the BLM records and maps. The U.S. Geological Survey Library, Building 20, Denver Federal Center, gave access to early topographic and geologic maps and aerial photographs held in their field record files. Susan Ellis of the Grand County Historical Association, Hot Sulphur Springs, Colorado, correctly located many of the historic places along the Fraser River in Grand County. Edward J. Haley, one of the foremost authorities on railroads of Colorado, made some suggestions about the content of the material about railroads just before his untimely death on March 5, 1997. Charles Albi and Kenton Forrest of the Colorado Railroad Museum reviewed the text concerning railroads and made many revisions and suggestions about content that improved the accuracy and made it easier to understand which rail lines actually operated in the map area. Information about the Chicago Rock Island & Pacific Railroad had earlier been provided by Charles Albi. Lee Whiteley, a Denver historian, gave information about the roads and towns in Elbert County, and later made a careful review of the report which resulted in numerous changes and additions. Robert Rupp of Fort Collins, Colorado, who is knowledgeable about the military history of Colorado, reviewed the section on camps, forts, and military posts in Colorado and contributed detailed information about some of the forts. Richard Frajola, formerly of Redmen Hall in Empire, Colorado, and now of Ranchos de Taos, New Mexico, loaned me the large file of research notes that had been compiled by the late Paul D. Harrison, Sr., concerning wagon and toll roads, railroads, mountain passes, and other historical information about early Colorado. This material was extremely useful to me, and I appreciate the kindness of Mr. Frajola in loaning me the material and Mr. Harrison's keen interest and hard work in creating the tremendous volume of research notes. Carol C. Hunter, an eager historian of Empire, Colorado, Frank R. Young, a historian of Georgetown, and Norman F. Elliott, a historian of Berthoud Falls, drove me to the old stage roads and historic places between Empire and Berthoud Pass. Carol also loaned me books and pamphlets that helped me complete the map of that area. Gordon Chappell, a historian of the National Park Service in San Francisco, reviewed the section on camps, forts, posts, and military bases in Colorado, and he recommended many revisions. I am also indebted to Dr. Margaret Long for her pioneering work documenting the historic trails of Colorado.

ESTABLISHED AND PROPOSED TOLL ROADS AND POST ROADS IN THE DENVER 1° × 2° QUADRANGLE

This first list contains names of roads derived from various secondary sources, most of which are cited. Unfortunately, some authors abbreviated or changed many of the original names of the formally incorporated roads. Because the abbreviated or changed names could not be matched accurately with the incorporated road names, I felt it

necessary to duplicate the road names here, but the descriptions in this section are paraphrased, not quoted. Another problem was whether the roads in the list were built or ever used; however, the fact that they were included in published records suggests that many were being used; therefore, most are interpreted here as incorporated, built, and operated. Roads are listed here if at any place they entered the Denver quadrangle. Abbreviation "Co." = Company.

- Apex, Chimney Gulch, and China Elevated Railway and Tunnel Co. (Brown, 1976)—A facetious proposal never intended to reach reality
- Bear Canyon & French Gulch Wagon Road Co.—Same as Norton and Williamson road (Bear Creek, Sugar Loaf & Blackhawk Road; see next entry) but later washed out. (Smith, 1981)
- Bear Creek, Sugar Loaf, and Blackhawk Road built by Henry Norton & George Williamson—Washed out (Smith, 1981)
- Big Hill Road (Mt. Vernon Wagon Road?)—From old Townsend Ranch on Beaver Creek over and down the hill (Big Hill—the south canyon wall of Clear Creek) to the forks of Clear Creek
- Boulder Canyon Wagon Road—1869. Westward from Boulder to Black Hawk and Central City via Magnolia Hill to Brownsville [or Brown's Crossing; 1870 name; called Middle Boulder in 1873 and Nederland in 1874], where it joined with the recently completed Left Hand and Black Hawk Road
- Bradford, Tarryall & Blue River Wagon Road—Starting at Bergen's house and down the gulch southeastward by the Hendershott's house to Myer's Mill on Bear Creek thence by the most practicable route by Luther's place and Parmalee's sawmill to the Turkey Creek Road at the mouth of the gulch opposite Parmalee's water mill on Turkey Creek (LeGault and Harvey, 1936, Brush and Dittman, 1976)
- Chimney Gulch Wagon Road (New York Trail)—1872. Ended against the Mount Vernon Road at the New York Ranch (Brown, 1976; Dorothy Reed, written commun., 1980)
- Colorado Springs & Bijou Basin Wagon Road Co.
- Deer Creek & South Platte Tram & Wagon Road—Jefferson County Commissioner's book B, p. 297. From Deer Creek Canon behind the hogback to a point 2 miles above the forks of Deer Creek in the mountains at or above the mills on the old Tarryall and South Park Wagon Road
- Denver/Ute Pass/California Road—In South Park near Nathrop. [But Nathrop is not in South Park but in Upper Arkansas Valley]
- Georgetown, Breckenridge, and Leadville Road
- Georgetown to Silverdale Toll Road (Brown, 1972)
- Golden City & Denver Express (Dark, 1939)
- Guy Gulch & North Clear Creek Wagon Road Company (Brown, 1976)
- Idaho Springs & Evergreen Wagon Road (Brown, 1976)
- Idaho Springs to Georgetown—Stage road started 1868

Idaho Springs cut-off—Road from Kittredge on up the hill just behind the present community church. At one time this road went through Bergen Park (Brush and Dittman, 1976). Hamilton (1951) states that horses were changed at Ruby Station or Junction about 2 miles northeast of Bergen Park. A toll road from the old Miller Ranch ran up Beaver Brook to Squaw Pass and down to near Hot Springs at Idaho Springs

Leadville Free Road or New York Trail—Turned off from the Mount Vernon Road at the New York Ranch and went westward around the south side of Genesee Mountain and ended at Bergen Park (Brown, 1976; Dorothy Reed, written commun., 1980)

Morrison and Evergreen Toll Road (Dorothy Reed, written commun., 1980)—Toll station at Morrison

Mount Vernon Toll Road—Incorporated first in Dec. 1859, then second on Feb. 27, 1860. From Auraria through the town of Mt. Vernon to Bergen's Ranch then to Cub Creek, Hutchinson or Bradford Junction (now Conifer), Granite Vale, Jefferson, Hamilton, and Tarryall. Later purchased by Jefferson County and made toll free. Called Jackson Trail, or Casto's Road, or the Tarryall Road to the South Park Diggins (Brown, 1976; Dorothy Reed, written commun., 1980)

Peoples Toll Road Mining & Milling Co.—Incorporated in 1863

Piedmont & Colorado Wagon Road Company—Dec. 12, 1859. From Auraria southward along the east side of the South Platte River westward across a bridge 9 miles south of Auraria and up a valley road 8 miles to Piedmont, then up a ravine and over the range and westward to the Bergen road about 12 miles from the plain (Rocky Mountain News, Dec. 21, 1859, p. 1, col. 1 and 2)

Pikes Peak & Leavenworth Express Stage Road (Ahlfeldt, 1979)—Not a toll road

Platte Valley Wagon Road Co.

Reed Gulch Wagon Road—T. 6 S., R. 70 W., Jefferson County. Followed a route along Middle Fork [there now is no Middle Fork] of Deer Creek in 1878. Shown on map in Recorder's Office in Court House, Golden

Road from Bergens Ranch down Soda Creek to the stage road at or near the Cottage Grove Association Buildings. C.A. Haywood, Jefferson County Commissioners Book B, p. 187

Road starting at Golden, then up Chimney Canon to top, then southwest to the New York House in sec. 18, T. 4 S., R. 70 W. Jefferson County Commissioners Book B, p. 192

South Deer Creek Road—Passed thru Hill City (2 miles south of Phillipsburg) which was near present Dave George home (Moynihan and Waters, 1981)

West Cherry Stage Road—Stops at Spring Valley, Gwillimville, and Willow Springs on Kettle Creek

ESTABLISHED AND PROPOSED TOLL ROADS IN THE DENVER QUADRANGLE HAVING CERTIFICATES OF INCORPORATION FROM THE KANSAS TERRITORIAL LEGISLATURE

The descriptions of these roads are mostly quoted from the original descriptions in the Colorado Archives. The spelling and usage of some words, although not in current use today, are retained from the original descriptions. Abbreviation "Co." = Company.

Cherry Creek Bridge & Ferry Co.—Incorporated Dec. 7, 1859, to open a territorial road from Atchison, Kansas, to Cherry Creek (Trail Magazine, Oct. 26, 1918, v. 11, no. 5; and Kansas Historical Quarterly, v. 32, no. 3, Autumn 1966, p. 297)

Denver, Auraria & Colorado Wagon Road Co.—Private Act, incorporated Feb. 27, 1860, to establish a wagon road operation from Denver City, via Auraria, Baden, Mount Vernon, South Park, Tarry-All (Tarryall), Fort Jones, and terminating at Saratoga West (Hot Sulphur Springs) on the Blue Fork of the Grand (Colorado) River in Middle Park. Called the Mt. Vernon Road. (Ridgeway, 1932; Dark, 1939; Brown, 1976; Harrison, 1963; Ellis, 1983; Rizzari, 1985; Dorothy Reed, written commun., 1980) This road was constructed. See also Jefferson Territory Legislative charter Dec. 7 or 12, 1859

Denver City & Beaver Creek Wagon Road & Bridge Co.—Private Act, Feb. 27, 1860, to establish a wagon road operation from Beaver Creek in Nebraska Territory to Denver City in Colorado Territory. This company controlled the southern section of the road of the Beaver Creek Road and Bridge Co. of the Morgan County area. Also see Nebraska Territory Legislative Charter, Jan. 13, 1860 (Harrison, 1963)

ESTABLISHED AND PROPOSED TOLL ROADS IN THE DENVER QUADRANGLE HAVING CERTIFICATES OF INCORPORATION FROM THE JEFFERSON TERRITORIAL LEGISLATURE

The descriptions of these roads are mostly quoted from the original descriptions in the Colorado Archives. The spelling and usage of some words, although not in current use today, are retained from the original descriptions. Abbreviation "Co." = Company.

Boulder City, Gold Hill & Left Hand Creek Wagon Road Co.—Private Act, Dec. 7, 1859, to locate and open a toll wagon road between Boulder City, Gold Hill, and Left Hand Creek. [In the fall of 1859 and the spring of

**ESTABLISHED AND PROPOSED
TOLL ROADS IN THE
DENVER QUADRANGLE HAVING
CERTIFICATES OF INCORPORATION
FROM THE COLORADO
LEGISLATIVE ASSEMBLY**

1860 a primitive roadway was cut thru the base of the foothills up to the mouth of a ravine called Aiken's Gulch, on Left Hand Creek near Gold Hill. Likewise, from Central City northward on the Gregory end of the route, some work was done, but the connecting link was never accomplished. Most of the work remained in the "paper stage" and the project eventually was abandoned]

Denver, Auraria & Colorado Wagon Road Co.—Private Act, Dec. 7, 1859, from Denver City, extending via Auraria, Baden, Mount Vernon, and Tarry-All through South Park, via Fort Jones to Saratoga West (Hot Sulphur Springs) on the Blue Fork of the Grand (Colorado) River in Middle Park. (The route was via Cold Spring Ranch [on present Old Golden Road], Apex town, and Mount Vernon, extending up Mount Vernon Canyon, then southwest to the North Fork of the South Platte River [at Bailey], then southwest to Tarryall. This road was constructed; opened to Bergen Park in mid-December and to Tarryall in late spring, becoming a traveled thorofare between Denver, South Park, and the Blue River mining district). See Charter Kansas Territorial Legislature, Feb. 27, 1860

Denver, Auraria & South Park Wagon Road Co.—Private Act, Dec. 7, 1859, from Auraria, up the east side of the South Platte River to a point 8 miles above the city, thence over a toll bridge [Brown's Bridge near Littleton] across said river, then southward up the west bank to Piedmont at the base of the mountains, then by the nearest and most direct road to South Park. Toll rates: wagon with team, 25 cents; horse with or without rider, 10 cents; livestock per head, 5 cents; pedestrians, no charge. Reputed to be first wagon toll road chartered by a legislative assembly in the territory now represented by the State of Colorado

St. Vrain, Golden City & Colorado Wagon Road Co.—Private Act, Dec. 7, 1859, to locate and improve a toll wagon road from the site of Fort St. Vrain, extending by way of Golden City, to Saratoga West (Hot Sulphur Springs) on the Blue Fork (Colorado River). Note: According to Paul D. Harrison (written commun., 1995) this road obviously was purposely conceived to by-pass the settlements of Auraria and Denver at the mouth of Cherry Creek and to divert the South Platte travel to Golden City, Bergen Park, Cub Creek, and the South Park diggings; it was laid out and improved as far as the hamlet of Mount Vernon in late 1859. The road thru Bradford was finished to Shaffers Crossing by mid-April, and was progressing toward Tarryall

The descriptions of these roads are mostly quoted from the original descriptions in the Colorado Archives. The spelling and usage of some words, although not in current use today, are retained from the original descriptions. Abbreviation "Co." = Company.

This list contains roads, most of which are listed in large volumes called "CERTIFICATE OF INCORPORATION," which are now housed in the Colorado Archives on Sherman Street, Denver, Colorado. Other roads listed are Post Roads taken from Crofutt's Grip Sack Guide (Crofutt, 1885). Presumably all toll roads were incorporated; however, knowing which ones were built or were operated is not in the scope of this report. Generally the incorporation books show the officers, the purpose of each road, the date of incorporation, the volume number, and the page numbers. The Arvada Historical Society (1976, p. 78) says that by 1868, the number of toll road applications had become so numerous that the State Assembly adopted a general incorporation act whereby papers were filed with the county clerks and the Territorial Secretary, and tolls were regulated by the counties. Some of the following roads are listed in the Jefferson County Commissioner's books.

Microfilm roll 2 of above Certificates of Incorporation, an index from S through Z, is missing from files of the Colorado Archives; therefore, every volume was searched for roads named from S to Z and the roads found were added to the list.

Apex Wagon Road Co.—Oct. 13, 1866, v. C, p. 94-96. On p. 95, the stated object of this company is to create an eastward extension of the North Clear Creek Wagon Road Company. From Arthur's Cold Spring Ranch, then southwest to the northwest corner of Binder's Ranch at Apex, then west to where it intersects the present road from Golden to Apex Canon, then up the canon to the top of divide, then southwest along the divide to intersect the Mount Vernon Road near Genesee Ranch, then to Junction Ranch some 3 miles west of the Genesee Ranch, then to continue along the North Clear Creek Wagon Road to its western terminus. Whether road was operated is unknown

Argentine Wagon Road Co.—Dec. 1, 1869, or Jan. 19, 1870, v. D, p. 39-40. Starts at terminus of Georgetown & Argentine Company's Road near Dobbin's Mill, then west along eastern slope of McClellan Mountain to East Argentine [Sanderson?] Pass,

- connecting at that point with the Georgetown & Snake River Wagon Road Company road (Gilliland, 1987). Whether road was operated is unknown
- Astor Wagon Road Co.—Sept. 16, 1878, v. 1, p. 82. From Astor Lode Tunnel, northeast, then east, then west, then east, then west, then northeast to where the Polar Star Lode crosses ridge of Democrat Mountain, then southwest to Fred Roger engine house on Democrat Mountain, Griffith Mining District
- Atlantic & Pacific Wagon Road Co.—July 3 or July 11, 1876, v. F, p. 373–374. From a point on Denver & South Park Wagon Road Co. where it crosses North Fork of South Platte River at mouth of Geneva Gulch to run northwest up Geneva Gulch to its head
- Bakerville & Grays Peak Wagon Road Co.—May 26, 1879, v. 1, p. 398. From Bakerville on the south side of the Middle Fork Clear Creek at the junction of Kelso or Quail Creek, up the east side of Kelso Creek to the crossing immediately above Kelso Cabin or County Line Cabin, then up the west bank to the forks of Kelso Creek, then along the north side of the West Fork of Kelso Creek to within about 1,150 feet of the summit of Grays Peak; this company succeeding to the right to use the old road in existence for some five years previously
- Bakerville & Leadville Toll Road Co. (High Line Wagon Road or Post Road no. 13)—Mar. 13, 1879, v. 1, p. 229. From Bakerville in Clear Creek County, up the Middle Fork of South Clear Creek, southwest about 6 miles, then west over Loveland Pass, then down the west slope in the Snake River Valley to the bridge crossing the Blue River near and above the mouth of Ten Mile Creek, then up Ten Mile Creek to Carbonat-ville and then via Chalk Ranch and Chalk Mountain to Leadville. Completed in 1879 (Georgetown Courier)
- Bear Canon & Black Hawk Wagon Road Co.—Dec. 8 or 21, 1868, v. C, p. 469–470. From mouth of Bear Canon in Boulder County, southwest to head of canon, then southwest to South Boulder Creek 0.5 mile above mouth of Gamble Gulch in Gilpin County
- Bear Canon Wagon Road Co.—Mar. 5 or 7, 1873, v. E, p. 52–53. From toll gate at mouth of Bear Canon in Boulder County, southwest to its head, then southwest until it strikes French Boys Gulch, a distance of 12 miles from beginning
- Bear Canon Wagon Road Co.—Sept. 21, 1880, v. 4, p. 81. From Glen Grove Place in Douglas County, then west 2.5 miles up Bear Canon to the NE 1/4 SW 1/4 sec. 22, T. 9 S., R. 68 W., then southwest to center sec. 28, T. 9 S., R. 68 W., then southwest to Manitou Park, the terminus, on or near Troutvale Rancho, Douglas County
- Bear Creek Canyon Toll Road Co.—Jan. 29, 1891, v. 26, p. 31–33. Route unknown
- Bear Creek Canyon Wagon Road Co.—Sept. 21, 1880, v. 4, p. 81–82. Route unknown
- Bear Creek Wagon Road Co.—Nov. 12 or 13, 1874, v. E, p. 466–467. From Morrison [along Bear Creek?] to Hicks Mills along or near Beaver Creek (Brush and Dittman, 1976)
- Beaver Brook Toll Road Co.—Feb. 23, 1887, v. 15, p. 259–261. Route unknown
- Beaver Creek Wagon Road Co.—May 30, 1872, v. D, p. 492–493. Running up canon of Beaver Creek, Jefferson County, on best route along Beaver Creek to mouth and head of Beaver Creek or best place to build said road; said creek empties into south side of Clear Creek about 8 miles west of Golden on south side of Clear Creek, and also a branch road from main road near mouth of Soda Creek and up Soda Creek on best route to source of Soda Creek, a small stream which empties into Beaver Creek
- Bergen Park to Turkey Creek Road, Jefferson County Commissioner's book, Apr. 5, 1869. Start at Bergen's house [Bergen Park?] in the NE 1/4 sec. 20, T. 4 S., R. 71 W., then down gulch southeast by Hendershot's house to Meyers Mill on Bear Creek, then by Martin V. Luther's place in sec. 7, T. 5 S., R. 70 W., and Parmalee's Sawmill to the Turkey Creek Road at the mouth of the gulch opposite Parmalee's Water Mill on Turkey Creek
- Bergen Ranch & Beaver Creek Wagon Road Co.—Mar. 11, 1867, and Feb. 12 or 13, 1868, v. C, p. 369–371. From Bergen's Ranch house in Bergen Township, Jefferson County, in a northwest direction to Munk's Tannery or Beaver Creek in Clear Creek County. Road was operated?
- Bergen's Ranch to Hayward's(?) Ranch, Jefferson County Commissioner's book B, p. 187. From Bergen's Ranch down Soda Creek to the stage road at or near the Cottage Grove Association buildings; C.A. Haywood [Hayward?], owner
- Boulder & Caribou Wagon Road Co. (No. 1)—Sept. or Nov. 18, 1870, v. D, p. 178. From Boulder Creek near mouth of Bummer Gulch on line of Boulder Valley & Central City Wagon Road, then up said Gulch to Maxwell's steam sawmill, then to Thomas Hill's Ranch on North Fork of Boulder Creek, then to Caribou City on most direct route; there apparently is no relationship between this company and the one mentioned on p. 198 in Smith (1981)
- Boulder & Caribou Wagon Road Co. (No. 2)—Dec. 26, 1870, or Jan. 2, 1871, v. D, p. 198. Starting at a point on Boulder Creek about 6 miles above Boulder City where the Boulder Valley & Central City Wagon Road would leave Boulder Creek to ascend "Big Hill" [to Magnolia and not the Big Hill on south side of Clear Creek], then up Boulder Creek to junction of North & Middle Boulder Creeks, then up Middle Boulder to Brown's Ranch [Nederland] or Cutterville on Middle Boulder Creek
- Boulder & Central City Wagon Road Co.—Nov. 21, 1864, v. A-B, p. 146–147. From Boulder City, Boulder County, up and along north side of North Boulder Creek as far as practicable and best route to Central City, Gilpin County. P.D. Harrison (written commun., 1995) listed this as Nov. 26, 1864, v. A, p. 139

- Boulder & Magnolia, Post Road no. 6—By hack, 1881; called Post Road no. 8 in 1885
- Boulder & Middle Park Wagon Road Co.—Mar. 17, 1875, v. E, p. 549. From Middle Boulder to west line of Boulder County. From Middle Boulder to the forks thereof, then up North Branch to the [Snowy] Range near foot of Arapahoe Peak
- Boulder Canyon & Middle Park Wagon Road Co.—Dec. 15, 1890, v. 24, p. 87. From the base of the Magnolia or “Big Hill” in Boulder Canyon 6 miles upstream from Boulder City, where the Boulder Valley & Central City Wagon Road diverges in sec. 33, T. 1 S., R. 71 W., to ascend the “Big Hill,” then extending west up Boulder Canyon to the east boundary of Nederland, in sec. 13, T. 1 S., R. 73 W., about 18 miles west of Boulder City
- Boulder, Nederland, and Caribou to Cardinal, Post Road no. 10 (the Coon Trail)—By Stage, 1881
- Boulder Valley & Black Hawk Wagon Road Co.—Mar. 26, 1864, v. A., p. 78. From the mouth of South Boulder Creek Canon, extending upstream to the mouth of Beaver Creek, then by the most feasible route to Black Hawk Point in Gilpin County
- Bradford & Blue River Toll Road, Oct. 11, 1881, v. 4, p. 635–636. From Alkire & Rodines Toll Road, it is 70 miles from one [road?] at foot of Bradford Hill west side and from thence to Pine Grove in Jefferson County and from thence on the old toll road to the Ben Baker Hotel in the South Park, Park County
- Breckenridge to Lincoln, Post Road no. 38—By hack, 1885
- Brownville & Republican Mountain Wagon Road Co.—July 19, 1877, v. A., p. 341. In the Griffith Mining District in Clear Creek County. From northwest corner of Main & Silver Street in Silver Plume, to the dump [or discovery shaft] of the Maine Lode then westward past the discovery shaft of Captain Wells Lode, which is the terminus. Construction was begun (Colorado Miner, July 19, 1879, p. 3)
- Bunker Hill & Scotts Gulch Toll Road Co.—Apr. 23, 1883, v. 5, p. 430–431. Route unknown
- Burghardt Toll Road Co.—Jan. 22, 1885, v. 10, p. 444–446. Route unknown
- Butterfield Smoky Hill Wagon Road Co.—Nov. 28, 1865, v. B, p. 92. From Denver up Cherry Creek past Cherry Valley, Boxelder, Beaver Creek, Bijou Basin, Reed Spring stations, and eastward. The first stagecoach on the Smoky Hill South Route reached Denver Sept. 23, 1865, and was accompanied by Colonel Butterfield himself. The route was known as the “Short Line” or “Short Route”
- Cab (Cub?) Creek & South Park Wagon Road Co.—Jan. 23, 1875, v. E, p. 515. Route unknown
- Canon City, Curreant Creek, Kester, and Hartsel to Garo, Post Road no. 44. By hack, 1881; called Post Road 55 in 1885
- Cascade & Castle Rock Toll Road Co.—Aug. 10, 1881, v. 3, p. 638–639
- Castle Rock to Bear Canon, Post Road 34, by hack, 1881
- Castle Rock to Franktown, Post Road no. 51, by hack, 1885
- Castle Rock, Franktown, and Running Creek to Kiowa, Post Road no. 33 by hack and saddle, 1881
- Central & Georgetown Road Co.—Oct. 13, 1864, v. A, p. 124. From Central City in Gilpin County, up Eureka Gulch, down York Gulch to Fall River and downstream to South Clear Creek, then upstream to Georgetown
- Central City and Russell Gulch, Post Road no. 13. By hack and saddle, 1885
- Central City, James Peak & Middle Park Wagon Road Co.—July 15 or Aug. 23, 1870, v. D, p. 126–128. From Central City northwesterly via Peak Gulch, the head of North Clear Creek and head of Mammoth Gulch, and crossing the Snowy Range on north side of James Peak [over Rogers Pass?], then along divide between Hamilton Creek and Fraser River, crossing the Fraser River just below junction of West Fork with main stream, then along the west bank of Fraser River to the hay stack in southeast corner of Middle Park, then northwesterly thru Middle Park to Hot Sulphur Springs on north side of Grand [Colorado] River
- Central City to Bald Mountain, Post Road no. 136—By hack, 1885
- Central City, Blackhawk, Rollinsville, and Nederland Post Road no. 11. By hack, 1881; called Post Road no. 12 in 1885
- Cherry Creek Valley Wagon Road Co.—July 2, 1867, v. C, p. 274–276; from Denver to south line of Douglas County running near Cherry Creek to near Russellville then nearly due south towards Squirrel Creek sawmill to south line of Douglas County 5 miles south. Road was operated?
- Chihuahua & Montezuma Wagon Road Co.—Feb. 11, 1880, v. 2, p. 169–170. From Chihuahua and keeping around Collier Mountain (sec. 25, 36, T. 5 S., R. 76 W.) and ending at Montezuma
- Chimney Canon to New York House road, Jefferson County Commissioner's Book B, p. 192. Start at Golden then up Chimney Canon to top, then southwest to the New York House in sec. 18, T. 4 S., R. 70 W.
- Clear Creek & Guy Gulch Wagon Road Co. (No. 1)—Nov. 10, 1862, v. A., p. 7. From Guy Gulch and Clear Creek, running about 7 miles in a northerly direction up Guy Gulch to a point at or near the Michigan House on the Gregory Road, all in Jefferson County. On Mar. 8, 1864, authorization was given to operate parallel with and to cross Golden Gate & Gregory Road; from Arapahoe to Guy Gulch, completed Aug. 30, 1863(?), but was soon abandoned as too narrow and too hard to maintain(?). Road was also called Guy Gulch and North Clear Creek Wagon Road Co. (Ridgeway, 1932; Brown, 1976; Cozine and others, 1988; Harrison, 1963; Rizzari, 1985)
- Clear Creek & Guy Gulch Wagon Road Co. (No. 2)—Feb. 7, 1863, v. A, p. 28. From a point on the south bank of Clear Creek opposite the village of Arapahoe, running then to Golden City, then up the Clear Creek Canon to a point where Guy Gulch enters the said Canon, being a distance of 7 miles more or less, all in Jefferson County. Sold Mar. 11, 1872, to Colorado Central Railroad Co.

- Clear Creek & Hot Sulphur Springs Wagon Road Co.—Oct. 13, 1862, v. A., p. 3. From Empire City, up the south side of Clear Creek to the mouth of Kelly's Fork of Clear Creek, then up the north side of Kelly's Fork through Vasquez Pass to the head of and then down Dennis Creek in Summit (Grand) County to a point about 2 miles above the confluence of Dennis and Moses Creeks, then westerly across St. Louis and Hamilton's Creeks to near the head of Edwards Creek and from there westerly, crossing the Grand River at or near the Hot Sulphur Springs, to Bangs Creek about 2 miles distant, about 40 miles in total length. Road apparently was built (McQueary, 1962; Harrison, 1963; Black, 1969)
- Clear Creek & Hot Sulphur Springs Wagon Road Co.—Dec. 10, 1862, v. A, p. 10. Route was changed as follows: from American Avenue on the west boundary of Empire City extending 3 miles up the south bank of Clear Creek, then crossing and extending 3/4 mile up the north bank, recrossing and then 700 feet up the south bank, recrossing and then continuing up the north bank on the route designated in the original article, then up to and thru Vasquez Pass, then on the original route to Bangs or Corral Creek, the western terminus in the original article, then outside the area
- Clear Creek Wagon Road Co. (No. 1)—May 21, 1864, v. A, p. 91. From the junction of North Clear Creek and South Clear Creek or Vasquez Fork on the east line of Clear Creek County to Empire City, and with branches to Georgetown and Central City; the route to Empire to follow along the south bank of Clear Creek, or either side. The Central City branch to extend up Eureka Gulch and across the divide and then down York Gulch to Fall River, then downstream to the mouth thereof at Clear Creek. The Georgetown branch to extend along the South Fork of Clear Creek
- Clear Creek Wagon Road Co. (No. 2)—Nov. 27 or 29, 1866, v. C, p. 157–158. From the junction of Guy Gulch and Clear Creek, then up Clear Creek on either bank to the forks of Clear Creek or to the west boundary of Jefferson County, a distance of about 6 miles
- Clear Creek Wagon Road Co. (No. 3)—June 15, 1869, v. C, p. 527–529. Not the same as is recorded on p. 157-158. From a point on Clear Creek at the mouth of Guy Gulch, then up Clear Creek to the Forks and then to the west boundary of Jefferson County
- Colorado Springs to Easton, Post Road 37, by hack, 1881
- Como, Hamilton, and Conger to Breckenridge, Post Road no. 41, by Concord Coach, 1881
- Como, Bordensville, and Mountain Dale to Florissant, Post Road 20, by hack, 1881
- Cub Creek & South Park Wagon Road Co.—Jan. 22 or 25, 1875, v. E, p. 515. From mouth of Cub Creek [on Bear Creek at Evergreen] in Jefferson County up or near to Cub Creek to near its source and then from southwest to intersect with the Denver Bradford & Blue River Road on the “Old Clifford Trail” at or near Charles Hepburns [Grant]
- Cub Creek Road—Volume C, p. 251 of the Jefferson County Commissioners books. Commencing at the road running from Cresswell to Bradford Junction at or near where the said road crosses Cub Creek on sec. 15 in T. 5 S., R. 71 W., and running along the valley of Cub Creek to David Lee's Ranch, then along said creek to J.C. Carnes Ranch then up a branch of said creek to and thru Mathew Dowling's Ranch, then the most feasible route to intersect the said Cresswell & Bradford Junction road near the Junction
- Cut-off Wagon Road Co.—Oct. 23 or 25, 1869, v. D, p. 687. From a point where county road from Golden City to Boulder City crosses, to line between secs. 9 and 16, T. 3 S., R. 70 W., in said Jefferson County, west to 1/4 section corner between secs. 8 and 17 in T. 3 S., then in west direction to old site of Briggs & Whitman's sawmill, then to house of Stephen Booten on the Golden Gate & Gregory Road in Guy Township, Jefferson County. Said road being 8 miles in length. Route unclear
- Deer Creek Wagon Road & Lumbering Co.—Mar. 11, 1867, and Apr. 30, 1867, v. C, p. 238–239. Start at hogback on Deer Creek, then up South Deer Creek to the canon of South Deer Creek then southwest up Deer Creek 4 miles. Road was operated?
- Deer Trail, Claud, and Bland to Kuhns Crossing, Post Road no. 44, by hack, 1885
- Democrat Mountain Wagon Road Co.—Feb. 13, 1875, v. E, p. 538–540. Starting where the Georgetown, Empire Pass, and Middle Park Wagon Road crosses the apex or divide of Columbia Mountain, which is known as Empire Pass, then southwest along the northwest or Bard Creek side of Columbia Mountain then on to Democrat Mountain to the vicinity of the Polar Star and Fred Rogers Mine on Democrat Mountain, then to the William Bastor(?) Mine
- Denver & Arkansas Airline Road, Apr. 29, 1865, v. B, p. 1. From West Denver, southward along the west bank of Cherry Creek for 3 miles, then running along the ridge to the foot of Plum Creek Divide, striking the gulch leading from Cherry Creek near Captain Sarnborn's Ranch, which formed a canon at this point and heads in various ravines above and near the summit of East Richion Hill on said divide, then thru the canon and across a bridge, maintaining a southeast direction for about 6 miles to the intersection of the “South” or “Lake Gulch Road” on Table Mountain where the road descends into the Plumb Creek Valley east of the “Chimney” or “Castle Rock” on Plum Creek, then south or southeast to Redman's Ranch at the head of Cherry Creek near the Arkansas Divide to intersect the road leading to Colorado City and the Arkansas River, a total distance of about 40 miles
- Denver & Bijou Creek Cut-off Wagon Road, early 1860's. From Denver to Fort Morgan by way of Tollgate, Coal Creek, Box Elder, Kiowa, Living Spring, and Bijou Creek
- Denver & Pacific Wagon Road Co.—Nov. 7, 1863, v. A, p. 57. From Empire City to extend up Clear Creek to and across the summit of the Snowy Range to the head of Dennis Creek, down the valley to a point about 2 miles above the junction with Moses Creek, then west

- across St. Louis and Hamilton Creeks toward the head of Edwards Creek then west on the best route crossing the Grand [Colorado] River at or near Hot Sulphur Springs to Bangs or Corral Creek, then west, crossing Milk River near mouth of Red Canon Creek, then up Red Canon Creek about 4 miles or more, then to Jones Gap, then through Tenny's Park to Yampa or Bear River, about 100 miles in length
- Denver & San Luis Valley Wagon Road Co.—Feb. 10, 1865. From Denver southward to crossing of Plum Creek 3 miles above mouth, then south and into Mountains at Garbers Ranch 5 miles south of South Platte, then south to where road leading from Colorado City to South Park crosses south branch of South Platte River, then south to where the roads from Canon City to California Gulch and to Montgomery diverge, then south to crossing of Arkansas River (Parkdale; known as “the drift”), about 15 miles above Canon City, then southwest thru Poncha Pass to the crossing of the Rio del Norte, then by way of Conejos Agency and Los Pinos to southern boundary of the Territory (Ridge-way, 1932; Rizzari, 1985)
- Denver, Auraria & South Park Wagon Road Co.—Dec. 7, 1859. From Auraria, then south 8 miles along the east bank of the South Platte, to Brown's Bridge where it crosses and continues west to Piedmont, and on to Bradford, then over the mountains west of Bradford and descends into Turkey Creek about a mile south of present Tiny Town (Harrison, 1963; Ellis, 1983; Rizzari, 1985). Road was operated?
- Denver-Boulder Toll Road or Turnpike—1952. Originally a 25 cent toll, now free (Harrison, 1963)
- Denver, Cherry Creek, Pine Grove, Franktown, Golddale, Rock Ridge, Clermont, and Elbert to Gomers Mill, Post Road 32, by hack, 1881 (Ellis, 1983)
- Denver City & Bijou Wagon Road Co. (Fort Morgan Cut-off Road)—From Denver northeast to Boxelder Creek, then to and across Kiowa Creek south of the house recently occupied by one James [last name unknown], then to and across Bijou Creek northwest of the house occupied by one John Coleman, then to a point on the South Platte River 3 miles below and east of the “Junction Station,” intersecting the present road along the South Platte River 3 miles below the house of Mrs. Stringham. Said road being in the counties of Arapahoe and Weld; and to collect tolls as follows: wagon and oxen, mules, or horses, \$1.00 limit
- Denver City, Ralston Creek & Black Hawk Wagon Road Co.—Oct. 15 or Nov. 8, 1864, v. A–B, p. 139–141, v. A, p. 133, and Oct. 12, 1866, v. C. p. 89–91. From the junction of Missouri Gulch [Black Hawk] (mouth of Missouri Gulch was in sec. 1, T. 3 S., R. 73 W.) and North Clear Creek, Gilpin County, running up North Clear Creek 0.5 mile to the mouth of Elk Horn Creek, then east up Elk Horn Gulch to the head waters, then down the gulch that runs by Dorrey's Springs near to what is known as the “Four Mile House” (upper end of Golden Gate Canyon, SW 1/4, NW 1/4 sec. 1, T. 3 S., R. 72 W., at top of Four Mile Hill), then down the gulch in which runs the spring water to Ralston Creek to the base of the mountains, then to Denver. Some points on this road could not be located
- Dry Creek Wagon Road Co.—Nov. 29, 1872, v. D, p. 585–587. From where Dry Creek (Van Bibber Creek?) leaves the mountains near Butcher's Lime Kiln then running up Dry Creek and thru lands of Frank Elworth (Elderth or Eworth?) in sec. 12, T. 3 S., R. 71 W., then up creek to northwest and on to a point on the west line of sec. 11, same Township and Range
- Eagle Wagon Road Co.—Sept. 16, 1865, v. B, p. 57. From Elizabethtown [Georgetown] in Clear Creek County to the silver mines in McClellan Mountain in Argentine District, commencing at Elizabethtown up the right hand fork or north branch of Clear Creek around the north side of McClellan Mountain, to the headwaters of said stream
- Eaker Toll Road Co.—Sept. 22, 1891, p. 19–20. Route unknown
- Elbert, Bijou Basin, Big Sandy, and O.Z., Post Road no. 49, by hack, 1885
- Elizabeth to Clemmons, Post Road no. 52, by saddle, 1885
- Elizabeth to Kiowa, Post Road no. 133, by hack, 1885
- Elizabethtown [Georgetown], Argentine & Silveropolis Wagon Road Co.—Oct. 30 or Nov. 16, 1866, v. C, p. 139–140. From Elizabethtown on South Fork of Clear Creek, then up Leavenworth Creek to Argentine Mining District on the summit of McClellan Mountain, across Sandersons Pass of said mountain, by Grays Peak, over to the Snake River in Summit County and by the most eligible route on the whole line from the beginning to the terminus at Silveropolis, Summit County
- Elizabethtown Wagon Road Co.—Sept. 15, 1865, v. B, p. 55. From Elizabethtown in Clear Creek County to McClellan Mountain in Argentine [Mining] District, commencing at Elizabethtown, then west following the left-hand fork or south branch of Clear Creek to the silver mines in said McClellan Mountain, then to the source of the said stream
- Elk Creek Toll Road & Tramway Co.—June 1, 1882, v. 11, p. 111. From Pine Grove Station on the Denver South Park & Pacific Railroad, in Jefferson County, to Elk Creek, thence along the course of said Creek as much as practicable, to the junction of Elk Creek with the old Denver Bradford and Blue River Wagon Road, thence up Elk Creek to its source, and also to construct a tramway on said road or any part thereof for the purpose of carrying lumber, ore, or other commodities and freight to the Denver South Park & Pacific Railroad at Pine Grove
- Elysian Park (Jamestown) Wagon Road Co.—Sept. 23, 1866, v. C, p. 123–124. To improve a road from the Niwot & Blackhawk Road on Left Hand Creek in a west direction up the valley of James Creek to a point 0.5 mile up said creek from the east end of Elysian Park in Boulder County
- Empire & Georgetown Wagon Road Co.—Feb. 19, 1869, v. C, p. 490. Route unknown

- Empire & Grand River Wagon Road Co.—Dec. 9 or 13, 1880, v. 4, p. 216–218. From Empire west 5.5 miles to the old Freeman sawmill in Atlantic Mining District, then from north of old Freeman sawmill on the Georgetown & Middle Park Wagon Road up the valley of Middle Clear Creek through the town of Atlantic and the Atlantic Mining District in Clear Creek County, along the north bank of Middle Clear Creek about 4 miles to where the "Old Jones Road" crosses said Middle Clear Creek on its way to Jones Pass, then along a line of said Jones Road and over the pass and down to the headwaters of Williams Fork, then down Williams Fork along Jones Road to the Grand River in Grand County, Colorado (Black, 1969)
- Empire & Middle Park Wagon Road Co.—Feb. 18 or 19, 1869, v. C, p. 490–493. From Empire City up Middle Fork of South Clear Creek to Senstrum's Sawmill then via Freeman's Sawmill, then across Houghs [Hoop?] Creek to near the end of the Russell Road, then north along the west side of the said creek [Hoop Creek] and across Berthoud Pass and down Frazier's [Moses] Creek to the head of Middle Park, then to the Sulphur Springs on the Grand [Colorado] River in Summit County; total length about 40 miles. Also a branch road from Freeman's Sawmill then up along the north side of the Middle Fork of South Clear Creek, through Dailey's Mining District in Clear Creek County along the north side to Dailey's log cabin near the intersection of Dailey Gulch and the Middle Fork
- Empire & White River Wagon Road Co.—Aug. 8, 1871, v. D, p. 352–354. From western boundary line of Empire City on best route up Middle Fork of South Clear Creek via Freeman's Sawmill, then across Berthoud Pass to Hot Sulphur Springs on Grand River in Summit County and by best route thru Gore's Pass to the White River Indian Agency
- Enterprise Toll Road Co.—Nov. 8, 1890, v. 26, p. 357–358. Same as Enterprise Wagon Road Co. under Session Laws?
- Evergreen to Brookvale, Post Road no. 34, by hack, 1885
- Fairmount Wagon Road Co.—Oct. 29, 1867, v. C, p. 314–316. Starting where Hukill Gulch meets Clear Creek and runs up Hukill Gulch to its head. In Spanish Bar District
- Fairplay & Alma to Dudley, Post Road no. 42, by coach, 1881
- Fairplay & California Gulch Wagon Road Co.—July 10, 1865, v. B, p. 17. From Fairplay, South Park, to the old toll gate at the foot of [Mosquito] range, then over said range to California Gulch
- Fairplay to Horseshoe, Post Road no. 42, by hack, 1885
- Fairplay to Platte Station, Post Road no. 43, by hack, 1885
- Fall River & Georgetown Road Co.—Sept. 19 or 23, 1884, v. 10, p. 111–112. From Central City running up or near Eureka Gulch to York Gulch then down York Gulch to Fall River then down Fall River to South Clear Creek, then up South Clear Creek to Georgetown
- Farmers & Freighters Wagon Road Co.—Dec. 15, 1869, v. D, p. 27. From Ralston Creek Canon, Jefferson County then west up valley of Ralston Creek 10 miles to place of Wall(?). Will have a toll gate
- Fort Lupton & Golden City Turnpike Co.—Feb. 7, 1863, v. A, p. 26. From the south [east] bank of the South Platte River at Fort Lupton, crossing the Platte between Fort Lupton and Dry Creek, extending up Dry Creek north of Ralston Creek, then south to cross Ralston Creek, then south and crossing Clear Creek, intersecting the Clear Creek & Dry Gulch Wagon Road on the south bank of Clear Creek near Henderson's farm about a mile from Golden City
- Franktown, Golddale, Rocky Ridge, and Clermont to Elbert, Post Road no. 50, by hack and saddle, 1885
- Freeland Post Road no. 137—Northeast 3 miles to railroad station by hack and saddle, 1885
- French Pass Toll Road Co.—Sept. 17, 1880, v. 4, p. 229–230. From Lincoln City, Summit County, to Jefferson Station on the D.S.P. & P. Railroad in Park County via French Gulch, French Pass, and Michigan Creek. Called Golden Gate & French Gulch Cut-off Road from Jefferson City to French Gulch [in Rocky Mountain News, Mar. 18, 1861, p. 2, col. 3]
- Garber Creek & Platte River Wagon & Toll Road Co.—Apr. 1, 1873, v. E, p. 76–77. From Garber Creek Canon in Douglas County running west to a point on the South Platte River where the Tarryall & Colorado City Turnpike crosses said River
- Genesee Wagon Road Co.—In 1859 John D. Patrick got a 12-year charter. On Feb. 14, 1867 (v. C, p. 219–221), Mr. Patrick got a petition in Jefferson County for the road which began at Cold Spring Ranch (occupied by William Arthur; ranch is east of Apex) on the Denver City and Golden City road, then to Mr. Binder's ranch at Apex Town, then along the road to Mt. Vernon Town, then up Mt. Vernon Gulch to Genesee Ranche (stage stop), to its western terminus at Junction Ranche (stage stop) then about 3 miles west of Genesee Ranche to its western terminus [at Bergen Park?] (Brown, 1976; Dorothy Reed, written commun., 1980). Also called Mount Vernon Road, Jackson Trail, Casto's Road, and Tarryall Road to the South Park Diggins
- Geneva Wagon Road Co.—Dec. 4, 1874, v. E, p. 474–475. From a point near where the north fork of North Fork of the South Platte River crosses the South Park Toll Road, near Grant Post Office, then up North Fork along stream to the head of Geneva Gulch and to a point now called Geneva. Also a road leaving the aforesaid line of road about 6 miles above Grant Post Office and running along a line of the present trail to a point intersecting the Hall Valley Wagon Road about 2 miles below the works of the Hall Valley Silver Lead Mining & Smelting Company, all in Park County
- Georgetown & Argentine Wagon Road Co. (No. 1)—May 21 or 25, 1868, v. C, p. 396–397. From Albert Selak's Brewery Building in Georgetown between the upper town, extending southward along north slope of Griffith Mountain to the smelting furnace or reduction works on the right of the two forks emptying near Georgetown, about 3 miles from town, then to the Argentine Mining District at the summit of Snowy Range; also to construct and operate for toll, such lateral branches and side roads as desired to enter the forest on Griffith Mountain

- Georgetown & Argentine Wagon Road Co. (No. 2)—June 25 or July 3, 1868, v. C, p. 402–403. From Georgetown up Leavenworth Gulch to east Argentine at or near the foot of Mt. McClellan in Argentine Mining District. Not same company as in v. C, p. 396–397
- Georgetown & Breckenridge Wagon Road Co.—Oct. 29, 1869, v. D, p. 150–153. Starting on north side of South Clear Creek in Georgetown, then westward (see later list)
- Georgetown & Chicago Lake Wagon Road Co.—June 15 or July 5, 1872, v. D, p. 507–509. From the intersection of the south line of Georgetown with the South Fork of South Clear Creek, extending to a terminus at Chicago Lake
- Georgetown & Empire Wagon Road Co.—June 1 or 19, 1874, v. E, p. 381–383. From Georgetown to Empire by way of Union Pass and intersecting the Georgetown Road at or near the Wilson & Cass Mill
- Georgetown & Green Lake Toll Road Co.—Aug. 27 or Sept. 2, 1879, v. 1, p. 572–573. From northwest corner of Fish House near Green Lake, north of Comet (or Cornet) Lode, then east of Clear Lake, then to a point near O.E. Clark's house at Georgetown where the letters G.G. L.W.R. are chisled on a rock near Green Lake, then to Georgetown
- Georgetown & Middle Park Wagon Road Co.—Possibly Post Road no. 20 from Georgetown to Fraser, Coulter, Selak and Grand Lake, by coach, hack, and saddle at times, 1885 (Black, 1969)
- Georgetown & Middle Park Wagon Road Co.—Dec. 2 or 13, 1878, v. 1, p. 146–148. From the west line of Empire City along the north side of Middle Clear Creek to foot of Berthoud Pass, over pass and summit of Snowy Range, then to the crossing of Fraser Creek, then along divide between Fraser Creek and Vasquez Fork to the crossing of Vasquez Fork, then to Cozen's Ranch, then to Junction Ranch, then northwest to Hot Sulphur Springs to use the present constructed road of the Georgetown, Empire & Middle Park Wagon Road Co. to which this company has succeeded
- Georgetown & Platte River Wagon Road Co.—Dec. 17 or 19, 1871, v. D, p. 411–412. From a point about 1.5 miles south of Georgetown near the Red, White & Blue Smelting Works south of Georgetown, then in a southerly direction on South Fork of South Branch of South Clear Creek to the summit of a spur in the range in Park County to a point in Park County and by most convenient route to Charley Hepburn's Ranch [near Grant] on the road running from Denver to Fairplay, the terminus
- Georgetown & Silver Plume Wagon Road Co.—Dec. 5, 1872, v. D, p. 597–598. From Georgetown by best route to Silver Plume
- Georgetown & Silver Plume Road Co.—Sept. 5 or 8, 1873, v. E, p. 131–132. From Georgetown at center of Alpine Street to Silver Plume on north side of South Clear Creek
- Georgetown & Silver Plume Road Co.—July 29, 1893, v. 35, p. 205–207. Certificate of renewal of corporation for an additional 20 years
- Georgetown & Snake River Wagon Road Co.—Mar. 13 or Apr. 23, 1869, v. C, p. 517–519. Apparently called the Argentine Pass Road from Georgetown to Kokomo via Chihuahua, Haywood, Dillon and Frisco. It started at terminus of Georgetown & East Argentine Wagon Road between Summit & Clear Creek Counties [at Sanderson Pass?], then went down the west slope of the range to the headwaters of Middle Snake River then down Snake River past Peru Mining District to Sts. John, in Snake River Mining District. It joined the Loveland Pass Road near the north fork of the Snake River. Post Road 14, by hack, 1881. A branch was built from Chihuahua to Montezuma. (Gilliland, 1987; Black, 1969; Sharp, 1971). Road operated
- Georgetown & Ten Mile Road Co.—Feb. 3, 1879, v. 1, p. 198–199. To repair parts of the old wagon road from Georgetown down Snake River to Montezuma, then by way of Ten Mile Creek to Leadville
- Georgetown, Clear Lake & Platte River Wagon Road Co.—July 20 or Aug. 2, 1872, v. D, p. 521–522. From near first milepost on Georgetown & Chicago Lake Wagon Road, south of Georgetown by best route and over road of John Welch, to Clear Lake, and then best route to the Platte River
- Georgetown, Empire & Middle Park Wagon Road Co.—Apr. 8, 1874, or July 11, 1875, v. F, p. 34–36. From Georgetown and Empire City to foot of Berthoud Pass, over pass on route surveyed by Empire & White River Wagon Road Co., down Fraser River to the Hay Stacks in the open park, following the E. & W.R. Company's survey, then to Twelve Mile and to Hot Sulphur Springs in Middle Park, by stage; road completed (Black, 1969); probably the same as Post Road no. 12, Georgetown, Empire City, Fraser and Twelve Mile, to Hot Springs in Middle Park, by Stage, 1881 (Black, 1969)
- Georgetown via "High Line" [Loveland Pass], Silver Plume, Montezuma, Junction City, and Frisco to Kokomo, Post Road no. 13, by Stage, 1881; also expressed as "Loveland Pass, Silver Plume, Dillon & Frisco to Kokomo Wagon Road" or "Georgetown, Kokomo and Leadville." Also known as "The Georgetown-Leadville Stage(?)" (Burkey, 1937; Sharp, 1971)
- Gilpin County Wagon Road Co.—Oct. 2 or 9, 1871, v. D, p. 387–388. From public square in Black Hawk along the line of roads known as the Enterprise Wagon Road down Clear Creek to foot of Smith Hill; up Smith Hill Gulch to Junction House via Smith Hill, over Junction Hill to a spruce stump at junction (Michigan House) of Enterprise Wagon Road with the Golden Gate Wagon Road. Also commencing at present toll road in Black Hawk, up 4-Mile Hill along present toll road to Enterprise Wagon Road Co. to Junction House on line of first-mentioned road. On Feb. 11, 1876, p. 121, in an act to establish a county road, the Gilpin County Wagon Road was changed as follows: "That part of the Gilpin County Wagon Road from the east end of Main Street in Black Hawk then down North Clear Creek and up Smith Hill to the

- summit thereof, known as the Smith or Cut-off road, and also the road leading from said Smith Road, beginning at a point about 40 rods southerly from the Smith House, then east along the present traveled road to the Gilpin/Jefferson County line is declared to be a county road”.
- Gilpin, Jefferson & Boulder County Coal & Ore Rail Road & Wagon Road Co.—Mar. 1871, v. D, p. 245. From Belmont Furnace (south of Boulder near Marshall?) in Boulder Co., then south and west to Ralston Creek and crossing Ralston Creek Canon to Eight Mile Canon, then to Guy Gulch and up gulch and between Guy Gulch and Clear Creek via Robinsons, Tiffany's & Ely's ranches to a point at the junction of the two branches of Smith's Creek on the stage road leading from Central City to Denver, then to Blackhawk and Central City and Nevada (Harrison, 1963)
- Golden City & Gilpin County Wagon & Railroad Co.—Jan. 11, 1870, v. D, p. 35–37. From western boundary line of Golden City in Jefferson County at a point on west bank of Clear Creek, up said creek on best route to junction of North and South Clear Creeks, up North Clear Creek to Black Hawk, then up North Clear Creek to Pine Creek, then to town of Nevada (Kemp, 1960)
- Golden Gate & Gregory Road Co.—Aug. 14, 1872, v. D, p. 524–525. From east line of Golden Gate City by way of Golden Gate thru Tuckers Canon or Robinson's Gulch, over Guy Hill, and up Guy Gulch near line of the now traveled road or by the best route to a point at or near the Michigan House in Cold Spring Valley. Originally chartered in 1862. Also called the Rollins Road (Ridgeway, 1932; Rizzari, 1985; Cozine and others, 1988)
- Golden, Morrison, and Evergreen to Hutchinson, Post Road no. 33, by hack, 1885
- Gordon-McHenry Road—A military road up Sunshine Canyon, built by the Federal Government, that ran to the top of Sunshine Hill and turned down Ritchie Gulch to Four Mile Creek. Near Orodell the road turned to the right and went up Sugar Loaf Hill to Gordon Gulch, then to North Boulder Creek. From there it wandered west, where it was abandoned on the flats north of Caribou (Smith, 1981)
- Grand Island Wagon Road Co.—Feb. 6 or 14, 1871, and Aug. 1871, v. D, p. 218. From Caribou City to south side of Gold Mountain about 300 feet south of Trojan Lode and ending at Browns Ranch (Nederland) on Middle Boulder Creek
- Greeley, Grand Island & Central City Road Co.—July 20 or 27, 1870, v. D, p. 120. From Boulder to foot of Corl Hill on the Boulder Valley & Central City Wagon Road about 6 miles up Boulder Valley, then up valley to Goss & Breaths Ranch, then to southern boundary of Boulder County in direction of Blackhawk and Central City
- Greenland to Spring Valley, Post Road no. 35, by hack and saddle, 1881; called Post Road 48 in 1885
- Hall Valley Toll Wagon Road Co.—Mar. 4 or 30, 1880, v. 2, p. 442–443. From Webster to the Whale Mine in Hall Valley in Park County
- Hall Valley Wagon Road Co.—Apr. 11 or 12, 1873, v. E, p. 31–32. From intersection of the Denver & South Park Wagon Road with Hall Gulch where said wagon road crosses the North Fork of South Platte River at the mouth of said gulch, then northwest up Hall's Gulch to the head thereof in Park County
- Hamilton & Breckenridge Road Co.—Sept. 10 or Oct. 23, 1867, v. C, p. 301–303. From Hamilton, Park County, then along north side of Tarryall Creek thru Tarryall to the base of the range then via Breckenridge [Boreas] Pass to the summit of the range then down the north side of Indiana Gulch to the valley of the Blue to Breckenridge, Summit County
- Handcart Gulch & Montezuma Wagon Road Co.—Sept. 8, 1869, v. C, p. 547–549. From a point on road from Denver to Fairplay via Turkey Creek Canon about 4 miles above mouth of North Fork of North Fork of South Platte River near a bridge and stone chimney on the north side of the road about 4 miles west of the Charles Hepburn Ranch (Grant), then up the Middle Fork [and crossing] the North Fork of the South Platte, following the foot trail and bridle path along the right bank, [and going up Handcart Gulch by Webster Pass] and west to Montezuma in Summit County
- Highland Wagon Road Co.—Mar. 23, 1878, v. B, p. 64. Line of road shall be along Silver Creek beginning at southwest end of bridge at Lawson to John McCunniff's cabin on Silver Creek
- Hockaday Wagon Road Co.—Mar. 24 or Apr. 6, 1874, v. E, p. 311–312. From Middle Boulder Creek near the south line of sec. 8, T. 1 S., R. 72 W. [near Tungsten], and running south up a gulch through sections 17 and 20 in T. & R. aforesaid to the head of another gulch running in a southeast direction through the NE 1/4 sec. 29, in T. & R. aforesaid forming a junction with the Boulder Valley & Central City Wagon Road in sec. 28 in said T. & R. aforesaid in Boulder County
- Idaho & Beaver Creek Wagon Road Co. (No. 1)—Dec. 21 or 28, 1871, v. D, p. 416–418. From middle pier of bridge across South Clear Creek at Idaho [Springs] running down South Clear Creek to foot of Big Hill of South Clear Creek, up said hill as the wagon road now runs to Floyd's Ranch 9 miles from Idaho, whence one branch of said road 3 miles in length intersecting Denver City & Tarryall Road at Bergen's Ranch and one branch 1.5 miles in length intersecting Central City & Mount Vernon Road where it crosses Beaver Creek. There is 7.5 miles of road from Idaho Bridge down South Clear Creek in Clear Creek County, rest in Jefferson County
- Idaho & Beaver Creek Wagon Road Co. (No. 2)—Feb. 19 or 21, 1872, v. D, p. 447–448. Start at middle pier of bridge across South Clear Creek at Idaho (town), running down South Clear Creek to foot of hill known as Big Hill on South Clear Creek, up said hill as wagon road now runs, to ranch formerly known as Floyd's Ranch, 9 miles from Idaho, thence one branch of said road 3 miles in length intersecting the Denver City & Tarryall Wagon Road at Bergen's Ranch and one branch 1.5 miles in length intersecting the Central City

- & Mt. Vernon Road where the same crosses Beaver Creek; total of 7.5 miles of said road from Idaho Bridge down South Clear Creek, Clear Creek County Idaho & Chicago Creek Wagon Road Co.—Jan. 25 or Feb. 6, 1869, v. C, p. 493–495. From Idaho near Shafter & Company's store, crossing South Clear Creek near the mouth of Chicago Creek and running thence up the valley of Chicago Creek above the forks of said Creek Idaho & Chicago Creek Wagon Road Co.—Apr. 4 or 6, 1870, v. D, p. 78–79. At a point on north side of South Clear Creek in Idaho (town) nearly opposite mouth of Chicago Creek at or near a pier built by the Fulton [or Stulton] Mining Company on north side of South Clear Creek, crossing South Clear Creek by a bridge to be constructed by said Company, up Chicago Creek on either side by best route to the main or Lake Fork; up Lake Fork to Chicago Creek Lake with another branch commencing at Lake Fork and running up North Fork of Chicago Creek by best route on either side to a point near head of North Fork. This road is different than the road in v. C, p. 493–495
- Idaho & Fall River Wagon Road Co.—Jan. 7 or 12, 1869, v. C, p. 472–473. Starting at west end of bridge on South Clear Creek at Idaho, then along creek to east end of bridge near mouth of Fall River
- Idaho & Floyd Hill Wagon Road Co.—Oct. 30 or Nov. 5, 1886, v. 11, p. 318. From lower end of Grass Valley to the western boundary of Jefferson County, from the east boundary line of the Daniel Aspel Placer Claim M.E. No. 367 in Grass Valley Mining District, then running down South Clear Creek to the foot of Floyd Hill, then up and over Floyd Hill over the wagon road about 8 miles to east boundary of Clear Creek County and to connect with the road of Jefferson County
- Idaho Springs & Bear Creek Wagon Road Co.—Nov. 30 or Dec. 9, 1872, v. D, p. 598–599. From the Mammoth Bath House at Idaho Springs, then by best route up Soda Creek to first left hand fork; up said fork to summit of divide (Squaw Pass) between Soda Creek and Bear Creek, down the southeastern slope of Squaw Mountain to house of Frank Andrews, then to Bear Creek. Route to Bear Creek?
- Idaho Springs & Fall River Wagon Road Co.—Jan. 15 or Apr. 10, 1889, v. 18, p. 363–364. From railroad track near east end of bridge over South Clear Creek at the upper end of Idaho Springs, then westward along the valley of South Clear Creek to east end of bridge near mouth of Fall River
- Idaho Springs & Golden City Gulch Wagon Road Co.—Sept. 10 or Nov. 2, 1866, v. C, p. 121–122. Starts at a stake and mound near the old chimney [Chimney Gulch] in the SW 1/4 sec. 33, T. 3 S., R. 70 W., Jefferson County [about 1 mile southwest of Golden], running west up gulch and following divide to intersect the Apex & Gregory Wagon Road at a stone mound marked by blazed trees at the head of Apex Gulch. Road about 4.5 miles long, all in Jefferson County
- Jamestown & Caribou Wagon Road Co.—Feb. 4 or 6, 1871, v. D, p. 210–211. From mouth of Left Hand Canon on Left Hand Creek, Boulder County, up said creek to mouth of James Creek, then up James Creek to Jamestown, then via Ward Mining District to Caribou City, within the Grand Island Mining District in Boulder County
- Jarr [Jarre] Gulch & South Park Wagon Road Co.—Jan. 23, 1871, v. D, p. 206–207. From Jarr Gulch west to Forks of Platte River at Hawkins Ranch to open up the extensive pine forests of Douglas, El Paso, and Park Counties to the trade of Denver
- Jefferson, Bordenville, and Mountindale to Rocky, Post Road no. 39, by hack, 1885
- Junction & Idaho Wagon Road Co.—Dec. 26 or 29, 1869, v. D, p. 34–35. From upper side of the public highway at forks of North and South Clear Creeks, then running up South Clear Creek to Idaho [Springs]
- Kennedy Gulch Toll Road Co. (No. 1)—June 5, 1880, v. 4, p. 291–293. From the railway line along the North Fork South Platte River near the mouth of Kennedy Gulch in the SE 1/4 sec. 16, T. 7 S., R. 70 W. [Dawson's Switch], then northwestward up Kennedy Gulch to the west line of sec. 30, T. 6 S., R. 70 W. [Actually the road probably continued northwestward 1.5 miles farther to join the Denver Bradford & Blue River Wagon Road]
- Kennedy Gulch Toll Road Co. (No. 2)—Mar. 26 or May 8, 1881, v. 6, p. 174–175. From Dawson's Switch, a station on the D.S.P. & P. Railroad in canon of North Fork, South Platte River, then 8 miles north up Kennedy Gulch to Kennedy's House, intersecting the toll road [Denver Bradford & Blue River Wagon Road] leading from the town of Morrison to Bailey's Station
- Keystone, Montezuma, and Chihuahua to Decatur, Post Road no. 36, by hack, 1885
- Keystone Wagon Road Co.—May 1 or 14, 1888, v. 16, p. 643–644. From the county bridge across the Snake River northeast of the D.S.P. & P. Railroad, running thence to the mouth of Keystone Gulch, then up gulch 4.25 miles till it intersects the Keystone Creek Pack Trail, then to the northwest line of the Forest Placer [gulch in sec. 23, T. 5 S., R. 77 W], the terminus
- Kiowa & Pond Creek Wagon Road Co. of Arapahoe County—May 7, 1866, v. B, p. 169. From intersection of the Denver & Bijou Creek Wagon Road south by 51 degrees east to the ridge between Bijou and Beaver Creeks where a marker has been erected there, east by south 56 degrees to the county line between Arapahoe and Douglas counties between the East and Middle Forks of Beaver Creek (53 miles)
- Kiowa & Pond Creek Wagon Road Co. of Douglas County—May 14, 1866, v. B, p. 175. From the Arapahoe-Douglas County line midway between the Middle and East Forks of Beaver Creek, then southeast to a point opposite a cedar bluff near the Big Sandy Creek, then southeast to Hedinger's Lake or Lake Station [Lake Station on the U.P.R.R. is in the NE 1/4 sec. 27, T. 9 S., R. 56 W., Lincoln County] on Big Sandy Creek, then 12 miles downstream south 60 degrees east to a point near Cornel Creek on the southern boundary of Douglas County (53 miles in Douglas County)

- Lake Station & Douglas County Wagon Road Co.—Oct. 20 or 27, 1867, v. C, p. 304–305. Starting where Butterfield Stage Road [Butterfield Smoky Hill Wagon Road Co.] crossed the Arapahoe/Douglas County line, then along the route of the stage road in a southeast direction to a station (called Lake Station) now used by the United States Express Company for their stages; the Butterfield Stage Road being the road once used by the stages of the Holladay Overland Mail & Express Company and afterward abandoned. Road about 60 miles long in Douglas County. Lake Station was south terminus at SW corner sec. 29, T. 9 S., R. 56 W., Limon 1° × 2° quadrangle, on U.S. Geological Survey Map I-2468 (Scott, 1994)
- Larkspur & Twin Creek Toll Road Co.—Mar. 17, 1881, v. 7, p. 268–269. From the town of Larkspur, Douglas County, by way of East Plum Creek to Twin Creek in Bergens or Queens Park [Manitou Park], Colorado
- Leavenworth Branch Wagon Road Co.—June 2 or 4, 1873, v. E, p. 81–82. From a point on the Georgetown & Chicago Lake Wagon Road near Georgetown, then along and near Leavenworth Creek to a point on the Georgetown & Argentine Road near the former mill site of Mr. Saint Clair
- Lincoln & Jefferson Toll Road Co.—Sept. 11, 1879, v. 1, p. 600–602. From Lincoln City in Summit County running eastward up French Gulch across Continental Divide [French Pass?] and down the eastern slope to terminate at Jefferson on the Denver, South Park & Pacific Railroad in Park County
- Lincoln Mountain Wagon Road Co.—Apr. 18, 1883, v. 5, p. 330. From Bard Creek on the south side of Lincoln Mountain about 2 miles from Empire, extending northwestward, returning back and forth to obtain the necessary grade, until it shall reach and terminate at the summit of Lincoln Mountain; together with the necessary turn-outs for teams to pass
- Loveland Pass, Silver Plume, Dillon, and Frisco to Kokomo Wagon Toll Road, or Post Road no. 13, 1879 (Sharp, 1971)
- Manitou, Summit Park, Florissant, Rocky, and Hartsel to Garo, Post Road no. 38, by Concord Coach, 1881; called Post Road no. 54 in 1885
- Middle Park & Grand River Wagon Road Co.—Mar. 31, 1883, v. 5, p. 290. From the terminus of the Georgetown, Empire & Middle Park Wagon Road at the Junction Ranch in Grand County, via Hot Sulphur Springs and the Ostrander Ranch, then along the Grand River to Grizzly Creek, up the stream to the town of Carbonate in Garfield County
- Middle & North Park Wagon Road Co.—Dec. 14 or 26, 1874, v. E., p. 487. From Hot Sulphur Springs, Grand County, then up Grand [Colorado] River, to the mouth of Willow Creek and crossing Willow Creek near its mouth, then north to Grand Lake, also commencing at a point on said road near the crossing of Willow Creek and running east over most practicable route across Arapahoe Peak Pass to Caribou, Boulder County; also from Willow Creek Crossing up said Creek and across Rabbit Ear Range to the Wyoming Territory line; also from Willow Creek crossing southerly to the Rollins Wagon Road at Philips Ranch (near Fraser), Grand County (Black, 1969)
- Middle Boulder & Beaver Creek Wagon Road Co.—Mar. 21 or 25, 1874, v. D (or E), p. 301. From near the Nederland Mining Company mill on Middle Boulder Creek near Nederland then southwest up small gulch to near the center sec. 23, T. 1 S., R. 73 W., then southeast to intersect the present road from Middle Boulder or Nederland to Blackhawk
- Middle Park, Grand Lake & North Park Wagon Road Co.—Aug. 30, 1878, v. 1, p. 75. From Berthoud Pass & Hot Sulphur Springs Wagon Road to North Park
- Missouri Gulch Wagon Road Co.—June 15, 1864, v. A, p. 94. From North Clear Creek in Gilpin County southwesterly(?) up Missouri Gulch to the first fork, then up the left hand tributary to the lakes; also a line from said fork up the right hand tributary to the first fork of said branch, then up the left branch to the road extending across from the Four Mile House to Clear Creek
- Montezuma & Hall Valley Wagon Road Co.—Mar. 22 or 27, 1876, v. F, p. 277–278. From Montezuma in Summit County to Hall Valley in Park County via Snake River [and Webster Pass] and Handcart Gulch
- Monument & West Creek Toll Road Co.—Feb. 26, 1896, v. 48, no. 239. From Monument then southwest to sec. 29, T. 11 S., R. 67 W., then northwest thru T. 11 S., R. 68 W., and thru part of T. 11 S., R. 69 W., and ending at town of West Creek in sec 1, T. 11 S., R. 70 W.
- Monument & West Creek Toll Road Co.—Apr. 23, 1896, v. 51, p. 629. Route unknown
- Monument, Bergens Park [Manitou Park] & Fairplay Wagon Road Co.—Nov. 2, 1874, v. E, p. 464–466. From the corner of secs. 20, 21, 28, and 29, then west to mouth of North Beaver Canon, then to the divide between Beaver and Monument Creeks, then following ridge to Bergens Park [Manitou Park], then west through Bergens Park to a junction with the Colorado Springs & Fairplay Road at or near Florissant Post Office
- Monument, Gwillimville & Table Rock, Post Road no. 46, by hack and saddle, 1885
- Monument, Manitou Park & Leadville Wagon Road Co.—Oct. 20, 1879, v. B, p. 262–264, to build a wagon road from Monument to the Colorado Springs and Leadville Road from corner of secs. 20, 21, 28, and 29, then running west to the mouth of North Beaver Canon, then to the dividing ridge between Beaver and Monument Creeks, then following the ridge to Manitou Park, then west to a junction with the Colorado Springs & Leadville Road at or near the Junction House (Woodland Park?)
- Monument, Table Rock, Gomer's Mills, Bijou Basin, OZ, and Big Sandy to River Bend, Post Road no. 36, by hack and saddle, 1881
- Moody Wagon Road Co.—June 12, 1867, v. C, p. 270. From a stake a mile east of Charles Hepburn's Ranch (Grant) in Park County, extending eastward 14 miles to a terminus at the St. Louis Ranch

- Morrison & Bergen Park Wagon Road Co. (No. 1)—July 25 or 26, 1876, v. F, p. 387–388. From Morrison in Jefferson County up Bear Creek to near Hick's Mill along or near Beaver Creek in Clear Creek County
- Morrison & Bergen Park Wagon Road Co. (No. 2)—May 23 or 26, 1877, v. A, p. 239–241. From Morrison in Jefferson County, up Bear Creek along course of stream to point on stream near Hick's Mill in Clear Creek County (Denver Democrat, May 30, 1877, p. 4, col. 1)
- Morrison & Turkey Creek Wagon Road Co.—Apr. 4 or 5, 1877, v. A, p. 164–166. From Morrison in Jefferson County via Turkey Creek to point 1/4 mile below Iowa Gulch on Turkey Creek at the crossing of the Bradford, Tarryall & Blue River Wagon Road
- Morrison and Evergreen to Brookvale, Post Road no. 39, by hack, 1881
- Morrison to Herndon, Post Road no. 143, by hack and saddle, 1885
- Mount Carbon & Coal Creek Toll Road Co.—Aug. 2, 1879, v. 1, p. 539–540
- Mount Vernon Wagon Road Co. (No. 1)—Dec. 30, 1865, v. B, p. 113. From a small bridge on the Apex and Gregory Wagon Road at Apex; also a branch from Mt. Vernon southward to W. Cornson's Ranch on Bear Creek, then downstream along the south bank for 2 miles
- Mount Vernon Wagon Road Co. (No. 2)—Nov. 13, 1866, v. C, p. 130–132. From Green Mountain Ranch (same as Cold Spring Ranch?) in T. 4 S., R. 70 W., to township of Mount Vernon and running to town of Mount Vernon via Apex and from Mount Vernon up Mount Vernon Gulch to the divide at the head of Gulch to form a junction with the Apex & Gregory Wagon Road in Bergen Township. Road 10 miles in length
- Niwot Wagon Road Co.—Dec. 21, 1864, v. A, p. 160. From the valley of Left Hand or Niwot Creek where it crosses the west line of T. 2 N., R. 70 W., then entering the mouth of Left Hand Canon, then west to Lee's sawmill, then west to Akins Gulch, then up Left Hand Creek to the intersection with Indiana Gulch in Ward Mining District, then to Wannemakers Ranch on North Boulder Creek, then to Blackhawk in Gilpin County
- North Clear Creek Wagon Road Co.—Oct. 13, 1866, v. C, p. 92–94. Start on North Clear Creek at the point where the Golden Gate road leaves said creek in Gilpin County, then down North Clear Creek to a point where it flows into South Clear Creek, crossing between the junction of the 2 streams, then down South Clear Creek on the south side near a mile, then up what is commonly known as the Big Hill, along the usual traveled road by way of the Culver House and mill and between the house and mill, then to the Junction Ranch in Jefferson County about 3 miles west of the Genesee Ranch to its eastern terminus (Brown, 1976)
- Overland Wagon Road Co. of Colorado—Dec. 26, 1865, or Feb. 5, 1866, v. B, p. 108. From western boundary of Colorado Territory, extending up the White River eastward via Painted Rock Creek, through Simpsons Pass, via the present wagon road opened by the U.S. [Army] troops, to where it diverges from the traveled road over Berthoud Pass, going over Boulder Pass, then through Berthoud Pass to connect with the trail built by the Denver & Pacific Wagon Road Co. at its western terminus (at Empire)(Ridgeway, 1932; Riz-zari, 1985)
- Palmer Lake & Manitou Park Toll Road Co.—Feb. 11, 1887, v. 12, no. 31. From Palmer Lake running in a west and southwest direction to Manitou Park
- Palmer Lake & Platte Toll Road Co.—Apr. 2, 1891, v. 24, no. 154. From Palmer Lake, El Paso County, west up the North Fork of Monument Creek to the divide between Monument Creek and the South Fork South Platte River, then to Thornton's Hotel in sec. 14, T. 11 S., R. 69 W., in Manitou Park, and a branch from the divide between Monument Creek and the South Platte River running to Woodland Park station on the line of Colorado Midland Railway
- Park Range Road Co. [Leadville] (No. 1)—Apr. 30, 1877, v. A, p. 196. From a point a mile below the Cold Spring Ranch near Malta, then easterly to the old Union Ranch, then up Union Creek to the top of the Continental Divide between Lake and Park Counties, then down the South Fork of the South Platte River to the public road from Fairplay to the Salt Works. Dis-solution on Apr. 20, 1880
- Park Range Road Co. (No. 2)—June 16, 1877, v. A, p. 290. From a point about 1 mile below the Cold Spring Ranch on the Malta-Granite public road in Lake County east to the old Union Ranch at Union Gulch, then up Union Creek to the crest of the Range between Park and Lake Counties, then down the South Fork of the South Platte River to the public road from Fairplay to the Salt Works
- Peoples Railroad, Toll Road & Coal Co.—Mar. 25, 1881, v. 6, p. 494. To acquire and work coal deposits in sec. 28, T. 2 S., R. 70 W., in Jefferson County; also to construct, equip, control, and operate a line or lines of railroad [rail lines not built] from said lands to Golden, and from said lands to Denver and also in the direction of Denver to a connection on the line of the Colorado Central Railroad; also to construct a wagon road and collect toll thereon from said lands, to the town of Golden
- Pine Creek Wagon Road Co.—Apr. 1 or 3, 1876, v. F, p. 295. From head of Pine Creek [near Apex], Gilpin County, then north down Jenny Lind Gulch (mouth in sec. 4, T. 2 S., R. 73 W.) to South Boulder Creek, and until it strikes the toll road from Rollinsville to Middle Park by Boulder Pass known as the Rollins Road
- Platte Canon & Deer Creek Improvement Co.—Dec. 20, 1864, v. A–B, p. 203–204. Start at or near southwest corner of claim owned by Isaac J. Stevens, then nearly southwest up a small creek thru the “hogback” nearly 2 miles then south 0.5 mile to a small creek which empties into Platte near house of Le Howe (Havre) & Bro.; up said creek in nearly southwesterly direction about 3 miles into South Deer Creek, nearly 2 miles to North Deer Creek; a road and ditch company

- Platte River Station to Buffalo Springs, Post Road no. 67, by hack, 1885
- Plum Creek Toll Road Co.—May 13 or 15, 1876, v. F, p. 342–343, in Douglas County from the upper end of present wagon road on East Plum Creek in T. 10 S., R. 68 W., then following creek southwest to its head or summit of divide [now Palmer Lake]
- Pulaski Road Co.—Oct. 25, 1875, v. F, p. 128. From Silver Plume to Pulaski Mine
- Ralston Wagon Road Co.—Aug. 9, 1865, v. B, p. 38, from Charles Walker's steam sawmill on Ralston Creek, then up Ralston Creek to where the Ralston Road crossed the Smith & Tyler's Road or Enterprise Wagon Road. The Ralston Road was partly in Gilpin and partly in Jefferson County. Road was finally completed about Nov. 1870 with a route from Black Hawk over Dory or Four Mile Hill, and followed Ralston Creek as far as Murphy Coal Bank, 5 miles north of Golden. Roads diverged from the coal bank to Golden, Denver, and Boulder (Arvada Historical Society, 1976, p. 79)
- Ramboz Wagon Road Co.—Jan. 1, 1866, v. B, p. 116. From where Coal Creek emerges from the mountains in Jefferson County, up said creek for a distance of 10 miles
- Red Elephant Mountain Wagon Road Co.—Apr. 26 or 28, 1877, v. A, p. 193–196. From the intersection of the “Gray Eagle Lode” on Red Elephant Mountain with the Free America Gulch in Griffith Mining District, Clear Creek County, down and along said gulch in a southeasterly direction on the most favorable course to the intersection of the Georgetown & Central City Wagon Road at the base of Red Elephant Mountain in Downieville Mining District in Clear Creek County.
- Rock Ridge, Cherry Creek, Pine Grove, Franktown, Gold-dale, Clermont, Elbert, to Gomer's Mill in the 1870's. Post Road 32
- Rocky Mountain Thoroughfare Co.—Mar. 26, 1881, v. 6, p. 600. Abstracted: to locate transportation routes and arrange for construction and operation throughout the Rocky Mountains
- Rollinsville & Middle Park Wagon Road Co.—July 5 or 10, 1873, v. E, p. 108–109, also July 11, 1893, v. 44, p. 244. From Rollinsville in Gilpin County, then up South Boulder Creek about 4 miles to Boulder Park [Tolland], then up North Fork of South Boulder Creek to the Snowy Range [Continental Divide], then across range directly south of Ute Peak [Rollins Pass], then along the Old Ute Trail to Middle Park and thru the Park by the Ute Trail to the Hot [Sulphur] Springs in Grand County (Black, 1969)
- Rollins Wagon Road Co.—Mar. 6 or Apr. 5, 1871, v. D, p. 252–253, from the Rollins Mill in Gold Dirt, Gilpin County, over old route of Gordon & McHenry road to Rollinsville on South Boulder Creek, then along Gordon & McHenry's old road to Nathan Brown's Ranche (Nederland) on Middle Boulder Creek, Boulder County, then northward over Gordon & McHenry Road to Thomas Hill's Ranche on North Boulder Creek, then eastward on Gordon & McHenry Road down to the mouth of Gordon Gulch at the junction with Bummer's Gulch, then down Bummer's Gulch to Boulder Creek to intersect a wagon road to be built up the North and Middle Boulder Creeks in Boulder County to Nathan Brown's Ranche, and also a branch from Thomas Hills Ranch up North Boulder Creek to the Caribou Mines in the Grand Island Mining District in Boulder County; also a branch from Thomas Hills Ranch to the Ward Mining District so as to connect at the Niwot Quartz Mill with the toll road to Boulder City
- Rollins Wagon Road Co.—July 30 or 31, 1872, v. D, p. 519–520, and Aug. 15, 1872, v. D, p. 527–528. From Michigan House on the Gregory Gulch Road in Jefferson County running down Guy Gulch and up Guy Hill, then down Golden Gate or Eight Mile Canon to the town of Golden Gate at the base of the mountains north of Golden, Jefferson County; said association and filing intended to cover all the rights of the old Golden Gate & Gregory Road Co. chartered in Aug. 1862 (Brown, 1976)
- Rollins Wagon Road Co.—Aug. 16, 1872, v. D, p. 527. From the Michigan House on the Gregory Gulch Wagon Road, down the Eight-Mile or Golden Gate Canon to the village of Golden Gate
- St. Vrain, Altona, Boulder Mines & Gregory Wagon Road Co.—Nov. 7, 1861. From St. Vrain River via Altona, Left Hand Creek, and Holt's Mill to Mountain City (Ridgeway, 1932)
- St. Vrain, Altona, Gold Hill & Gregory Road Co.—Up Left Hand Canyon to Altona and above. This toll road later failed (Smith 1981)
- St. Vrain, Golden City & Colorado Wagon Road Co. [Called Laramie Road]—Dec. 7, 1859, and 1867. From old Fort St. Vrain, southwestward to McCleerys Ranch on Clear Creek, to Arapahoe and Golden City, then to Ilian (later Pleasant Park) on Bergen Hill(?) ten miles from Golden, thence to Saratoga West [Hot Sulphur Springs] in Saratoga County (Ridgeway, 1932; Harrison, 1963; Brown, 1976; Rizzari, 1985; Dorothy Reed, written commun., 1980)
- Saint Vrain Toll Road Co.—July 19, 1886, v. 11, no. 296. Route unknown
- Salida & South Platte Toll Road Co.—Feb. 16, 1882, v. 13, p. 452–453
- Sand Creek Turnpike Co.—June 19, 1863, v. A-B, p. 39. From a point on the south bank of Sand Creek 4.5 miles northeast of Denver about 10 rods west of the Platte River Road to Julesburg, extending northeast nearly parallel with the Platte River Road, crossing Sand Creek and terminating about 80 rods from the point of origin
- Sand Creek Wagon & Toll Road Co.—June 10, 1865, v. B, p. 10. From a point 4.5 miles northeast of Denver and 0.5 mile southwest of Sand Creek [just northeast of Riverside Cemetery and near present Adams City] extending northeasterly along or near the Old Road or Sand Creek Turnpike [formerly the Platte River Road or Overland Trail, marked by monument located across the railroad tracks opposite the entrance to Riverside Cemetery], then across Sand Creek near the Sand Creek House, to a terminal point 1 mile from the point of origin and 5.5 miles from Denver

- Silver Creek Wagon Road Co.—Mar. 11, 1867, v. C, p. 65, a wagon road on the west side of Clear Creek opposite Georgetown in Clear Creek County starting near Bohemian Smelting Furnace, then up side of mountain in northwest direction to point of bluff above Silver Creek Gulch near 0.5 mile, then across and up the mountain on north side of gulch up to the Henry Ward Beecher Lode
- Silver Dale & Dibbins Mill Wagon Road Co.—Jan. 13, 1880, v. 2, p. 165. From Silver Dale starting where the road to Payne's Peak (near Naylor's Lake or Green Lake Mountain) leaves the West Fork of Leavenworth Creek and runs along the banks of West Fork at the base of Leavenworth Mountain and upstream to Dibbins Mill, all in Argentine District
- Silverdale & Silver Plume Toll Road Co.—Aug. 20, 1883
- Silver Lake & Platte River Wagon Road Co.—Mar. 14, 1871, v. D, p. 292. From a point where the road that runs from Robert Bruce's house connects with the Georgetown & Argentine Wagon Road 1 mile south of Georgetown, then south to where it crosses South Clear Creek 100 feet east of Ocean Wave Tunnel, then south to John Reed Tunnel, then crossing Green Lake Wagon Road, then running on the Hawthorn Wagon Road leaving the Egges Cabin on the west, then to the Platte River where Halls Gulch runs into it
- Silver Plume & Diamond Tunnel Wagon Road Co.—May 2, 1877, v. A., p. 198. From near the intersection of Lots 2 and 3 in Block 11 and Willis Street in Silver Plume in Clear Creek County, running thence diagonally across said lots in a northwest direction along the most favorable grade, on the most favorable course to the mouth of Diamond Tunnel, a distance of 100 yards more or less
- Snake River & Hall Valley Wagon Road Co.—Apr. 6 or 17, 1878, v. B, p. 113. From Montezuma in Summit County up the valley of South Fork of Snake River across the main range and Continental Divide by Webster Pass, thru Handcart Gulch and into Handcart Creek, then to Hall Valley. Post Road 40, a toll road (Sharp, 1971; Brown, 1976; Gilliland, 1987)
- Snowy Range & Middle Park Wagon Road & Railroad Co.—Oct. 15, 1872, v. D, p. 556. From the village of Middle Boulder in Boulder County, then to Middle Boulder Creek and across the Continental Divide at the foot of Arapahoe Peak, then to the south end of Grand Lake in Summit County; entire route near the 40th Parallel
- South Boulder & Middle Park Road Co.—Jan. 7, 1865, v. A, p. 163. From South Boulder Creek over an unknown mountain pass to Middle Park
- South Boulder Creek Wagon Road & Flume Co.—Sept. 27 or Oct. 1, 1870, v. D, p. 145. From near Marshall's Coal Bank on the public highway near South Boulder Creek, then west up creek on south side to the mouth of the canon, crossing and recrossing creek to 1 mile above Barber's sawmill, with the privilege of extending the road to the west boundary of Boulder County at the Continental Divide; also to construct a flume from the large stand of timber on South Boulder Creek 1 mile above Barber's Mill, to float logs and timber down to the mill
- South Park, Alma & Leadville Toll Road Co.—Jan. 22, 1878, v. B. From a point near Lechner's coal bank in South Park, Park County, west over foothills of Silver Heels Mountain to Alma, then via Mosquito Gulch, Mosquito Pass, and Evans Gulch to Leadville
- South Platte & Deer Creek Tram & Wagon Road Co.—Aug. 22 or 23, 1873, v. E, p. 128. From west side of South Platte River in sec. 36, T. 5 S., R. 69 W., or sec. 1, T. 6 S., R. 69 W., then up Deer Creek Valley to the headwaters near the Omaha Ranch [near Conifer], all in Jefferson County
- Spring Gulch & Chicago Creek Wagon Road Co.—Dec. 1 or 2, 1871, v. D, p. 407. From Idaho & Chicago Creek Wagon Road Company's road at the mouth of Spring Gulch about 0.5 mile above Idaho Springs on Chicago Creek, then upstream along Spring Gulch 3 miles to its head. A Spring Gulch Toll Road Co. was proposed in Aug. 20, 1892, v. 25, p. 252, with an identical route
- Squirrel Gulch & Mountain Toll Road Co.—Feb. 6, 1883, v. 5, p. 62. From the junction of Squirrel Gulch and Soda Creek, 1.5 miles south of Idaho Springs in Clear Creek County, extending southward up Squirrel Creek to its source, then following the course and grade in the direction of Old Chief Mountain for a distance not exceeding 2 miles; also an option to extend the road to the Old Chief Mountain and eastward and southward to connect with Bear Creek and Chicago Creek Valleys respectively
- Summit & Park Counties Toll Road Co.—Apr. 22 or 27, 1878, v. B, p. 133. From Montezuma in Summit County southward up the Snake River through Handcart [or Webster] Pass across the Continental Divide and down Handcart Gulch to the North Fork of the South Platte River, then downstream to the mouth of Hall Valley at Webster in Park County to connect there with the Denver & South Park Wagon Road
- Sunset and Nederland to Caribou, Post Road no. 11, by hack and saddle, 1885
- Swan (City) and Preston to Braddock (Broncho or Delaware(?) Station near Breckenridge on the D.S.P. & P. R.R.), Post Road no. 37, by saddle, 1885
- Swansea & Central City Wagon Road Co.—Mar. 16 or 21, 1878, v. B, p. 60. From a pine tree on the north side of the road at the east end of the village of Swansea [just south of Empire Junction] running to Central City
- Ten Mile Wagon Road Co.—Feb. 25, 1879, v. 1, p. 221. From Bakersville in Clear Creek County, extending 6 miles up the main branch of the Middle Fork of South Clear Creek, then west to Loveland Pass over the Continental Divide, then down the western slope along the North Snake River to the Snake River in Summit County, then downstream to the bridge across the Blue River a short distance above the mouth of Ten Mile Creek, then southwest up Ten Mile Creek to Carbonateville (Brown, 1969)

**ROADS ESTABLISHED OR PROPOSED
UNDER GENERAL ASSEMBLY
SESSION LAWS,
COLORADO TERRITORIAL
CORPORATIONS AND CHARTERS,
1859-1876**

Thompson & Martin Wagon Road Co.—Nov. 27, 1866, v. C, p. 159–161. Start at a point on the Golden Gate & Gregory Wagon Road at the house formerly known as the "Lake House," now the "Childs House," so called in the township of Golden City, from thence running in a northwesterly direction up the main gulch to the divide at the head of such gulch about 3 miles more or less. Headquarters at Thompson & Martin's Sawmill on the Golden Gate and Gregory Road

Turkey Creek Canyon Stage Road—Feb. 8, 1865 (Sanford, 1932, p. 67; Armor, 1932, p. 148; Ridgeway, 1932; p. 167; and Brown, 1976)

Ute Creek Wagon Road Co.—Aug. 25, 1880, v. 4, p. 463. From M.M. Fuqua's cabin in Cascade Mining District in Clear Creek County, beginning near a point of rocks close to the Cascade Adit, then mostly along the north bank of Ute Creek to intersect the Chicago Creek Road a short distance above the junction of Ute Creek and Chicago Creek

Vasquez Fork Wagon Road & Bridge Co.—Nov. 14, 1867, v. C, p. 48. From top of Bluff Hill on the south side of the crossing known as the Bakers Crossing of Clear Creek in the NE 1/4 NW 1/4 sec. 18, T. 3 S., R. 68 W., then across Clear Creek to the top of Bluff Hill on the north side of Clear Creek and to erect a bridge across Clear Creek; this record mentioned Jim Baker, fur trapper and mountain man, Arapahoe County. The bridge, near 53rd and Tennyson, and near where Regis College now stands, was built in 1859(?), after Baker homesteaded the property in May 1859; replaced an earlier ferry (Colorado Magazine, v. 17, p. 81)

Virginia Canon Toll Road Co.—Oct. 22, 1881, v. 9, p. 98. From Idaho Springs in Clear Creek County, along the course surveyed up Virginia Canon by Theodore H. Love, to the Clear Creek County-Gilpin County border

Virginia Canon Vehicle Toll Road Co.—Apr. 29, 1893, v. 34, p. 380. From the north end of Canon Street on the northern boundary of Blocks D to E of Idaho Springs in Clear Creek County, extending northwest up Virginia Canon along the bed or either bank of the canon to the top of the divide to the boundary line between Clear Creek and Gilpin Counties, total distance being about 3 miles

Virginia Canon Wagon Road Co.—Dec. 20, 1865, v. AB, p. 300. From Idaho Springs up and along Virginia Canon to the top of the canon and termination at the Clear Creek/Gilpin County line (Harrison, 1963)

Webster Pass Toll Road; Webster, Hall Valley, Montezuma, Saints John, Preston, and Lincoln to Breckenridge, Post Road no. 40, by hack, 1881 (Gilliland, 1987, p. 195)

Webster to Hall Valley, Post Road 35, by hack, 1885

West Plum Creek & Bergens Park Wagon Road Co.—Jan. or Mar. 30, 1872, v. D, p. 473. From Mrs. Crulls Ranch [Coberly House or Halfway House] on Spring Creek, then west to top of mountain, then southwest to Bergens Park, then up said park to intersect the new road now being built from Colorado City to South Park; to open up the extensive forests in Douglas and El Paso Counties to settlement and to encourage travel from Denver to South Park

Title: "General laws, joint resolutions, memorials, and private acts passed by the Legislative Assembly of the Territory of Colorado: Denver, Colorado, Thomas Gibson, Colorado Republican and Herald Office, 1861." Toll roads and wagon roads of the Territorial Assembly are contained only in the Private Acts, and the date for each wagon road shows the year of the session where it was listed. The Session Laws date from 1859 and are in two rolls of microfilm in the Colorado Archives. Few toll roads were proposed or built after 1876. Abbreviation "Co." = Company.

Apex & Gregory Wagon Road Co.—Private act, Oct. 11, 1861. From the junction of the Golden City & Denver Road at Cold Spring Ranch (now known as Rock Rest) owned by Mr. Fields about 10 miles from Denver, then up Amos [Apex] Gulch [Apex is now Heritage Square] to summit of Lookout Mountain, then along the present traveled road to the junction of the Gregory & Blue River Road, then along what is known as the Gregory Road by way of the Big Hill, then up Clear Creek to mouth of North Clear Creek, then up North Clear Creek to mouth of Gregory Gulch (Central City); then from where Russell Gulch intersects North Clear Creek up Russell Gulch to mouth of Lake Gulch, then up Lake Gulch to Missouri City. No toll gate to be established between Russell Gulch and Missouri City or in Lake Gulch, or toll to be charged between Clear Creek and Missouri City (Ridgeway, 1932; Brown, 1976; Smith, 1981; and Rizzari, 1985). Road was sold Apr. 1, 1872, to Colorado Central Railroad Co.

Bear Canon Road Co.—Private act, Nov. 7, 1861. From mouth of Bear Canon in Boulder County to South Boulder Creek, then to Missouri City; provided that neither of the two toll gates was to be located between Quartz Valley and Missouri City. On Aug. 8, 1862, changed to Missouri Gulch. Act to amend Act of 1861 (Ridgeway, 1932). This project proved to be too difficult and eventually was abandoned

Boulder Valley & Black Hawk Wagon Road Co.—Mar. 11, 1864, p. 203. From Boulder up North Boulder Creek, across South Boulder Creek near mouth of Beaver Creek, then to city limits of Blackhawk and to Central City. Act to amend charter (1865). Toll rates: wagon and team, 75 cents; each additional span, 25 cents; horseman, 25 cents; loose stock, 10 cents a head; sheep or swine, 2 cents a head

Boulder Valley & Central City [City Limits of Black Hawk] Wagon Road Co.—Feb. 8, 1865. From Boulder to Central City via North Boulder Creek, crossing South Boulder Creek near the mouth of Beaver Creek.

- Boulder Creek to Orodell at Four Mile Creek, up Magnolia Hill and thru Magnolia, over Kiekeongo(?) Hill, then between Middle and South Boulder Creeks to Winnegart Gulch, then down South Boulder Canyon, then up into South Beaver Creek Canyon and to the Enterprise Road via Dory Hill and into Blackhawk and Central City. Later a branch road to Ward. Toll gate at mouth of Boulder Creek and another at foot of Magnolia Hill at Eagle Rock; \$1.00 for each wagon and team, 25 cents extra for extra animal, loose stock 10 cents per head. (Ridgeway, 1932; Kemp, 1960; Smith, 1981)
- Breckenridge, Buckskin Joe [Laurette] & Hamilton Wagon Road Co.—Nov. 8, 1861. From Breckenridge, up Blue River and Hoosier Gulch thru Ute [Hoosier] Pass then down [South] Platte River to Buckskin Joe Gulch; also a branch of road from Hamilton, then up bank of Tarryall Creek following left hand fork toward summit of mountain to a point intersecting the main line of said road in Montgomery Mining District
- Central City & Georgetown Wagon Road Co.—Nov. 7, 1861. From Central City, then up Eureka Gulch, then down York Gulch and Fall River to Clear Creek or Vasquez Fork, then up Clear Creek to Georgetown, 22 miles (Ridgeway, 1932)
- Central City & Idaho Wagon Road Co.—Mar. 11, 1864, p. 194. From Central City via Virginia Canyon to Idaho Springs (Brown, 1972)
- Central City and Montgomery Wagon Road Co.—Mar. 11, 1864, p. 201. From Central City and the south bank of Clear Creek in Gilpin County via Breckenridge, Summit County, to Montgomery in Park County; also a branch road to Jefferson in Park County (Ridgeway, 1932; Baker and Hafen, 1927)
- Clear Creek & Guy Gulch Wagon Road Co.—Mar. 8, 1864, p. 180. [Road] would be near to the Golden Gate & Gregory Road Co. road
- Clear Creek Wagon Road Co.—Aug. 15, 1862. From Idaho [Springs] via South Clear Creek or Vasquez Fork down stream 9 miles to Floyd's Ranch [at the foot of Floyd Hill], then one branch, 3 miles long, intersecting with Denver City & Tarryall Road at Bergen's Ranch, with a branch one mile long from Floyd's Ranch to the Beaver Creek crossing of the Central City-Mount Vernon Road (Ridgeway, 1932; Rizzari, 1985)
- Coal Creek & Black Hawk Wagon Road Co.—Feb. 2, 1866. From Rand's Sawmill at mouth of Coal Creek Canon, Jefferson County, then on either side of Coal Creek west 5 miles to forks, then up south or left fork to top of divide between Ralston and Coal Creeks, then along divide to near Starr and Coopers Ranch, then west thru a depression in Bare Mountain to point near Thomas' Sawmill in Gilpin County, then west to near Walling Sawmill, then west by the waters of the east fork of Missouri Gulch, by route to North Fork of Clear Creek, then down North Fork to Black Hawk. Toll houses were at mouth of Coal Creek and at western terminus. From Denver, the approach to the road followed present 80th Avenue. To the east from Coal Creek the road went to Baker's Crossing, and in 1883 became a Territorial or free road (Arvada Historical Society, 1976, p. 81). Rates of toll: vehicle and one or two animals, 65 cents; additional teams, 15 cents; horseman, 10 cents; pack animals, 10 cents; loose stock, 5 cents a head; sheep and calves, 2 cents a head. Road was operated?
- Colorado & California Wagon Road Co.—Jan. 11, 1867. From a point 6 miles west of Empire City in Clear Creek County to Bear River, to a point on the Denver & Pacific Wagon Road opposite the point where the Berthoud Trail intersects with said road, then up the north side of Clear Creek to Jones Pass, over the pass to head of Williams Fork of the Grand River, then down Williams Fork to Middle Park and west to Grand River and Gore Pass to Bear River (Ridgeway, 1932; Black, 1969). Road was operated?
- Colorado & Pacific Wagon, Telegraph & Railroad Co.—Nov. 6, 1861. From east line of Colorado to Denver, then up south bank of Clear Creek to Golden, then up Clear Creek to the forks, then up South Fork to Hops [Hoop] Creek, then up Hops [Hoop] Creek to top of Berthoud Pass, then down to Moses Creek [Fraser River], following it to the park, then to Grand River and west to Hot Sulphur Springs, to Gores Pass, various tributaries of Bear River, Yellow Jacket Pass, and White River to the western boundary of Colorado Territory, with a southern branch through the South Platte River crossing of the Colorado City-South Park Road. This was the first railroad chartered in Colorado. Charter was sold in 1862 to W.A.H. Loveland and Associates for their Clear Creek and Guy Gulch Railroad. On Feb. 10, 1865, p. 108, an Act repealing this incorporation. Absorbed April 1, 1872, by the Colorado Central R.R. Co. (Ridgeway, 1932; Black, 1969; Rizzari, 1985)
- Consolidated Wagon Road & Bridge Co. of Colorado—Jan. 11, 1867, p. 96. From south termination of F [15th] Street, Denver, then on main traveled road (Denver & Bijou Creek Wagon Road), commonly called "The cut-off," northeast to a point on the South Fork of the Platte River within 5 miles of Fort Morgan on the cut-off road. Also from a point on the last described road where it crosses Kiowa Creek, then southeast to Bijou Creek [on the North Smoky Hill Road] and the West and Middle Forks of Beaver Creek to north line of Douglas County, then southeast to east fork of Beaver Creek, then across Beaver Creek and southeast to Big Sandy Creek at a point within 5 miles below the big northerly bend of said creek, then southeast to north line of [old] Huerfano County, then east to Cheyenne Wells, then down Smoky Hill Fork to Kansas (Ridgeway, 1932). Toll gates were on the cut-off road; one on the road from Kiowa Creek to a point 10 miles east of the Big Sandy Creek; and one on the last section of the road lying east of the last mentioned point. Toll rates: vehicle and team, \$1, additional teams 50 cents; horse and rider, 25 cents. Road was operated?

- Denver & Pacific Wagon Road Co., Mar. 10, 1864, p. 182. From Empire City via Clear Creek and Vasquez Pass, at head of Dennis Creek in Summit County, then down Dennis Creek to about 2 miles above junction with Moses Creek, then west across St. Louis and Hamilton Creeks to near head of Edwards Creek, then west crossing Grand River at Hot Sulphur Springs, then to Yampa (Bear) River, Mountain Ash and Yellow Jacket Passes, and along the White River to the western boundary of Colorado Territory. In 1866, an Act to amend charter (Ridgeway, 1932). See also charter for Denver Auraria & Colorado Wagon Road Co., Dec. 7, 1859
- Denver & San Luis Valley Wagon Road Co.—Feb. 10, 1865. From Denver southerly to crossing of Plum Creek, 3 miles above mouth, then south to the place where the road leading from Colorado City to South Park crosses the south branch of the South Platte River, then south to where the roads leading from Canon City to California Gulch and Montgomery diverge, then south to the crossing of the Arkansas River (Parkdale) known as the drift, about 15 miles above Canon City, then west and south through or across Poncha Pass to the crossing of the Rio del Norte, then by way of the Conejos Agency and Los Pinos to the southern boundary of the territory. On Jan. 24, 1866, an Act to amend charter (Ridgeway, 1932, p. 167)
- Denver & Turkey Creek Wagon Road Co.—Feb. 1, 1866, p. 122. From Denver via Turkey Creek Canyon (and the Old Ute Trail) to the Turkey Creek Crossing of the Bradford, Tarryall & Blue River Wagon Road Co., which crossed said creek about one-fourth mile below the Columbia Ranch (near Turkey Creek). When this road was completed (about 1867), it virtually put the Bradford Hill section of the Bradford Hill Road out of business. In 1865, there was an Act amending the charter (Rocky Mountain News, Feb. 7, 1866, p. 1; Ridgeway, 1932, p. 167; Brush and Dittman, 1976; Rizzari, 1985). Road was operated
- Denver, Bradford & Blue River Road Co.—Oct. 11, 1861, p. 122. From Denver to Bradford, then to South Park and Hamilton, then over Boreas Pass to Breckenridge on the Blue River, in Middle Park. Also a branch line from the Junction (now Conifer), ten miles from Bradford, on the main line of said road, to Clear Creek, or Vasquez Fork, near Golden City. No toll could be collected between Denver and Bradford (Ridgeway, 1932; Gilliland, 1987; Rizzari, 1985). Road was operated; rates of toll: wagon and one span of animals, \$1.00; each additional span, 25 cents; horseman, 10 cents; loose stock, 5 cents per head; sheep, 1 cent per head. No toll to be charged persons travelling to or from religious worship or funerals
- Denver, Turkey Creek & South Park Wagon Road Co.—Feb. 8, 1865, p. 132. From Denver to South Park by way of Turkey Creek Canon and on Clifford Cut-off and ending at or near entrance to South Park [just south of Kenosha Pass]
- Empire City, New Pass [Loveland Pass], Breckenridge & Montgomery City Road Co.—Aug. 15, 1862. From Empire City to Georgetown, via South Fork of Vasquez River (Clear Creek), over Loveland Pass to Breckenridge, and over Hoosier Pass to Montgomery City on head of South Platte River (Ridgeway, 1932; Gilliland, 1987)
- Enterprise Wagon Road Co.—Oct. 3, 1861; the Smith Road from Michigan House in Cold Spring Valley extending up North Clear Creek Valley and ending at the Quartz Mill of B.F. Dalton near Black Hawk Point in Gregory Diggings [Central City]. Two branches through Blackhawk; one branch known as the Kehler & Phleger Road [the old road] (Kehler was a settlement in the Gregory District), diverging to the right at the French Hotel and ending at same point as main line at Dalton's Mill; the other or newer branch was built in 1860. Route unknown. In 1862, an Act to amend Act of 1861; in 1865, an Act amending charter (Ridgeway, 1932; Harrison, 1963; Smith, 1981). Rate of toll: Wagon and one pan of animals, 50 cents; carriage and one animal, 50 cents; each additional span, 15 cents; horseman, 10 cents; loose stock, 5 cents per head
- Frankstown & Gile Station Wagon Road Co.—Feb. 9, 1866. From California Ranch, Douglas County, then up west branch of Cherry Creek to George Engle's farm in Lake Gulch, then on a direct line to Gile Station [or Giles Ranch at Spring Valley] (Ellis, 1983). Rates of toll: Vehicle and team, \$1.00; additional team, 25 cents; vehicle and one animal, 75 cents; horseman, 25 cents; loose stock, 5 cents per head (Baker and Hafen, 1927, p. 805)
- Georgetown & Breckenridge Wagon Road Co.—Jan. 11, 1867, p. 126. From Georgetown up west branch of South Clear Creek to junction of Grizzly Fork, up Grizzly Fork and thru Irwin Pass [road not visible on aerial photos] to North Fork Snake River, then down Snake River and up Blue River to Breckenridge in Summit County. Also a branch road up Kelso Creek from its junction with the west branch of South Clear Creek (Ridgeway, 1932; Gilliland, 1987)
- Gilpin County Wagon Road—Feb. 11, 1876, p. 121. "To establish a County Road!" That part of the Gilpin County Wagon Road from the east end of Main Street in Black Hawk, then down North Clear Creek and up Smith Hill to the summit thereof, known as the Smith or cut-off road, and also the road leading from said Smith Road, beginning at a point about 40 rods southerly from the Smith House, then east along the present traveled road to the Gilpin/Jefferson County line is declared to be a county road
- Golden Gate & Gregory Road Co.—Aug. 15, 1862. From east line of Golden Gate by way of Golden Gate thru Tucker's Canon on now traveled road or by best route to Michigan House in Cold Spring Valley. Short cut to Gregory Diggings; operated from 1860 to 1871. Rate of toll: one wagon and team, 65 cents; additional teams, 15 cents; horseman, 10 cents; loose horses, mules, cattle, or asses, 5 cents a head; sheep, 1 cent each

- Hamilton & Montgomery Wagon Road Co.—Jan. 27, 1866, p. 121. From Hamilton via Tarryall, Dead Wood, and Little French Creek across the range and ending at Montgomery (Ridgeway, 1932)
- Idaho & Missouri City Wagon Road Co.—Aug. 15, 1862. From Idaho [Springs] on South Clear Creek to Missouri City in Gilpin County. Post Road no. 14, by hack and saddle, 1885 (Ridgeway, 1932; Cozine and others, 1988)
- Middle Park & South Boulder Wagon Road Co.—Feb. 6, 1866, charter obtained by John Quincy Rollins. From Rollinsville or from the Eagle Company's mills on South Boulder Creek in Gilpin County, extending upstream to or near South Boulder Pass [Rollins Pass] over the Continental Divide, then across Middle [North] Park to join with Berthoud Pass Road; also a branch from Eagle Company's mills on South Boulder Creek to Boulder City over road now known as Gordon & McHenry Road (Ridgeway, 1932; McQueary, 1962). Rates of toll: vehicle with team, \$2.50; each additional team, 25 cents; vehicle and one animal, \$1.50; horseman or pack animals, 25 cents a head; loose stock, 5 cents a head
- Niwot & Black Hawk Wagon Road Co.—Feb. 6, 1866. From a point on Lefthand Creek 0.5 mile south of the intersection with the west line of T. 2 S., R. 70 W., [now Altona], then continuing westward to Lee's Sawmill site on said creek, then to mouth of Indiana Gulch in Ward District, then to Black Hawk, Gilpin County. Or from Altona, near the mouth of Left Hand Creek, up Left Hand Canyon. At the mouth of Pennsylvania Gulch, a branch turned north up that gulch to Ward and the main route continued west to the summit known as Sunnyside; then it followed a southerly course, crossing North Boulder Creek at Hill's Ranch, Middle Boulder Creek at Brown's Crossing (later Nederland), South Boulder Creek at Rollinsville, and went on to Black Hawk via the Walling Hill and Dory Hill roads. In 1869 it was renamed the Ward and Left Hand Wagon Road. (Ridgeway, 1932; Kemp, 1960; Smith, 1981). Built in 1864 (Kemp, 1960). Act to incorporate Niwot & Blackhawk Wagon Road Co. was repealed on Feb. 13, 1874, by act of Territorial Legislative Assembly
- Overland Wagon Road Co. (No. 1)—Feb. 10, 1865. From Denver to Boulder, then to Arapahoe or Boulder Pass (now Rollins Pass) at head of North Boulder Creek, then to Middle Park and to west edge of Colorado; in 1866 an Act to amend charter. Toll gate was prohibited between Denver and Boulder (Ridgeway, 1932). Road was not constructed
- Overland Wagon Road Co. (No. 2)—Feb. 5, 1866. From the western boundary of Colorado Territory, extending up the White River via Painted Rock Creek, Simpson's Pass, and Berthoud Pass, to connect with the Denver & Pacific Wagon Road [projected from Empire City over Vasquez Pass, Yampa River, Mountain Ash and Yellow Jacket Passes to the White River]; see charter Mar. 10, 1864. This road was not constructed
- Park Junction, Georgia & French Gulch Road Co.—Nov. 6, 1861. From De Hart's Ranch in South Park via Jefferson, then by Swan River Pass (Georgia Pass) to Parkville, then by way of Georgia Gulch, then to Humbug Gulch and to French Gulch. In 1865 an Act to amend charter (Ridgeway, 1932; Gilliland, 1987)
- Russell Gulch & Nevada Wagon Road Co.—Feb. 8, 1865. From head of Nevada Gulch and along north side of South Mountain to divide between Leavenworth and Nevada Gulches [location of the Alps Lode], then southeast along east face of South Mountain to where it crosses Consolidated Ditch, then southeastward along south side of North Russell Gulch Mountain to the site of the Cuddy and Barker Mills. Also a branch road from the Alps Lode divide, extending for about 1,100 feet along the course of the Alps Lode, then veering northwest to the west end of the Quartz Hill Patch. Toll rate: Wagon and team, 10 cents per mile; extra teams, 5 cents per mile; horseman, 5 cents per mile; livestock, 2 cents per mile per head
- St. Vrain, Altona, Boulder Mines & Gregory Wagon Road Co.—Nov. 7, 1861. From St. Vrain River via Altona, following Left Hand Creek near Holly and Holt's Mill, then toward the Gregory Mines, ending at Mountain City [Central City] (Ridgeway, 1932; Smith, 1981)
- South Park, Blue River & Middle Park Wagon Road Co.—Feb. 5, 1866, p. 146. From Tarryall across the Continental Divide [Boreas Pass?] to Breckenridge, down Blue River to mouth of Snake River in Middle Park, Summit County, where road intersects Overland Wagon Road. Also a branch from mouth of Snake River up Snake River and ending at Silveropolis in Summit County (Ridgeway, 1932; Gilliland, 1987)
- Tarryall & Arkansas River Wagon Road Co.—Aug. 14, 1862. To maintain the wagon road known as the "California Gulch Road," from Fairplay in Park County, by way of Weston's Ranch, across the Snowy [Park] Range between South Park and the Arkansas River, by way of the Union Ranch and Anderson's Rancho to California Gulch (Ridgeway, 1932). Toll rate: Wagon and one span of animals or a carriage drawn by one animal, \$1.00; each additional span, 25 cents; horseman, 10 cents; hogs and sheep, 2 cents a head, all other loose stock, 5 cents a head
- Ute Pass Wagon Road Co.—Aug. 8, 1862. From Colorado City up route known as the Colorado & Tarryall Road and to the south branch of the South Platte River on the east edge of South Park

POST ROADS AND TERRITORIAL ROADS

"AN ACT TO ESTABLISH AND REGULATE TERRITORIAL ROADS—Be it enacted by the Council and House of Representatives of Colorado Territory: Territorial roads defined. [In Roads—Territorial, 1862, p. 94. All parts of Colorado are contained here.] Section 1. That the nearest traveled road between the following named places is hereby declared a Territorial Road, to-wit:"

From Denver City to Pueblo, by way of Mrs. Coberly's Ranch [Halfway House] and Colorado City
 From Fort Lyon, by way of Pueblo, Canon City, Platte Valley Ranch, and Fairplay, to Laurette
 From Fairplay, by way of Tarryall City and Hamilton, to Jefferson
 From Hamilton to Platte Valley Ranch
 From Denver City, by way of Box Elder Station and Bijou Station, to the junction
 From Denver City, down the Platte River, by way of St. Vrain's to Julesburg
 From Denver City to Golden City, Jan. 6, 1863, by way of Boyd's Ranch
 From Denver City, by way of Boulder, to Laporte
 From Denver City, by way of the Pennsylvania House, to Bradford
 From Denver City, up Cherry Creek, to the Fontaine qui Bouille [Fountain Creek]
 From St. Vrain to Golden City, Jan. 6, 1863, by way of Boyds ranch

POST ROADS

An excellent list of additional post roads was given by Ellis (1983, p. 239). From an Act of U.S. Congress dated June 2, 1862 (12 Stat. L. 420) (Ellis, 1983, p. 239). The earliest post roads in Colorado, as then established, were as follows:

Central City, via Gold Dirt and Gold Hill, to Boulder
 Central City to Idaho
 Central City to Silver City
 Denver to Boulder
 Denver, via Colorado City and Conejos, to Santa Fe
 Denver, via Fort Saint Vrain, to la Porte
 Denver, via Golden City, to Central City
 Denver, via Idaho and Empire City, to Salt Lake City
 Denver, via Jefferson and Hamilton, to Laurette
 Denver to Russellville
 Hamilton, via Breckenridge, to Lincoln City
 Jefferson, via Parkville, to Delaware City

MORE POST ROADS

From routes on the earliest map of the Post Office Department, the following roads were inferred by Ellis (1983). These roads represent additions to the 1862 list (above), and apparently these new roads came from a later Act in 1862 and from Acts of 1863 and 1864.

Denver City, Boulder, Burlington, Big Thompson, Fort Collins, La Porte, to Laramie
 Denver City, Fulton, Fort Lupton, St. Vrain, to Latham. Burlington was connected both with Fort Lupton and St. Vrain, via Fleming Ranch
 Denver City, Living Springs, Junction House (renamed Fort Morgan), American Ranch, Fort Sedgwick, Julesburg, and on to Atchison

Denver City, along Big Sandy Creek, along Smoky Hill Fork, on which is Fort Wallace, and on to Junction City
 Denver City to Spring Valley, by two roads. One via Bear Canon and Huntsville, the other via Franktown. Then from Spring Valley, via Colorado City, Fountain, El Paso, Wood Valley, to Pueblo
 Denver City, Hutchinson, Granite Vale, to Hamilton. From Hamilton one road went to Breckenridge, Lincoln City, Parkville, and Delaware City. Another road from Hamilton went, via Fairplay, to Laurette (renamed Buck Skin). Out of the latter point, one road went to Montgomery City, while another reached Oro City, Dayton, Cash Creek, and Helena
 Denver City, Golden City, Black Hawk Point, Mountain City, Nevada, Mill City, Empire City, Georgetown, and to East Argentine

PASSENGER AND MAIL ROUTES

An additional list of passenger and mail routes was provided by a Colorado Stage Guide in the Handbook of Colorado for 1872 (p. 172, in Coburn Library, Colorado College, Colorado Springs, Colorado). Fares averaged 10 cents per mile; generally in northern Colorado the rate was 8 to 10 cents per mile; in southern Colorado, 10 to 15 cents.

Routes	Miles
Black Hawk to Big Hill—Daily	8
Boulder to Caribou, via Cardinal—Tri-weekly	18
Caribou to Central—Tri-weekly	18
Central to Georgetown, via Nevada, Idaho, and Empire—Daily	18
Central to Big Hill, via Black Hawk—Daily	9
Central to South Boulder—Weekly	12
Colorado Springs to Fairplay—Daily	75
Denver to Buckskin, via Fairplay—Tri-weekly	100
Denver to Boulder, via Valmont—Daily	28
Empire to Breckenridge—Weekly	32
Fairplay to Canon City—Tri-weekly	85
Fairplay to Oro City, via Salt Works and Dayton—Weekly	95
Fairplay to South Arkansas, via Oro, Granite, and Helena—Weekly	107
Hamilton to Delaware City, via Lincoln—Weekly	32
Pueblo to Fairplay, via Canon City—Tri-weekly	130

FAR WEST STAGELINE NOTICE TO PASSENGERS

(From Paul Harrison, Sr., written commun., 1995)

“Adherence to the following rules will insure a pleasant trip for all

1. Abstinence from liquor is requested, but if you must drink, share the bottle. To do otherwise makes you appear selfish and un-neighboring.

2. If ladies are present, Gentlemen are urged to forego smoking cigars and pipes as the odor of same is repugnant to the Gentle Sex. Chewing tobacco is permitted, but spit W I T H the wind, not against it.
3. Gentlemen must refrain from the use of rough language in the presence of Ladies and Children.
4. Buffalo robes are provided for your comfort during cold weather. Hogging robes will not be tolerated and the offender will be made to ride with the Driver.
5. Don't snore loudly while sleeping or use your fellow passenger's shoulder for a pillow; he (or she) may not understand and friction may result.
6. Firearms may be kept on your person for use in emergencies. Do not fire them for pleasure or shoot at wild animals as the sound riles the horses.
7. In the event of runaway horses, remain calm. Leaping from the coach in panic will leave you injured, at the mercy of the elements, hostile Indians, and hungry Coyotes.
8. Forbidden topics of discussion are Stagecoach robberies and Indian uprisings.
9. Gents guilty of unchivalrous behavior toward Lady Passengers will be put off the Stage. It's a long walk back. A word to the Wise is sufficient."

HINTS FOR PLAINS TRAVELERS

In 1877, the Omaha Herald published "Hints for Plains Travelers."

"The best seat inside a stagecoach is the one next to the driver...with back to the horses, which with some people, produces...seasickness, but in a long journey this will wear off, and you will get...less than half the bumps and jars than on any other seat. When any old "sly Eph," who traveled thousands of miles on coaches, offers through sympathy to exchange his back or middle seat with you, don't do it.

Never ride in cold weather with tight boots or shoes, nor close-fitting gloves. Bathe your feet before starting in cold water and wear loose overshoes and gloves two or three sizes too large.

When the driver asks you to get off and walk, do it without grumbling. He will not request it unless absolutely necessary. If a team runs away, sit still and take your chances; if you jump, nine times out of ten you will be hurt.

In very cold weather, abstain entirely from liquor while on the road; a man will freeze twice as quick while under its influence.

Don't growl at food at stations; stage companies generally provide the best they can get. Don't keep the stage waiting; many a virtuous man has lost his character by so doing.

Don't smoke a strong pipe inside especially early in the morning. Spit on the leeward side of the coach. If you have anything to take in a bottle, pass it around; a man who drinks by himself in such a case is lost to all human feeling. Provide stimulants before starting; ranch whiskey is not always nectar.

Don't swear, nor lop over on your neighbor when sleeping. Don't ask how far it is to the next station until you get there.

Never attempt to fire a gun or pistol while on the road, it may frighten the team; and the careless handling and cocking of the weapon makes nervous people nervous. Don't discuss politics or religion, nor point out places on the road where horrible murders have been committed.

Don't linger too long at the pewter wash basin at the station. Don't grease your hair before starting or dust will stick there in sufficient quantities to make a respectable 'tater' patch. Tie a silk handkerchief around your neck to keep out dust and prevent sunburns...A little glycerine is good in case of chapped hands.

Don't imagine for a moment you are going on a pic-nic; expect annoyance, discomfort, and some hardships. If you are disappointed, thank heaven."

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- Argentine Pass (In 1860's called Sanderson Pass; in 1870's called Snake River Pass, also Georgetown Pass), 13,207 feet. On the Continental Divide between Peru Creek and old Decatur in the Peru Creek Mining District and Leavenworth Creek and Georgetown in SE 1/4 sec. 9, T. 5 S., R. 75 W., Clear Creek and Summit Counties. Jeep trail on east side and foot trail on west side
- Badger Pass (See Wilkerson Pass)
- Bear Pass, 12,020 feet. From Saints John Creek to North Fork of Swan River, NE 1/4 sec. 9, T. 6 S., R. 76 W. Summit County. Foot trail
- Berthoud Pass, 11,315 feet. From Fraser River to Hoop Creek branch of Clear Creek, SE 1/4 sec. 9, T. 3 S., R. 75 W., Clear Creek and Grand Counties. U.S. Highway 40
- Bison Pass, 11,300 feet. From Indian Creek to Ute Creek, NW 1/4 sec. 36, T. 9 S., R. 73 W., Park County. Foot trail
- Black Powder Pass, 12,159 feet. From Indiana Creek to French Creek, SW 1/4 sec. 24, T. 7 S., R. 77 W., Park and Summit Counties. Foot trail
- Boreas Pass (earlier Tarryall Pass, Hamilton Pass, or Breckenridge Pass), 11,481 feet. From Tarryall Creek and Como to Indiana Creek branch of Blue River and Breckenridge, NW 1/4 sec. 26, T. 7 S., R. 77 W., Park and Summit Counties. Railroad built over pass in 1881 (Brown, 1972, p. 58). Auto road—closed in winter
- Bottle Pass (Hunters or Ptarmigan Pass), 11,300 feet. From West Crystal Creek branch of Crooked Creek and Fraser to Keyser Creek branch of Williams Fork River, middle W 1/2 sec. 6, T. 2 S., R. 76 W., Grand County. Jeep road
- Boulder Pass (see Rollins Pass)
- Breckenridge Pass (See Boreas Pass)
- Campion Pass, 13,180 feet. From Scott Gomer Creek to Tumbling Creek, NW 1/4 sec. 36, T. 5 S., R. 74 W., Clear Creek County. Auto road
- Corona Pass (see Rollins Pass)
- Crow Hill, 8,500 feet. From Deer Creek to the South Platte River, NE 1/4 sec. 19, T. 7 S., R. 72 W., Park County. U.S. Highway 285
- Dart Pass, 11,660 feet. From Ranch Creek to the South Fork of Middle Boulder Creek, SE 1/4 sec. 20, T. 1 S., R. 74 W., Boulder and Grand Counties. Foot trail
- Devils Thumb Pass, 11,747 feet. From Cabin Creek Fork of Fraser River to Jasper Creek and Nederland, NE 1/4 SE 1/4 sec. 8, T. 1 S., R. 74 W., Grand and Boulder Counties. Foot trail
- Dix Saddle, 7,470 feet. From Bear Creek to Turkey Creek, NE 1/4 sec. 12, T. 5 S., R. 71 W., Jefferson County. Auto road

- Empire Pass (Union Pass), 8,760 feet. From Bard Creek and Empire to South Clear Creek and Georgetown, SW 1/4 sec. 33, T. 3 S., R. 74 W., Clear Creek County. Auto road on north side to precipitous foot trail on south side
- Fawn Creek Pass, 10,180 feet. On D.N.W. & P. R.R. from Fraser and South Fork of Ranch Creek to Buck Creek and Winter Park, SE 1/4 sec. 1, T. 2 S., R. 75 W., Grand County. Auto road
- Floyd Hill, 7,920 feet. From Clear Creek to Beaver Brook, SE 1/4 sec. 2, T. 4 S., R. 72 W., Clear Creek County. Interstate Highway 70
- French Pass, 12,046 feet. From French Gulch and Lincoln to French Creek and Como, SW 1/4 sec. 13, T. 7 S., R. 77 W., Summit and Park Counties. Jeep Road?
- Georgetown Pass (See Argentine Pass)
- Georgia Pass (Swan River Pass), 11,585 feet. From South Fork of Swan River and old Parkville to Michigan Creek and Jefferson, NW corner SW 1/4 sec. 8, T. 7 S., R. 76 W., Summit and Park Counties. Jeep road
- Glacier Pass, 12,300 feet. From Missouri Gulch to Jefferson Creek, SE 1/4 sec. 33, T. 6 S., R. 76 W., Park and Summit Counties. Foot trail
- Golden Gate Pass (See Guy Hill)
- Grizzly Pass (Irwin Pass or Quail Pass), on Continental Divide at 12,756 feet. From Bakerville and Grizzly Gulch to Chihuahua Gulch of the Snake River, proposed route of a wagon road, SW 1/4 sec. 6, T. 5 S., R. 75 W., Clear Creek and Summit Counties (Colorado Magazine., v. 9, p. 168). No foot trail or wagon road shows on the aerial photos
- Guanella Pass, 11,669 feet. From Duck Creek Fork of Geneva Creek and Grant to South Clear Creek and Georgetown, SE 1/4 sec. 19, T. 5 S., R. 74 W., Clear Creek County. Auto road
- Guy Hill (Golden Gate Pass), 7,754 feet. From Tucker Gulch (Golden Gate Canyon) to Guy Gulch, SE corner sec. 16, T. 3 S., R. 71 W., Jefferson County. Auto road
- Handcart Pass, 12,260 feet. From Snake River to North Fork of South Platte River in Hall Valley, NE 1/4 sec. 14, T. 6 S., R. 76 W., Park and Summit Counties. Foot trail
- Hankins Pass, about 10,010 feet. From tributary of Hay Creek branch of Tarryall Creek on the west to the Hankins Gulch Tributary of Goose Creek Fork of the South Platte River on the east. Served as a primitive approach from the South Platte River valley across the south shoulder of the Tarryall Mountains to Mountaintale, now called Tarryall. Secs. 21 and 22, T. 10 S., R. 72 W., Park County. Pack trail
- Hepburn Pass, 10,750 feet. From North Fork of the South Platte River to Burning Bear Creek, SW 1/4 sec. 26, T. 6 S., R. 75 W., Park County. Foot trail
- Highline Pass (See Loveland Pass)
- Irwin Pass (see Grizzly Pass)
- Jones Pass, on Continental Divide at 12,451 feet. From West Fork Clear Creek to Jones Creek fork of Williams River, SW 1/4 sec. 22, T. 3 S., R. 76 W., Clear Creek and Grand Counties. Jeep or maybe auto road
- Juniper Pass, 11,030 feet. From Devils Canyon branch of Chicago Creek to Ethel Creek branch of Vance Creek, center of sec. 28, T. 4 S., R. 73 W., Clear Creek County. Squaw Pass Road, Colorado Highway 103
- Kenosha Pass, 9,994 feet. From Webster and Kenosha Gulch to Snyder Creek and Jefferson, NW 1/4 sec. 27, T. 7 S., R. 75 W., Park County. U.S. Highway 285
- LaSalle Pass, 9,733 feet. From Marksbury Gulch tributary of Thorpe Gulch fork of Tarryall Creek to the Martland Gulch tributary of the South Fork of the South Platte River, NW corner sec. 22, T. 11 S., R. 73 W., Park County. Served at one time as a route from Mountaintale (now Tarryall) to Hartsel and beyond, skirting the south shoulder of the Puma Hills. Auto road
- Loveland Pass (Highline or New Pass), on Continental Divide at 11,990 feet. From Dillon and North Fork Snake River to branch of Clear Creek and Georgetown in Clear Creek County. Built in 1879 by William Austin Hamilton Loveland; traversed by Post Road no. 13, NE 1/4 sec. 34, T. 4 S., R. 76 W., Clear Creek County. U.S. Highway 6
- Montezuma Pass (See Webster Pass)
- Monument Hill Divide (See Palmer Divide)
- Meridian Pass, 10,710 feet. From Indian Creek to Elk Creek, SE 1/4 sec. 2, T. 6 S., R. 73 W., Park County. Foot trail
- New Pass (See Loveland Pass)
- Packard Pass (See St. Louis Pass)
- Palmer Divide (Monument Hill Divide or Platte-Arkansas Divide), 7,352 feet. From Greenland and East Plum Creek drainage to Monument Creek and Colorado Springs. NW 1/4 sec. 2, T. 11 S., R. 67 W., El Paso County. Interstate Highway 25
- Platte-Arkansas Divide (See Palmer Divide)
- Pulver Divide (see Wilkerson Pass)
- Puma Pass (See Wilkerson Pass)
- Quail Pass (see Grizzly Pass)
- Red Hill Pass, 10,051 feet. From Trout Creek drainage and Como to Crooked Creek and Fairplay, SE 1/4 sec. 14, T. 9 S., R. 77 W., Park County. U.S. Highway 285
- Rifle Sight Notch, 11,070 feet. From Middle Fork Ranch Creek to South Fork Ranch Creek, on old grade of railroad over Rollins Pass, SE 1/4 sec. 6, T. 2 S., R. 74 W., Grand County. Auto road, occasionally closed
- Rock Creek Pass (Rock Creek Trail), 10,670 feet. From Long Gulch to South Fork Lost Creek, NW 1/4 sec. 30, T. 8 S., R. 73 W., Park County. Auto road
- Rogers Pass, Continental Divide at 11,860 feet. From Fraser and Jim Creek to South Boulder Creek, SE 1/4 sec. 17, T. 2 S., R. 74 W., Gilpin and Grand Counties. Foot trail?
- Rollins Pass (South Boulder Pass, Boulder Pass, and Corona Pass in 1956), on Continental Divide at 11,660 feet. From Fraser and headwaters of Ranch Creek to South Fork of Middle Boulder Creek and Tolland, SW 1/4 NW 1/4 sec. 28, T. 1 S., R. 74 W., Boulder and Grand Counties. Highest railroad pass in North America. Automobile road, occasionally closed
- Rosalie Pass, 11,660 feet. From Scott Gomer Creek to Deer Creek, S 1/2 sec. 10, T. 6 S., R. 74 W., Park County. Foot trail

St. Louis Pass (Packard Pass), 11,532 feet. From Fraser and St. Louis Creek to Williams Fork, NE 1/4 sec. 18, T. 3 S., R. 76 W., Grand County. On the St. Louis-Byers Peak Trail along the south edge of Fraser Experimental Forest. Foot trail

Sanderson Pass (see Argentine Pass)

Simpson Pass, 9,900 feet. From head of Crooked Creek arm of Fraser River to Hull Creek fork of Keyser Creek Branch of Williams River, NW 1/4 sec. 26, T. 1 S., R. 77 W., Grand County. Primitive road

Snake River Pass (see Argentine Pass)

South Boulder Pass (see Rollins Pass)

Squaw Pass, 9,790 feet. From Evergreen and branch of Corral Creek to Beaver Brook tributary of Clear Creek, SW 1/4 sec. 20, T. 4 S., R. 72 W., Clear Creek County. Colorado Highway 103

Stoney Pass, 8,562 feet. From Buffalo Creek to Cabin Creek and Cheesman Dam, NE 1/4 sec. 4, T. 9 S., R. 71 W., Jefferson County. Auto road

Swan River Pass (see Georgia Pass)

Tarryall Pass (see Boreas Pass)

Union Pass (see Empire Pass)

Unnamed pass, 12,625 feet. From a north fork of Geneva Creek to Cinnamon Gulch Branch of Peru Creek Tributary of Snake River, SW 1/4 sec. 29, T. 5 S., R. 75 W., Clear Creek and Summit Counties. Foot trail?

Unnamed pass, 12,325 feet. From headwaters of West Geneva Creek to Morgan Gulch Fork of Snake River, NW 1/4 sec. 31, T. 5 S., R. 75 W., Summit and Clear Creek Counties. Foot trail?

Vasquez Pass, on Continental Divide at 11,760 feet. From Fraser and a branch of Vasquez Creek to West Fork Clear Creek, SW 1/4 sec. 18, T. 3 S., R. 75 W., Clear Creek and Grand Counties. Pack trail

Webster Pass (see Montezuma Pass), on Continental Divide at 12,096 feet. From Montezuma and headwaters of Snake River to Handcart Gulch and Webster in Park County, SE corner sec. 12, T. 6 S., R. 76 W., Summit and Park Counties. Jeep road

Wilkerson Pass (Pulver Divide, Puma Pass, or Badger Pass), 9,502 feet. From Pulver Gulch and Lake George to tributary of Martland Gulch (a branch of Chase Gulch), South Platte River, and Hartsel. NE 1/4 sec. 2, T. 12 S., R. 73 W., Park County. U.S. Highway 24

Windy Saddle, 6,900 feet. From Clear Creek to Chimney Gulch, NE 1/4 sec. 5, T. 4 S., R. 70 W., Jefferson County. Auto road

York Gap, 9,450(?) feet. From York Gulch to a tributary of Chase Gulch, SW 1/4 NE 1/4 SW 1/4 sec. 9, T. 3 S., R. 73 W., Clear Creek and Gilpin Counties. Jeep road

Yuri Pass, 5,900 feet. Lies along an ancient channel(?) of Bear Creek between active channel of Bear Creek and the National Center for Atmospheric Research, SW 1/4 sec. 7, T. 1 S., R. 70 W., Boulder County. Foot trail

SOURCES OF INFORMATION ABOUT PASSES

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U.S. Geological Survey, topographic maps within the Denver 1° x 2° quadrangle.

SOME STAGE COMPANIES THAT OPERATED IN THE DENVER QUADRANGLE

Descriptions of some of the stage companies are mostly quoted from the Colorado Archives. Volume and page numbers are shown for such descriptions.

Barlow & Sanderson Company in 1870 took over the Denver & Pueblo Stage Line that in 1875 went thru Pine Grove Post Office (20-Mile House)

Barlow Sanderson & Company operated from Denver to Pueblo and Trinidad in 1870

Boulder & Balarat, triweekly, C.V. Clark, proprietor

Canon City & Denver Pony Express of Messrs. McGregor and Evans, 1860. Miller and Evans briefly ran a coach from Canon City to Denver

Caribou Stage Company. Triweekly to Caribou, Nederland and Central [City]

Central Overland, California & Pikes Peak Express Company (C.O.C. & P.P.), 1859, formed by Russell, Majors, and Waddell from the bankrupt L. & P.P. Express Company Operated from northeastern Colorado to Denver. They carried passengers, gold, and other express for Hinkley Express Company of Denver

Colonel David Butterfield's Overland Despatch Company, 1865 or Jan. 20, 1866. From Denver to eastern boundary of Colorado and from Denver to western boundary of Colorado Territory via any of the most practicable passes already discovered in the Rocky Mountains. Session laws show route eastward from Denver up valley of Cherry Creek by way of Cherry Valley Station, Box Elder Station, Beaver Creek, Bijou Basin, Reed Springs, Hedinger's Lake, etc., by Smoky Hill South Trail (Ridgeway, 1932)

Colorado Stage Company, Aug. 20, 1870, v. D, p. 132. In Denver, Golden City, Black Hawk, Central City, Idaho, Georgetown, and other towns?

- Colorado Stage & Express Company, Feb. 14, 1877, v. A, p. 111. To carry passengers, mail, express, and freight between Central City, Idaho, Georgetown, and other towns in Colorado. The company ceased operation about Aug. 13, 1877. (Company was dissolved?)
- Cottrill, Vickroy, Barlow, Vaile, & Barnum in July 1862 received a transfer of the contract for a weekly route from Pueblo to Fairplay, Hamilton, and other towns. On Sept. 28, 1862, they ran a coach from Bents Old Fort via Pueblo and Russellville to Denver. Later they operated only to Fairplay and Laurette. They also ran stages from Denver to Santa Fe. In 1869 they ran from Denver to Russellville, Spring Valley swing station, then to Colorado City. The company was succeeded by M. Cottrill & Company
- M. Cottrill & Company operated from Kansas City to Denver in 1859–1864. They carried the mail south from Denver in 1862 and 1863. M. Cottrill & Company was the parent name of the Kansas, Santa Fe & Canon City Express, also known as Kansas City, Santa Fe & Denver Mail & Express Line, Santa Fe Stage & Express, Santa Fe Stage Company, or simply Santa Fe Stage. M. Cottrill & Company was succeeded by the Santa Fe Stage Company
- Denver & Colorado City Stageline. Name from GLO land plat. Went thru modern Bob Schultz Ranch near Elizabeth? Harmon G. Weibling had a contract in 1860 from Denver through Russellville to Colorado City. A stage company?
- Denver & Santa Fe Stage & Express Company of Abraham Jacobs, 1867. Ran from Denver only as far as Trinidad. Later was bought by Lew and Thomas Barnum of Barlow, Sanderson & Company in 1870 and then they ran stages to Denver
- Denver Chariot Omnibus Company, July 28, 1880, v. 4, p. 125. By means of carriages, omnibuses, and chariot omnibusses, carry passengers on and through all or any of the streets and highways in the city of Denver, and to acquire, hold, and deal in real and personal property. Operations to be carried on in Arapahoe County?
- Denver City & Colorado Express of Harrison and Soley, Feb. 1860. Ran between Denver and Canon City
- Denver Freight & Emigrant Transportation Company, Nov. 7, 1868, v. C, p. 443. To transport goods, wares, and merchandise and to carry passengers to and from Denver City, also railroads connecting in and out of Colorado Territory?
- Denver to Jefferson and Swandyke by stagecoach (Brown, 1972)
- Denver, Mount Vernon & Mountain City Stage & Express Company
- Denver & Steamboat Springs Stage Company. Denver to Granby, Hot Sulphur Springs, Kremmling, Steamboat Springs, and Craig (Black, 1969)
- Far West Stage Line
- Golden City & Denver Express (Dark, 1939)
- Harrison & Soley's Denver City & Colorado Express, Feb. 1860. From Denver to Colorado City
- Hinkley & Company Express, 1859-1861. Had its office in Denver and conducted business with the mining camps
- John M. Hockaday & Company, May 1, 1858, was awarded a 2.5 year contract for weekly service on the central route (Oregon Trail) between Independence and Salt Lake City. Mail came to Denver on a branch route from Fort Laramie, Wyo. When the Leavenworth & Pikes Peak Express Company bought out Hockaday, they ran the stages up the South Platte River to Denver. This Denver section then became a branch line when the overland mail contract was transferred from the Butterfield line to the Central Route
- Ben Holladay in March 1862 bought the Central Overland California & Pikes Peak Express Company (C.O.C. & P.P.) for \$100,000. In July 1862, he received permission to change the route from the North Platte River to the south side of the South Platte River. By August 1862 he had changed the name of the C.O.C. & P. P. to the Overland Stage Company. In October 1864 he finally moved the line to the Fort Morgan Cutoff and into Denver. In March 1866 he bought the Butterfield Overland Despatch Company and incorporated it in the Overland Mail & Express Company
- Jack Hughes, in Oct. 1869 bought the Colorado stage lines of Wells Fargo
- Idaho Springs to Georgetown. Stage road started 1868?
- William Jones, in 1866 got a contract to carry mail from Denver to Pueblo in two-horse hacks; called the Denver & Santa Fe Stage Line in 1867
- Kansas City Gold Hunter's Express Transportation Company of Irwin, Porter & Company, March 1859. To carry freight, passengers, and baggage to the Colorado mining camps
- Kansas City, Santa Fe & Canon City Fast Line (Also known as Santa Fe Stage & Express or Santa Fe Stage Company or simply Santa Fe Stage). Reached Denver area?
- Kansas City, Santa Fe & Denver Mail & Express Line. Or Kansas & Santa Fe Line
- Kehler & Montgomery Stage Company
- Leavenworth & Pikes Peak Express Company of William Russell, John Russell, and John S. Jones. Started service to Denver on April 18, 1859; two new coaches left Fort Leavenworth, went up the Republican River, then up Big Sandy Creek and along the Smoky Hill Trail into Denver, arriving May 7, 1859. The last stage to reach Denver on this route came into Denver on June 7, 1859 (Scott, 1976)
- McGregor and Evens [Evans?] briefly ran a coach from Canon City to Denver
- Middle Park Mail & Transportation Company, Apr. 24, 1903, v. 97, p. 203. To acquire and operate a mail, stage, express, and freight line between Georgetown, Hot Sulphur Springs, and Grand Lake
- Missouri Stage Company, successor to Hall & Porter, was permitted in 1861 to carry the U.S. Mail on a branch line up the Arkansas River to Fairplay
- S.W. Nott Stage Company, "The High Line" over Loveland Pass

Jim Saunders Express in Nov. 1858 brought mail from Fort Laramie to the Denver area

Smith's Pikes Peak Express ran from Kansas City; it carried letters and small express packages in mule-drawn covered wagons equipped with stoves

Sowers & Company Mountain Express & Stage Company became known as the "Mail Man of the gold miners," and carried Hinkley and Company Express messengers to the mining camps

Union Express Company

The United States Express Company ran stages on the Smoky Hill line into Denver in early 1861. The company was still active in 1870

Harmon G. Weibling Stage Company of Leavenworth had a Post Office Department contract from Denver, Huntsville, and Colorado City to Canon City in 1860. Route from Denver went through Russellville

Wells Fargo on Nov. 1, 1866, took over the Smoky Hill lines of Ben Holladay for more than \$1,800,800; also in 1867 they made connections with the Denver & Santa Fe Line

Western Stage Company was awarded a contract by the Post Office Department for weekly mail service to Denver from Omaha, Nebraska, and Ft. Kearny, Nebraska, along the South Platte route. The first Western Stage Company coach left Denver for Omaha on September 20, 1860. It ran stages to the mining camps. It operated until May 1861

Daniel Witter in the Spring of 1866 got a contract to haul mail from Denver to Pueblo. In 1859 he had proposed the name Colona Territory—the gold region of Western Kansas Territory

TOLL ROAD BUILDERS

Many western entrepreneurs entered the business of building toll roads. Paul D. Harrison, Sr. (written commun., 1995), listed many of the prominent early builders:

Berthoud, Captain Edward L.
 Buckingham, Chas. G.
 Cowles, Henry C.
 Evans, John
 Field, Thomas M.
 French, J. Carey
 Gotthelf, Isaac
 Holladay, Benjamin
 Howbert, Wm. I.
 Hughes, Bela M.
 Hughes, John
 Hunt, A. Cameron
 Lawrence, John B.
 Loveland, W.A.H.
 McGregor, Alex.
 McIntyre, Chas. H.
 McNasser, James
 Maxwell, James P.

Mears, Otto
 Nachtrieb, Chas.
 Phillips, James
 Posey, O.P.
 Pumphrey, Abram
 Richardson, Sylvester
 Rollins, John Quincy Adams
 Russell, Wm. H.
 Sefton, Henry T.
 Shaw, John H.
 Smith, Nelson K.
 Tabor, H.A.W.
 Tyler, Clinton M.
 Williams, A.J.
 Wootton, Richens Lacey (Dick)
 Young, Wm. H.

FAMOUS WESTERN TRAILS

Adapted from Paul D. Harrison, Sr. (written communication, 1995).

Baker Trail
 Bozman Trail
 Cherokee Trail
 Chisum Trail
 Dawson Trail
 Escalante Trail
 Fort Wallace Trail
 Goodnight Trail
 Goodnight-Loving Trail
 Montana Trail
 Mormon Trail
 National Cattle Trail
 Old Clifford Trail
 Old Indian Trail
 Old Spanish Trail
 Omaha Trail
 Oregon Trail
 Overland Trail
 Panhandle Trail
 Pecos Trail
 Platte River Trail
 Potter-Bacon Trail
 Prospectors Trail
 Santa Fe Trail
 Smoky Hill Trail
 Starvation Trail or Smoky Hill Freight Trail
 Taos Trail
 Texas Trail
 Trappers Trail
 Ute Trail
 Western Trail
 Wyoming Trail

CLAIM CLUBS IN COLORADO

According to Ubbelohde and others (1972), claim clubs came into existence to secure for squatters their particular tracts of land against both latecomers and speculators. Claim clubbing originated in frontier agricultural regions and was early applied to river valley areas east of the Front Range. Some clubs operated under a written constitution with elected officers. Most clubs ceased to exist after the federal land surveys were completed.

Arapahoe Claim Club (Auraria, 1859); this claim club book is said to be lost; however, the Colorado Historical Society has a record concerning the club (Rocky Mountain News, Aug. 13, 1859)

Bergen District of Jefferson County was a claim club

Big Thompson Creek Association, 1863, was a claim club near Loveland

Cherry Creek Valley Claim Club, Nov. 6, 1860 (Anderson, 1936, p. 44)

Colorado City Claim Club

Denver Claim Club(?) (Anderson, 1936, p. 46)

El Paso Claim Club, Colorado Springs, Mar. 1, 1859-1862 (Anderson, 1936; Rocky Mountain News, Aug. 27, 1859)

Farmers' Claim Association [Club] of Plum Creek, formed Mar. 18, 1860 (Anderson, 1936, p. 44)

Golden Gate Township Company, 1860

Granite Vale Claim Club on North Fork, South Platte River, centered around Slaghts west of Bailey

Middle Park Claim Club, formed May 23, 1861, called "Citizens of Middle Park" in the region east of Byers Canyon, centered at Hot Sulphur Springs (Anonymous, 1933, Black, 1969)

Platte River Claim Club at Fort Lupton, 1860 (Rocky Mountain News, June 13, 1860)

St. Vrain Claim Club, 1859 or 1860; books at Greeley County Courthouse

The districts of Bergen, Junction (to the south), and Mount Vernon equal the county of Niwot

RAILROADS AND STREETCAR LINES OPERATED IN THE DENVER QUADRANGLE AND VICINITY

Abbreviations used: R.R. = Railroad; Ry. = Railway; Co. = Company. For brevity, the designations "railroad" and "railway" are omitted from many of the spelled-out titles that follow the abbreviations. This list contains only the railroads and streetcar lines that were built and operated. Nearly 200 other railroads and streetcar lines were proposed ("paper railroads"), but were not built or operated. The "paper railroads" are not listed here, but most can be found in Ormes (1963). Sources of information: Haley (1963); Ormes (1963); Wilkins (1974); Harrison (written commun., 1995); the Articles of Incorporation in the Colorado Archives; the personal knowledge of Charles Albi and Kenton Forrest of the Colorado Railroad Museum; and a chart by Dr. A.D. Breck that is titled "Corporate structure of the Denver Tramway."

- A. & G.P. Ry.—Argentine & Grays Peak. 1913-1917. Owned by G. & G.P. Ry. See Argentine Central.
- A.C. Ry.—Argentine Central. 1905-1918. Succeeded by G. & G.P. Ry. in 1913 and Argentine and Grays Peak Ry. in 1913 (Ormes, 1963).
- A. R.R.'s—Associated Railroads. 1891-1989 (Forrest, 1994).
- A.T. & S.F. Ry.—Atchison Topeka & Santa Fe. 1887-today.
- B. & C. R.R.—Burlington & Colorado. 1881.
- B. & M.R. R.R.—Burlington & Missouri River. 1889-1908.
- B. N.—Burlington Northern. 1970-1995
- B.N.S.F.—Burlington Northern Santa Fe. 1995-today.
- C. & L.C. Ry.—Cadillac & Lake City. 1980-1993.
- C.R.S. Ry.—Castle Rock Scenic Railway. 1913-1918. A funicular (cable operated), not a railroad, on west end of South Table Mountain at Golden.
- C.C. R.R.—Central City Railroad. Tourist railroad eastward from Central City to the original site of Mountain City (Brown, 1994). 1968-1980.
- C.H.C. Co.—Cherrellyn Horse Car Company, 1894-1910. Along South Broadway in Englewood.
- C.M.C. R.R.—Cheyenne Mountain Cog Railroad, 1918-1974. A narrow gauge cog railroad from Broadmoor Casino to South Cheyenne Canyon. In later years it ran from Broadmoor Hotel to Cheyenne Mountain Zoo.
- C.B. & Q. R.R.—Chicago Burlington & Quincy. 1882-1970; merged into B.N.
- C.K. & N. Ry.—Chicago Kansas & Nebraska. 1888-1891.
- C.R.I. & P. R.R.—Chicago Rock Island & Pacific. 1888-1980.
- C.E. Ry.—Colfax Electric Railway. 1889-1898.
- C. & N.W. R.R.—Colorado & Northwestern. May 1904-1919. From Boulder to Ward, Jamestown, and Eldora.
- C. & S. Ry.—Colorado & Southern. 1899-1982.
- C.C. R.R.—Colorado Central. 1870-1890.
- C.E. R.R.—Colorado Eastern. 1886-1915. An earlier name was the Colorado and Eastern Ry., even earlier was the Denver Railroad Land and Coal Co. Sometimes called the Denver and Scranton Ry.
- C.K. R.R.—Colorado Kansas. 1910-1912?
- C.M. Ry.—Colorado Midland. Standard Gauge. 1883-1918. From Colorado Springs to Cripple Creek, Leadville, Aspen, and Grand Junction.
- C. R.R.—Colorado Railroad. Summer 1906-1930. A construction company; built the Silica Branch along the South Platte River. Control passed to the C. & S.
- C.U. & S. Ry.—Colorado Utah & Southwestern. 1906. A logging railroad from Eastom (Fraser) 5.5 miles southwest to a sawmill and an undesignated route to Salt Lake City. Also see M.P.L. Co.
- C. Ry.—Cooks Railway. Thirty-fourth Avenue Railway. 1894. Horse-powered street railway in Denver.
- D. & B.P.R.T. Co.—Denver & Berkeley Park Rapid Transit Co. 1888. From Highlands to Berkeley Park. Some cars were steam powered.
- D. & B.V. R.R.—Denver & Boulder Valley. Aug. 1870-1898. Later leased by the Union Pacific, then by the Denver Pacific; now the Boulder Branch of the U.P.

- D. & I.M. R.R.—Denver & Intermountain. A steam railroad in 1904; developed in 1907 by the Intermountain Ry., then in 1909 by the Denver & Intermountain R.R. (Electric)
- D. & I. R.R.—Denver & Interurban (Electric). 1908-1932.
- D. & M.P. R.R.—Denver & Middle Park. April 1883-1890. Ralston to Glencoe only.
- D. & N.O. R.R.—Denver & New Orleans. 1881-1885. Thru Parker and Elizabeth.
- D. & N.O. Ry.—Denver & New Orleans Railway. 1885. A successor to the D. & N.O. R.R., existed only five days when it became the Denver Texas & Gulf, the Colorado segment of the Denver Texas & Fort Worth.
- D. & N.W. Ry.—Denver & Northwestern (Electric). 1901-1914. Part of D & I.M. 1914-1950.
- D. & P.H. Ry.—Denver & Park Hill. 1888-1894
- D. & R.G. R.R.—Denver & Rio Grande. 1871-1921.
- D. & R.G.W. R.R.—Denver & Rio Grande Western. 1921-1988.
- D. & S.L. R.R.—Denver & Salt Lake. 1913-1947.
- D. & S.L.W. R.R.—Denver & Salt Lake Western. 1934. Formed to construct the Dotsero cut-off. Taken over by the D. & R.G.W. in 1932
- D. & S.F. Ry.—Denver & Santa Fe. 1887-1900. An A.T. & S.F. Subsidiary. From Pueblo to Denver; later became A.T. & S.F.
- D. & S. Ry.—Denver & Scranton. 1886-1888, also known as Colorado & Eastern, and as Denver R.R. Land & Coal Co.
- D. & S. Ry. Co.—Denver & Suburban Railway Company. 1889-1890.
- D. & S.P. Ry.—Denver & South Platte Railway (Electric). 1907-1910. From Englewood southward to Roxborough Park.
- D.B. & W. Ry.—Denver Boulder & Western. 1909-1921. Called the Switzerland Trail; took over C. & N. R.R.
- D.C. R.R.—Denver Circle Railroad. Nov. 1880-1887. In 1887, 3.5 miles of track in Denver and suburbs. Bought by Santa Fe in 1887; had 8 miles of track.
- D.C.C. Ry. Co.—Denver City Cable Railway. 1883-1899. A cable car line; 22 miles of track. Became Denver City Traction Co.
- D.C.C. & W.—Denver Clear Creek & Western. 1888. Built from Petersburg to Fort Logan.
- D.C.E. Ry.—Denver City Electric Railway Company. 1890-1893.
- D.C. Ry.—Denver City Railway Company. 1867-1893.
- D.C. T. Co.—Denver City Traction Co. 1898-1899. Became part of Denver City Tramway Co. in 1899.
- D.C.T. Co.—Denver City Tramway Co. 1899-1914.
- D.C.T. Co.—Denver Consolidated Tramway Company. 1893-1899. In 1895 had 59 miles of track. Formed from senior Denver Tramway Company in 1893.
- D.H.R.R.—Denver Horse Railroad. 1871. An operating street railway. Became Denver City Railway.
- D.L. & G. R.R.—Denver Lakewood & Golden. (Steam & electric). 1891-1904. In 1904 it became the Denver & Intermountain R.R. In 1907 it changed to the Denver & Inter-Mountain.
- D.L. & G. Ry.—Denver Leadville & Gunnison. 1889-1899. Successor to the Denver South Park & Pacific Railroad.
- D.L. & N. R.R.—Denver Laramie & Northern (Wilkins, 1974). Created in 1917 when it took over the Denver Laramie and Northwestern R.R. that was formed in 1910. And was in turn succeeded in 1919 by the Denver Laramie and Northwestern Railway Company.
- D.L. & N.W. Ry.—Denver Laramie & Northwestern. 1910-1917. At highest point was 11,660 feet above sea level.
- D.L. & N.W. R.R.—Denver Longmont & Northwestern. 1881-1883.
- D.M. & B. Ry.—Denver Marshall & Boulder. 1881-1890. Denver to Boulder.
- D.N.W. & P. R.R.—Denver Northwestern & Pacific. 1902-1912. Early name of the Moffat road. Later called Denver & Salt Lake.
- D.P. R.R.—Denver Pacific. 1868-1880. Evolved from the proposed Denver Pacific Railway of 1867.
- D.P. Ry. & T.—Denver Pacific Railway & Telegraph. 1867. To run down the South Platte River to the Union Pacific line. Became the Denver Pacific Ry.
- D.S.P & H.T. Ry.—Denver South Park & Hill Top Railway. 1896-1897. Merged with the D.L. & G. in 1897 and became part of the C. & S. in 1899.
- D.S.P. & P.R.R.—Denver South Park & Pacific. 1872. Operating railroad, later reorganized as the D.S.P. & P. Ry.
- D.S.P. & P. Ry.—Denver South Park & Pacific Railway. Oct. 1872-1889. From Denver to Leadville and Gunnison. To show the complexity along the D.S.P. & P. Ry., I have added a list of stations and towns east to west along one segment of the line on the North Fork of the South Platte River between Bailey and Webster, Colorado [mostly from Harold Warren, oral commun., 1996]:
- Passengers along the North Fork of the South Platte River first were served by stage on the Denver & South Park Stage Road; later they used the Denver South Park & Pacific Railroad. Not all of the following stations and stops were in existence at any one time. The correct dates of beginning are not available for all places. The mileages listed are taken from the railroad time tables:
- 0 miles—Bailey Station, 1864, NE 1/4 SW 1/4 sec. 29, T. 7 S., R. 72 W.
- 1.6 miles—Glenisle Station, ca 1900, SW 1/4 NE 1/4 sec. 25, T. 7 S., R.73 W.
- 2.9 miles—Rouarks Spur, in 1889 timetable, is near the mouth of Brookside Gulch in the NE 1/4 NW 1/4 sec. 26, T. 7 S., R. 73 W.; at the same place was Kaiserheim Post Office, 1913 or 1914; its name was changed to Grousemont Station [Brookside?] in 1918, then about in 1947(?) it became Mooredale.
- 3.7 miles—Maddox Station, 1902, SE 1/4 sec. 22, T. 7 S., R. 73 W., see Colorado Magazine, v. 19, p. 18 (Place names in Colorado).

- 4.5 miles—Granite Vale P.O., 1861, then Fairville Station and P.O., 1878, SW 1/4 sec. 22, T. 7 S., R. 73 W., then name changed to Slaughter Station [on the 1882 and 1889 timetables], finally became Altruria Station in 1906.
- 5.0 miles—Shawnee Station and P.O., 1900, SE 1/4 sec. 21, T. 7 S., R. 73 W. There was a railroad wye on the north side of the valley north of Shawnee and near the mouth of Slaughterhouse Gulch.
- 5.9 miles—Riceville Station, SE 1/4 SE 1/4 sec. 17, T. 7 S., R. 73 W. Boxwood Spur, pre-1913, SW 1/4 sec. 17, T. 7 S., R. 73 W.
- 7.1 miles—Jacot Station, NE 1/4 SE 1/4 sec. 18, T. 7 S., R. 73 W.
- 7.4 miles—Meadows Station on the 1882 and 1889 timetables, Long Meadow Station in 1889, in SW corner NE 1/4 sec. 18, T. 7 S., R. 73 W. The Clifford Cutoff stage route from Shaffers Crossing joined the North Fork of the South Platte River at Smith Creek in the SE 1/4 NW 1/4 sec. 18, T. 7 S., R. 73 W.
- 7.9 miles—Singleton Station, in the NE corner sec. 18, T. 7 S., R. 73 W. Kline Station was the same as Singleton Station.
- 8.9 miles—Chase Post Office and Chaseville Station, 1892, in the SW 1/4 SW 1/4 sec. 12, T. 7 S., R. 74 W., then Weller Station in the early 1900's, then Llangollen in the 1930's, finally Washburn(?) Station.
- 9.8 miles—Cassells Station in 1899 in the center south 1/2 sec. 11, T. 7 S., R. 74 W., also Santa Maria Post Office.
- 11.5 miles—Grant Station, 1871, NE corner sec. 9, T. 7 S., R. 74 W., had a railroad wye.
- 12.0 miles—Malony Station(?), SE 1/4 sec. 4, T. 7 S., R. 75 W.
- 12.4 miles—Wason Station, 1891, SW 1/4 SW 1/4 sec. 4, T. 7 S., R. 75 W.
- 14.8 miles—Webster Station, 1885, NE 1/4 sec. 12, T. 7 S., R. 75 W.
- D.T. Ry. Co.—Denver Terminal Railway Co. 1906. To build yard trackage from Pullman to Broadway & 27th Street
- D.T. & F.W. R.R.—Denver Texas & Fort Worth. 1887.
- D.T. & G. R.R.—Denver Texas & Gulf. 1886-1890.
- D.T. Co.—Denver Tramway Co. 1914-1925
- D.T. Co.—Denver Tramway Co. (Senior) 1886-1893. In 1890 absorbed D.T.E. and the S.D.C. Ry.
- D.T. Co.—Denver Tramway Co. (Junior) 1890-1893
- D.T.E. Co.—Denver Tramway Extension Co. 1890-1895. Later in 1890 became the Denver Tramway Co. and in 1893 became the Denver Consolidated Tramway Co.
- D.U. Ry. & T. Co.—Denver Union Railway & Terminal Co. 1889. To connect U.P. tracks with shops elsewhere in Denver.
- D.U.T. Ry. Co.—Denver Union Terminal Railway. 1912-today.
- D.U. & P. R.R.—Denver Utah & Pacific. 1881-1884. From Denver to Lyons; narrow gauge.
- D.W. & P. Ry.—Denver Western & Pacific. Nov. 1880-1882. From Denver toward Boulder and to San Francisco.
- E.S. Ry. Co. (No. 1)—Eldorado Springs Railway Co. 1905 or 1907. From Marshall to Eldorado Springs only. See Denver Historic Trail Map I-856-G (Scott, 1976).
- E.S. Ry. Co. (No. 2)—Eldorado Springs Railway Co. (No. 2) 1908. A miniature railway at Eldorado Springs.
- F.Ry.—Fairmount Railway. 1893. A steam railway from Fairmount Cemetery to Montclair.
- F.L. Co.—Fisher Lumber Company. 1880-1889. "Manitou Park R.R." Length 8-10 miles. Lumber road running north from Fisher's Sawmill at Cantrells Gulch about 5 miles north of Woodland Park northward down the Trout Creek Valley or Manitou Park to Drury Gulch. D. & R.G. provided engine and rails 1880-1896 or 1897.
- G. & G.P. Ry.—Georgetown & Grays Peak. 1913-1918 (Ormes, 1963).
- G.B. & L. R.R.—Georgetown Breckenridge & Leadville (The High Line). 1882-1898. Included Georgetown Loop & Devil's Gate Viaduct. Georgetown to Graymont; track above Silver Plume removed 1898.
- G.C.T. Ry.—Gilpin County Tram. Jan. 1872-1873. Northwest of Blackhawk.
- G.C.T.—Gilpin County Tramway. Aug. 1886-1917. Owned by C. & S. 1906-1917. See Ormes (1963, p. 250) and Ferrell (1906 and 1970).
- G. R.R.—Gilpin Railroad. July 1906-1917. Succeeded the Gilpin County Tramway.
- G.T.—Gilpin Tramway. 1886. Two-foot gauge steam R.R. to haul ore near Central City.
- G.B. & C. R.R.—Golden Boulder & Caribou. Oct. 1877-1888. From Golden to Boulder and to Caribou.
- G.C. R.R.—Golden Circle Railroad.
- G.C. & S.P. Ry.—Golden City & South Platte Railway & Telegraph Co. 1872-1892.
- G.L. R.R.—Georgetown Loop Railroad. 1984-present. A tourist railroad from Silver Plume to Georgetown over the newly reconstructed Georgetown Loop.
- G.S.L. & P. Ry.—Greeley Salt Lake & Pacific. 1881-1890. To Sunset from Boulder 14.5 miles; later, C. & N. went on to Ward & Eldora.
- H.C. R.R.—High Country Railroad. "Magic Mountain Railroad" at Heritage Square. 1959-1960, dismantled 1965 or 1972. An amusement park loop; not a true railroad.
- H.S. R.R. Co.—Highlands Street Railroad Company. 1888.
- K.P. R.R.—Kansas Pacific. 1870-1880. The rails from the Atlantic to the Pacific were first joined at Strasburg, Colorado on Aug. 15, 1870.
- L.H. Ry.—Loretto Heights Railway. 1907. A horse-car railway from Englewood to Fort Logan.
- L.S.P. & L. R.R.—London South Park & Leadville. 1882-1885. Reorganized as South Park & Leadville in 1885, then bought by Union Pacific. Ran from Fairplay to Alma.
- L.M.I. Ry.—Lookout Mountain Incline Railway. 1908-1916. A funicular (cable drawn), not a railroad.

- M. Ry. Co.—Metropolitan Railway Company. July 1891-1893. A street railway that two years later became part of the Denver Consolidated Tramway.
- M.P.L. Co. R.R.—Middle Park Lumber Company Railroad. 1906-1913. From Fraser on the Moffat Road to the mill on St. Louis Creek. Also see C.U. & S. Ry. above.
- M. R.R.—Montclair Railroad Company. 1890-1891. From Colfax south to town of Sheridan.
- M.M.I. Ry.—Mount Morrison Incline. 1909 to about 1914. A funicular (cable drawn); not a railroad.
- N.T. Ry. Co.—Northwestern Terminal Railway Co. 1904. From Denver north to Utah Junction and freight terminals to the stockyards.
- R.G. R.R. Co.—Rio Grande Railroad Co. July 1900. Sold August 1908 to the Denver & Rio Grande R.R.
- S.D.C. Ry.—South Denver Cable Railway. Jan. 1889. Consolidated with two other companies into the Denver Consolidated Tramway in 1890.
- T. & D. R.R. Co.—Trinidad & Denver Railroad Co.—Aug. 1886.
- T. & D.T. & Ry. Co.—Trinidad & Denver Terminal & Railway Co.—Incorporated July 1888.
- U.D. & Ry. Co.—Union Depot & Railway Co. 1879-1889. Operated 5 miles of yard tracks at Union Station.
- U.D. & R.R.—Union Depot & Railroad Co. 1889-1912.
- U.P.D. & G. R.R.—Union Pacific Denver & Gulf Railroad. 1890-1898.
- U.P. R.R.—Union Pacific Railroad. 1880-today.
- U.P. Ry. & E. Co.—University Park Railway & Electric Company. 1888-1892. A three-car, 4-mile-long, 3.5-foot Sprague System electric line in Denver.
- W.E.S. R.R.—West End Street Railroad. March 1890-1899. Successor to a proposed W.E.S. Ry. For railway service through western Denver. From North Denver to Colfax & Tennyson via Sheridan Blvd.

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MILITARY AND CIVILIAN CAMPS, FORTS, POSTS, AND BASES IN COLORADO

The purpose of the following list is to provide a quick alphabetized guide that will list dates and places. A problem of the list stated by one reviewer is that it lumps too many kinds of installations—the apples and oranges problem; however, many researchers in the Western History Department of the Denver Public Library seek just such a variety of subjects as those listed here. Such information is mostly scattered in hundreds of books and maps. Most of the places listed here were used at least intermittently by the military; in the 1860's by the Colorado Militia, the Galvanized Yankees, or the the Regular Army; and during later times generally by the Regular Army, Air Force, or Navy. The list also includes fur trade forts, forts used as protection from the Indians, stage stations temporarily occupied by the military, mining camps occupied by the military, and Indian agencies occupied by the military. An attempt was made to avoid listing settlements, recreational camps, resorts, or mining camps. The dates of the places listed ranged from the beginning of the Nineteenth Century to the present. Some of the dates are the times of beginning and ending; other dates are when occupied by the military. Many of the Colorado Militia camps were occupied only one night; others were occupied repeatedly. Until this list became available, there was no readily available source for information about the Colorado Cavalry camps, so this list should partly fill that gap.

Camp at Altman, 1903, Colorado National Guard, troops stationed to control striking gold miners near Cripple Creek; in 1935 Camp Altman in the NE 1/4 sec. 20, T. 15 S., R. 69 W., was the highest altitude military camp in the country (Nankivell, 1935, p. 163 and 372)

Camp Alva Adams, 1898, Spanish-American War, on later Colorado Blvd., now Park Hill, just north of present City Park between 26th and 27th Avenues on Colorado Blvd. in the SE corner sec. 25, T. 3 S., R. 68 W., Denver County (Nankivell, 1935, p. 113-116; Brandes, 1973; Scott, 1976). Rogers (1967) placed Camp Alva Adams at the southwest corner of City Park

- Aguilar Trading Post, 1867-1891, fur trade post on the north side of the Apishapa River; now a settlement along the Colorado & Southern R.R. in sec. 26 or 27, T. 30 S., R. 66 W., Huerfano County
- Amache, 1941-45(?), Granada Relocation Center, Japanese resettlement camp (WWII), secs. 13 and 14, T. 23 S., R. 44 W., Prowers County (Scott, 1995)
- American Rancho, 1st Reg., Colorado Cavalry, Co. C, May, 1864, a station on the Overland Trail in the NE 1/4 sec. 25, T. 6 N., T. 54 W., Logan County (Scott, 1989)
- Fort Amity, 1898-1908, a Salvation Army Camp 4 miles west of Holly, Colo., in the NE 1/4 sec. 13, T. 23 S., R. 43 W., Prowers County, map I-2469 (Taylor, 1963; Spurr and Spurr, 1994; Scott, 1995)
- Camp Anaconda, 1903-1904, Colorado National Guard, occupied by military to control Cripple Creek area striking miners, SW 1/4 sec. 19, T. 15 S., R. 69 W., Teller County (Nankivell, 1935, p. 167)
- Camp Anderson, July 1864, Colorado Cavalry, military camp 18 miles from Camp Wynkoop, on Fountain Creek. Location? (Muster roll)
- Antelope Station, 1860's, stage station on the Overland Trail occupied by soldiers of the Colorado Cavalry, in the SW 1/4 sec. 27, T. 11 N., R. 47 W., Sedgwick County (Scott, 1989)
- Camp on Arkansas River, Aug. 1864, Colorado Cavalry; same as Camp Fillmore (Muster roll)
- Camp on Arkansas River near Bents Old Fort, Colorado Cavalry, Jan.-Feb. 1863, 2d Reg., Co. B., 35 miles from Camp Caldwell, Otero County (Muster roll)
- Camp on north bank of Arkansas River, 1860's, Colorado Cavalry, 1st Reg., Co. B., Nov.-Dec. 1861, 75 miles west of Fort Wise, Pueblo County (Muster roll)
- Arlington Auxiliary Army Air Field, 1941(?), 4 miles east of Arlington, in the W 1/2 sec. 7, T. 20 S., R. 52 W., Kiowa County (Scott, 1995)
- Fort Arnett, 1879, settler fort to protect from Ute Indians, in the NW 1/4 sec. 30, T. 6 S., R. 80 W., on Eagle River at mouth of Turkey Creek (Spurr and Spurr, 1994)
- Camp at Ash Creek, Aug. 1865, Colorado Cavalry, 1st Reg., Co. C, location unknown
- Autobees' Ranch (Autobees' Plaza, Fort Huerfano), 1853, settler post just southeast of Fort Reynolds at the mouth of the Huerfano River in the SE corner sec. 13, T. 21 S., R. 62 W., Pueblo County (Scott, 1975; Buckles, written commun, 1985; Roberts, 1988)
- Camp Bailey, 1908-1912, camp of Colorado National Guard in Park County (Nankivell, 1935, p. 356)
- Fort Baker, July and Aug. 1864, Colorado Cavalry, 1st Reg., Co. C, Colorado Territory, two miles east of La Porte (Muster roll; telegram dated May 31, 1862; Robert Rupp, written commun., 1997)
- Camp Baldwin, 1917, U.S. Army, 1st Reg. Cav., Field Artillery, Signal Corps, Hospital Corps during WWI, at Overland Park, Denver, in SW 1/4 sec. 15, T. 4 S., R. 68 W., Denver County (Nankivell, 1935, p. 213, 276, 292, 360)
- Camp Baxter (Baxter's Ranch), Colorado Cavalry, July to Aug. 1864, Oct. 8, 1864, 1st Reg., Co. C, along Arkansas River near Pueblo Army Air Base, in the SW corner sec. 30, T. 20 S., R. 63 W., Pueblo County (Scott, 1975)
- Beaubois Fort, settler fort (in settlement "Butte Valley") from 1862 to 1864 or 1865 (1/4 mile northwest of Huerfano Butte in the SE 1/4 sec. 25, T. 26 S., R. 67 W.), Huerfano County (Buckles, 1985; also in Cragin book, 1903, 6:33, 4:48). Probably now in the construction right-of-way of Interstate Highway 25
- Bents Picket Post Stockade, 1829, fur trade post, on the Arkansas River near present Pueblo, Pueblo County, possibly in northwestern part of T. 21 S., R. 64 W.
- Bents Old Fort (Fort William), 1833-1849, fur trade post, later occupied by 2d Reg., Co. F, Dec. 1862; built of adobe, reused as a stage station in 1860's, reconstructed 1976 just northeast of La Junta, in the NW 1/4 sec. 23, T. 23 S., R. 54 W., Otero County (Spurr and Spurr, 1994; Scott, 1995)
- Bents log houses, 1852, fur trade post, on the Arkansas River 4 miles below Mud Creek in the NW 1/4 sec. 35, T. 22 S., R. 48 W., near Bents New Fort and near Old Fort Lyon, Bent County (Scott, 1995)
- Bents New Fort, 1853-1867, fur trade post, built of stone just southeast of Old Fort Lyon and just north of Prowers, in the SW 1/4 NW 1/4 sec. 36, T. 22 S., R. 48 W., Bent County (Scott, 1995)
- Bents Stockade, 1859, fur trade post, just west of Purgatoire River and south of Arkansas River in the SE 1/4 sec. 12, T. 23 S., R. 52 W., Bent County (Lavender, 1954, p. 333)
- Camp Berwind, 1904 and 1913, camp of National Guard in Berwind Canyon one mile from Ludlow in the SW 1/4 sec. 20, T. 31 S., R. 64 W., Las Animas County, during coal mine strike (Nankivell, 1935, p. 17)
- Fort Big Spring, 1858-1870, camp of Colorado Cavalry 12 miles north of Kit Carson, in the NE 1/4 sec. 12, T. 13 S., R. 49 W., Cheyenne County (Scott, 1995)
- Bijou Basin, March and April 1865, occupied by Colorado Cavalry, 1st Reg., Co. A, in the NE 1/4 sec. 4, T. 11 S., R. 63 W., El Paso County (Muster roll)
- Booneville, Colorado Cavalry, Jan. to June 1865, 1st Reg., Co. F, on Arkansas River east of Pueblo, in the NE 1/4 SE 1/4 sec. 1, T. 21 S., R. 61 W., Pueblo County (Scott, 1975; and Muster roll). Perhaps Booneville was used as an address for Camp Fillmore which was nearby
- Camp at Boulder, Sept. 12, 1864, camp of Colorado Cavalry about in T. 1 N., R. 70 W., Boulder County, (Scott and Shwayder, 1993)
- Boulder Armory, 1911, Colorado National Guard, Nankivell, 1935, p. 320)
- Fort Boyd, 1859-1860, civilian camp for protection from Indians about 3/4 mile west of Greeley, in the SE 1/4 sec. 35, T. 6 N., R. 66 W., Weld County (Roberts, 1988; Scott and Shwayder, 1993)
- Fort Breckenridge (Fort Mary B., Fort Meribeh), 1859, civilian camp for protection from Indians one mile north of Breckenridge in the NW corner sec. 31, T. 6 S., R. 77 W., Summit County (Roberts, 1988)
- Camp Brown, Colorado Cavalry, Mar. 1863, 1st Reg.(?), Co. C, Arkansas River, Lamar quadrangle (?), location unknown (Muster roll)
- Camp Buchanan, 1857, U.S. Army, camp of Colonel Sumner, arrived on July 5, 1857, about a mile west of Masters, near center sec. 18, T. 4 N., R. 61 W., Weld County (Scott and Shwayder, 1993, p. 8)

- Camp Buchtel, 1907-1910, Colorado National Guard; rifle range near Golden during normal camp activities, Jefferson County (Nankivell, 1935, p. 188, 356)
- Buckley Naval Air Station (Buckley Field), 1942, 13 miles east of Denver, also called Buckley Air National Guard Base, sec. 9, T. 4 S., R. 66 W., Arapahoe County (Leonard and Noel, 1990)
- Buffalo Springs Camp, stage station, April 1865, Captain N.J. O'Brien, Co. F, Iowa Cav., from Julesburg, Apr. 18. First Post return was dated Apr. 30, 1865. In SE 1/4 sec. 34, T. 5 N., R. 52 W., Washington County (Roberts, 1988; Scott, 1989)
- Camp Bull Hill, 1903, Colorado National Guard, NW 1/4 sec. 20, T. 15 S., R. 69 W., or in SE 1/4 sec. 29, T. 15 S., R. 69 W., Teller County, National Guard militia stationed there during miner's strike (Nankivell, 1935, p. 166)
- Butts Ranch and stage station, 1860, occupied by soldiers of the Colorado Cavalry, just east of Fort Sedgwick, in the NE 1/4 sec. 26, T. 12 N., R. 44 W., Sedgwick County (Scott, 1989)
- Camp Caldwell, Colorado Cavalry, Dec. 1862, 1st Reg., Co. C, on the Arkansas River 8 miles above Old Ft. Lyon, 35 miles from Bents Old Fort in Lamar quadrangle, in the NE 1/4 sec. 5, T. 23 S., R. 49 W., Bent County (Scott, 1995)
- Camp Canby, Colorado Cavalry, May to Aug. 1864, 1st Reg., Co. C, location unknown. Said to be 13 miles from Camp Canby to Camp Lincoln(?)
- Fort Canby, Colorado Cavalry, 1864, 5 miles east of Pueblo (Ascherman, 1982, p. 32)
- Canon City, Colorado Cavalry camp, Feb. to Apr. 1864, 1st Reg., Co. G, 1st Reg., Co. I, Mar.-Apr. and July-Aug. 1863, 2d Reg., Co. B, Dec. 1864, sec. 32 (?), T. 18 S., R. 70 W., Fremont County (Pierce, 1868)
- Cantonment on the Uncompahgre (see Fort Crawford, or Camp on White River), Montrose County
- Fort Carson (Camp Carson), 1942-today, U.S. Army Fort just south of Colorado Springs, T. 15 and 16 S., R. 66 and 67 W., El Paso County (Scott, 1975; Roberts, 1988; Spurr and Spurr, 1994). Contained Italian prisoners of war during 1945
- Kit Carson military post. On Mar. 21, 1872, 100 Regular Army soldiers were to be stationed there; in NW corner sec. 8, T. 15 S., R. 48 W., at Old Kit Carson, Cheyenne County (Scott, 1995)
- Kit Carson's old fort, date unknown (sometime in 1800's), fort for protection from Indians, in the Wet Mountain Valley on the south side of a granitic rock promontory just north of Westcliffe, Custer County (See photograph P355-F736ki-1 in Western History Department, Denver Public Library)
- Camp Cass, Colorado Cavalry, Jan.-Feb. 1862, 1st Reg., Co. K, 6 miles below Colorado City on Fountain Creek, in T. 14 S., R. 66 W., El Paso County (Muster roll)
- Fort Cass, (Gantts Fort), 1834-1835, fur trade post, 6 miles east of Pueblo, in the middle of sec. 31, T. 20 S, R. 63 W., Pueblo County, map I-930 (Rizzari, 1975; Scott, 1975; Roberts, 1988; Spurr and Spurr, 1994)
- Fort Cedar Point, 1867-1868, 5th Reg., Co. F, Regular Army and woodchoppers in 1868, 3-4 miles east of Cedar Point, Limon quadrangle in the NE 1/4 sec. 19, T. 18 S., R. 57 W., Elbert County (Roberts, 1988; Scott, 1994)
- Fort Chambers, 1864-1902, settler post, just north of Valmont for protection from Indians, Burlington Home Guards served at Fort Chambers, in the SW 1/4 sec. 14, T. 1 N., R. 70 W., Boulder County (Block, 1942; Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Cheyenne Mountain Air Force Base (NORAD, North American Air Defense), at Cheyenne Mountain southeast of Colorado Springs, 1957-today, operated by North American Air Defense Command, in sec. 13, T. 15 S., R. 67 W., El Paso County
- Cheyenne Wells, 1859, Stage Station, had detachment of Co. C, 10th Colorado Cavalry; they built a fort near a large cave. Later, a store and trading post were installed in a larger cave. The post was 6 miles north of Cheyenne Wells in the SW 1/4 SE 1/4 sec. 22, T. 13 S., R. 44 W., Cheyenne County (Blevins, 1983; Scott, 1995)
- Camp Chivington, Colorado Cavalry, 1st Reg., Co. A, June 1863, and Co. G, May-June 1863, 6 miles south of Denver, in sec. 33 (?), T. 4 S., R. 68 W., Denver County (Colorado Republican and Rocky Mountain Herald [date unknown], and Muster roll)
- Camp Clark, Colorado Cavalry, Field and Staff, 1st Reg., Co. C, Sept. 1862, and Co. E, Sept.-Oct. 1862, 6 miles west of Ft. Lyon in Lamar quadrangle, 118 miles from Camp Pleasant Valley, at north edge NW 1/4 sec. 2, T. 23 S., R. 49 W., Bent County (Scott, 1995)
- Clines Ranch Post (Cantonment Uncompahgre), July 10, 1882, stage stop on road to Ute reservation, near the Uncompahgre River, Montrose County (Roberts, 1988)
- Camp Cobb near Colorado City, Colorado Cavalry, Jan.-Feb. 1862, 1st Reg., Co. E., 4 or 6 miles south of Colorado City on Fountain Creek, in the SE corner sec. 20, T. 14 S., R. 66 W., El Paso County (Colorado Republican and Rocky Mountain Herald, Mar. 20, 1862, Muster roll)
- Coberly's Ranch (Halfway House), 1859, stage station, 1st Reg., Co. A, Oct. 1863, an overnight stage stop from about 1858-1864 on west side of West Plum Creek 35 miles south of Denver on Spring Creek in the SE 1/4 NE 1/4 sec. 4, T. 9 S., R. 68 W., between Jackson Creek and Perry Park and halfway between Denver and Colorado City in Douglas County (Muster roll, Talbot, 1960, p. 24, written commun. from Carroll H. Coberly, Oct. 10, 1961, and Rogers, 1967). West Plum Creek Valley did not provide sufficient water for permanent ranches, therefore the Coberly's and other settlers soon moved eastward to East Plum Creek. There from 1864-1869 in the S 1/2 sec. 16, T. 9 S., R. 67 W. The Halfway House used the same name, "Coberly House" (1871 map by the Denver & Rio Grande Railway copied in Marr and Keiser, 1983)
- Camp Cochetopa, see Camp Rose

- Camp Collins (Camp Point of Rocks, Fort Baker), established July 22, 1862, by Co. B, 9th Kansas Cavalry, later Colorado Cavalry, 1st Reg., Co. M, Mar.-July 1863, also had 2 companies of 11th Ohio Cavalry for service against hostile Indians; in the SE 1/4 sec. 29, T. 8 N., R. 69 W., west of later Fort Collins; flooded out June 1864, Larimer County (Nankivell, 1935, p. 14; Roberts, 1988; Scott and Shwayder, 1993; Robert Rupp, written communs., 1995 and 1997)
- Fort Collins, Aug. 1864-1867, Colorado Cavalry, at present city of Fort Collins, NW 1/4 sec. 12, T. 7 N., R. 69 W., Larimer County (Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Colona Camp, La Porte (The Gate), 1844-1854; Antoine Janus staked a claim on Cache la Poudre in 1844; in 1858 it was called Colona, then in 1862 became a stage station and a post office called La Porte in SE corner sec. 29, T. 8 N., R. 69 W., Larimer County (Colorado Magazine, v. 18, p. 230, of "Place names of Colorado;" also Scott and Shwayder, 1993)
- Camp Colorado, Colorado Cavalry, Feb. and Nov. 1862, 1st Reg. Field and Staff; Co. D, Jan.-Feb. 1862; Co. F, Nov.-Dec. 1862; Co. G, Jan.-Feb. 1862; Co. I, Jan.-Feb. 1862, Co. K, Jan.-Feb. 1862, on Camp Creek 2 miles north of Colorado City and 0.5 mile from the Garden of the Gods. Colorado Cavalry detachments were to be stationed at critical points along Fountain Creek. In the NE 1/4 sec. 34, T. 13 S., R. 67 W., El Paso County (Colorado Republican and Rocky Mountain Herald, Feb. 27, 1862, Muster roll; Roberts, 1988)
- Colorado Army National Guard. On October 16, 1996, there were 23 armories in Colorado. They are in the following places:
- Aurora, Buckley Army National Guard Base, Canon City, Fort Carson, Fort Collins, Colorado Springs, Cortez, Durango, Englewood, Golden, Grand Junction, Greeley, Gypsum, La Junta, Lamar, Longmont, Monte Vista, Montrose, Pueblo, Pueblo Army Depot, Sterling, Trinidad, and Watkins
- Colorado City Log Fort and Stockade, 1864-1868, Colorado Cavalry, historic marker at 2824 W. Pikes Peak Avenue, in sec. 10 or 11, T. 14 S., R. 67 W., El Paso County (Brigham, 1938; Beckner, 1975a, b; Spurr and Spurr, 1994)
- Fort Colorado, 1860's, settler's fort constructed around the Anway Hotel for protection from Indians; an old log building in Colorado City, sec. 11, T. 14 S., R. 67 W., El Paso County. Same as above fort?
- Fort Convenience, 1832-1834 (?), fur trade post of Louis Vasquez, on South Platte River at the mouth of Vasquez Fork (Clear Creek), in the SE 1/4 sec. 36, T. 2 S., R. 68 W., Adams County (Rizzari, 1975; Scott, 1976; Roberts, 1988; Spurr and Spurr, 1994)
- Camp Cooper, 1889, (see Fort Logan), Colorado National Guard, essentially a training camp (Nankivell, 1935, p. 91-92)
- Fort Cottonwood, a military post, mentioned Aug. 1864 near Denver in Arapahoe or Weld County (Overland News, No. I on Dec. 5, 1957, p. 5 and 6). Location unknown
- Fort Craig, late 1860's, on Arkansas River at or near the northeast corner of Las Animas Grant in Pueblo County. Colorado Article of Incorporation 414, v. C, p. 480, for the Fort Lyon Bridge dated Jan. 20, 1869, says the bridge was to be on the Arkansas River at or near the northeast corner of the Las Animas Grant [Vigil and St. Vrain Grant] and nearly opposite the military post known as Fort Craig in Pueblo County. This location was opposite New Fort Lyon on the north side of the Arkansas River. New Fort Lyon was in Pueblo County from 1868-1870. This seems to say that in 1869 New Fort Lyon was known as Fort Craig. Center sec. 4, T. 23 S., R. 51 W., Bent County
- Crains Ranch, Colorado Cavalry, Jan. 1864, 1st Reg., Co. G, location unknown (Muster roll)
- Camp Crane, 1860's, occupied by Colorado Cavalry, 48 miles below Fort Lyon. That would place it just west of Holly (?), Prowers County (Muster roll)
- Fort Crawford; fort was established by troops from Fort Garland in July 1880 as Cantonment on the Uncompahgre River, renamed 1886 as Fort Crawford and lasted until deactivated in 1890. Occupied by U.S. Army, 10th Infantry, Cos. A and E in 1889-1890. It was built to restrain the Ute Indians. In 1885 it had fifty wooden buildings 8 miles south of Montrose and 4 miles north of Uncompahgre Los Pinos Indian Agency, near present town of Colona on the west side of the Uncompahgre River in the S 1/2 SE 1/4 sec. 26, and N 1/2 NE 1/4 sec. 35, T. 48 N., R. 9 W., at old Uncompahgre Station, Montrose County (Roberts, 1988; Spurr and Spurr, 1994)
- Fort Crockett (see Fort Davy Crockett)
- Camp Curtis, 1860, Colorado Cavalry, 1st Reg., Co. C, Jan.-Feb. 1864, at Fort Latham (Latham Station) near present Greeley, 22 miles west of Camp Sanborn, in the NE 1/4 sec. 22, T. 5 N., R. 65 W., Weld County (Pierce, 1868; Scott and Shwayder, 1993)
- Fort Curtis (Camp Curtis, Fort Huerfano?), Colorado Cavalry, Nov. 1863, 1st Reg., Co. C, and Jan.-Feb. 1864; on Mar. 30, 1863, recommended to be built at west edge of Arapaho Indian Reservation along the Arkansas River near mouth of Huerfano River. Probably 5 miles east of present Avondale in sec. 18, T. 21 S., R. 61 W., Pueblo County (see Roberts, 1988)
- Camp Custer at Morrison, 1877, Military camp (?) on the plateau south of Bear Creek between the school house and the Evergreen Hotel, in the NW 1/4 NE 1/4 sec. 2, T. 5 S., R. 70 W., Jefferson County (Rocky Mountain News, Aug. 26, 1877, p. 4, col. 5)
- Camp Davidson, Feb. 23, 1862, Colorado Cavalry, 12 miles from Denver [near Wolhurst?] (Colorado Republican and Rocky Mountain Herald, Mar. 6, 1862). Location unknown
- Fort Davy Crockett (Fort Misery), 1837-1840, a fur trade post established by independent trappers for trade with the Utes; a huddle of one-story adobe and

- cottonwood log huts on north bank of the Green River in Browns Hole about 3 miles above mouth of Lodore Canyon and 2 miles above mouth of Vermillion Creek in sec. 6, T. 9 N., R. 102 W., Moffatt County (Rizzari, 1977; Spurr and Spurr, 1994)
- Fort Defiance, 1879, settler post, a log stockade built by prospectors for protection from the Ute Indians, on rim of Glenwood Canyon and at head of Wagon Gulch 6 miles northwest of Glenwood Springs, and 12 miles south of Carbonate in Garfield County. In sec. 5, T. 6 S., R. 88 W.(?) (Roberts, 1988; Spurr and Spurr, 1994)
- Dennison Ranch and Station, 1860, occupied by Colorado Cavalry, in the SE 1/4 sec. 21, T. 9 N., R. 51 W., Logan County (Scott, 1989)
- Denver Armory (Guard Hall), 1894-1903, at 26th and Curtis Streets, Denver County (Nankivell, 1935)
- Denver Arms Plant, 1941-1946(?), then Denver Federal Center, 1946-today, sec. 9, T. 4 S., R. 69 W., Jefferson County (Scott, 1976)
- Denver Military Depot, 1859-1865, on the northeast corner of Larimer and 11th Streets in SE 1/4 sec. 33, T. 3 S., R. 68 W., Denver County (Roberts, 1988)
- Fort DeReemer, Apr.-Oct. 1879, a series of small stone forts in the Royal Gorge, especially at Mileposts 24 and 37 above mouth of canyon, erected by crews of the Denver and Rio Grande Railroad to keep out the Santa Fe Railway crews. In T. 18 S., R. 71 W., Fremont County (Spurr and Spurr, 1994)
- Camp Desolation, Dec. 17-26, 1848, camp of John C. Fremont, U.S. Army explorer. At the head of Wanamaker Draw on a tributary of Saguache Creek, La Garita Mountains part of the San Juan Mountains in the NE 1/4 sec. 20, T. 42 N., R. 3 E., in the Mesa Mountain quadrangle, Saguache County (Rocky Mountain News, July 21, 1901, p. 4; Brandon, 1955)
- Fort Dominguez, date(?), fur trading post 20 miles north of Delta at ford of Gunnison River in the NW 1/4 sec. 36, T. 14 S., R. 2 E., Delta County (Brigham, 1938, p. 143; Rizzari, 1977, p. 11)
- Dora Fort, 1848 and 1849, settler fort, on Grape Creek, now under DeWeese Reservoir, NW 1/4 sec. 29, T. 21 S., R. 72 W., Custer County (Scott, 1975; Roberts, 1988)
- Camp Downing (Greenhorn Settlement?), 1862, settler post on Mud Creek north of Greenhorn Ranch in the NW 1/4 sec. 25, T. 23 S., R. 66 W., Pueblo County (Colorado Republican and Rocky Mountain Herald, Mar. 20, 1862)
- Camp Elbert, 1861-1865 (see Camp Weld), Colorado Cavalry (Nankivell, 1935, p. 20; Scott, 1976; Roberts, 1988)
- Camp Elkton, 1903, National Guard Camp near Cripple Creek, NE 1/4 sec. 30, T. 15 S., R. 69 W., to protect against striking miners, Teller County (Nankivell, 1935, p. 166)
- Camp El Paso, 1903(?), National Guard Camp near Cripple Creek, center of north line SE 1/4 sec. 25, T. 15 S., R. 70 W., Teller County; to protect against striking miners (Nankivell, 1935, p. 166)
- Empire City, Dec. 1862, Colorado Cavalry, 1st Reg., Co. G, and 2d Reg., Co. F in recruiting service, in NW 1/4 sec. 28, T. 3 S., R. 74 W., Clear Creek County (Muster roll)
- Camp Engleville, 1904, Colorado National Guard, to protect mines and miners against a miner's strike in the coal mines near Trinidad, center south edge sec. 20, T. 33 S., R. 63 W. (Nankivell, 1935, p. 171)
- Ent Air Force Base, 1957, North American Air Defense Command (NORAD), at Boulder Street and Union Blvd. in Colorado Springs, in the SE 1/4 sec. 8, T. 14 S., R. 66 W., El Paso County (Ubbelohde and others, 1972)
- Camp Evans, 1864, just east of Argo in Denver, NW 1/4 sec. 23, T. 3 S., R. 68 W., Denver County. Third Regiment, Colorado Volunteers drilled there and later fought in Sand Creek Battle (Roberts, 1988)
- Camp Evans, Fountain qui Bouille, Dec. 1862, occupied by Colorado Cavalry, location unknown. (Near Hulls Ranch?)
- Fairplay, 1860's, camp of Colorado Cavalry, in the SW 1/4, sec. 34, T. 9 S, R. 77 W., Park County (Pierce, 1868)
- Falcon Air Force Base, 1985-today, 10 miles east of Colorado Springs and south of highway 94 at 300 O'Malley Avenue at Enoch Road in sec. 26, T. 14 S., R. 64 W. Called Falcon Air Station until about 1989. Renamed Shriever Air Force Base on June 5, 1998
- Fort Fauntleroy, early name of Fort Lyon in New Mexico, not the early name of Fort Lyon along Arkansas River in Colorado as mistakenly shown on Lamar Historic Trail Map (I-2469; Scott, 1995)
- Camp Fillmore (Camp on the Arkansas, Aug. 1864), Colorado Cavalry, March 1863-Dec. 1865, 1st Reg., Co. L, June-Dec. 1863, Jan.-Apr. 1864, Co. E, Aug.-Nov. 1864 and Jan. 1865, and Co. F, Feb.-Oct. 1865; 2d Reg., Independent Battery, Mar.-Apr. 1864. The camp was established as Camp Fillmore at or near Pueblo, Colorado, soon after Mar. 21, 1863, to protect against Indians (Rupp, 1994). Later, on orders from Fort Lyon, settlers were moved to Camp Fillmore to avoid Indian raids. According to Rupp (1994) and Aschermann (1982), the camp was located at several places along the Arkansas River. Map I-930 (Scott, 1975) showed the camp about 20 miles west of Spring Bottom Stage Station in the SW 1/4 sec. 1, T. 21 S., R. 62 W. In July 1863 the Colorado Cavalry muster roll said that Camp Fillmore was 50 miles west of Spring Bottom. On May 5, 1864, Rupp (1994) placed it 8-10 miles below Boone's Ranch (SE 1/4 sec. 29, T. 21 S., R. 60 W). On June 25, 1865 Camp Fillmore was only 0.5 mile from Booneville (Rupp, 1994). However it also was in several other places (Nankivell, 1935, p. 39; W.G. Buckles, written commun., 1985, p. 64; Spurr and Spurr, 1994). For this reason, Rupp (1994) called it Camp Ever Moving
- Fort Fisher (see Fort Pueblo)
- Fitzsimons Army Medical Center (see U.S. Army Fitzsimons General Hospital), 1918-1996, once the largest U.S. Army Hospital, in sec. 36, T. 3 S., R. 67 W., Arapahoe County, just north of Colfax Avenue (Scott, 1976)

- Fort Flagler, 1879-1880, two stockades north of Durango were occupied by Companies of 15th, 19th, and 22nd U.S. Infantry and 9th U.S. Cavalry. The stockade near Animas City was called Fort Flagler and provided refuge against potential Ute Indian attacks. In the SE 1/4 NE 1/4 sec. 17, T. 35 N., R. 9 W., La Plata County (Roberts, 1988; Spurr and Spurr, 1994)
- Camp Fountain qui Bouille, Dec. 1862, Colorado Cavalry, military camp, El Paso County, location unknown
- Jacob Fowler's Lookout at Pueblo, 1821-1822, built during search for fur-trade possibilities and for protection from the Indians; in the SE 1/4 NE 1/4 SE 1/4 sec. 31, T. 20 S., R. 64 W., Pueblo County (Scott, 1975)
- Fort Fraeb, 1842(?), trading post on St. Vrain Fork [present day Savery Creek] of the Elkhead River [present-day Little Snake River], a branch of the Bear (Yampa River) north of Steamboat Springs in Routt County (Spurr and Spurr, 1994; Lee Whiteley, written commun., 1996)
- Fort Francisco Plaza, 1862, settler post, later named La Veta, settled by Colonel J.M. Francisco in early 1860's in sec. 21, T. 29 S., R. 68 W., Huerfano County. Still active as a museum (Roberts, 1988; Spurr and Spurr, 1994)
- Franktown (California Ranch), 1872, had civilian stockade to protect from Indians, SW 1/4 sec. 35, T. 7 S., R. 66 W., Douglas County (Gardner, 1937; Spurr and Spurr, 1994)
- Fraser prisoner of war camp, 1944-1945, near the lumber mill west of Fraser (Robert Rupp, written commun., 1997)
- Fremont Fort, SW 1/4 sec. 2, T. 11 S., R. 63 W., El Paso County. Supposedly used by John C. Fremont as protection from Indians (Roberts, 1988)
- Fremonts Orchard stage station, Colorado Cavalry, Jan.-Feb. 1864, 1st Reg., Co. H, also had one company of the 11th Ohio Cavalry; west of Fort Morgan in the SW corner sec. 2, T. 4 N., R. 60 W., Morgan County (Roberts, 1988; Scott and Shwayder, 1993)
- Fort Gantt (Gantt's Fort), 1831-1834, fur trade post at mouth of the Purgatoire River, in sec. 12, T. 23 S., R. 52 W., Bent County (Rizzari, 1975; Spurr and Spurr, 1994)
- Fort Garland, 1858-1883, Colorado Cavalry, an important U.S. military post to provide protection for settlers in the San Luis Valley; 1st Reg., Co. I, May-Dec, 1864, Co. K, Sept.-Oct. 1862; 2d Reg., Independent Battery, July-Aug. and Oct.-Dec., 1863, Co. A, and Co. B, Dec. 1861, Co. H, July.-Aug 1862; 3d Reg., Co. F, July-Oct. 1863. Then preserved and still existent as a Colorado Historic Monument. In San Luis Valley, NW 1/4 sec. 22, T. 30 S., R. 72 W., Costilla County (Pierce, 1868; Nankivell, 1935, p. 9, 16, 17, 59; Roberts, 1988; Spurr and Spurr, 1994)
- Fort George, 1837 (see Fort Lookout and Fort St. Vrain), Weld County (Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Camp George West, in 1916 was a rifle range, named 1934, just south of South Table Mountain, sec. 36, T. 3 S., R. 70 W., Jefferson County (Nankivell, 1935, p. 202, 241, 275, 409, 410, and 498; Scott, 1976). Had German prisoners of war briefly during WWII
- Fort Gerry I, 1830's-1840, a fur trading post erected by Elbridge Gerry at the junction of Crow Creek on the north bank of the South Platte River, just north of Kuner on the South Platte River, SW corner sec. 18, T. 5 N., R. 63 W., Weld County (Hafen, 1952; Rizzari, 1977; Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Fort Gerry II, 1840-1854(?), fur trading post built on the south bank of the South Platte River opposite the mouth of Crow Creek just north of Kuner on the South Platte River, NW 1/4 SE 1/4 sec. 24, T. 5 N., R. 64 W., Weld County (Rizzari, 1977; Scott and Shwayder, 1993)
- Fort Gibson, Sept. 1865, in Colorado Territory, a camp of the Colorado Cavalry; location unknown (Muster roll)
- Gillette Station (Gitrells Rancho, Clearwater, Henderson, Poverty Ranch), 1859, a stage station on the Overland Trail occupied by the Colorado Cavalry, east of Antelope Station in the SE 1/4 NW 1/4 sec. 20, T. 11 N., R. 46 W., Sedgwick County (Scott, 1989)
- Camp Gilpin, 1861, Colorado Cavalry, Co. B, Captain Tappan, in Quartz Valley about a mile from Central City, Gilpin County, SE 1/4 sec. 2, T. 3 S., R. 73 W. (Rocky Mountain News, Aug. 6, 1861, p. 2, col. 1; Roberts, 1988, says Camp Gilpin was at Golden)
- Golden Armory, 1911, (Nankivell, 1935, p. 213, 320)
- Golden City, Oct.-Dec. 1861, Colorado Cavalry, 2d Reg., Co. D, in sec. 28, T. 3 S., R. 70 W., Jefferson County (Scott, 1976)
- Camp Golden Cycle, 1903, occupied by Colorado National Guard as protection against strikers, near Cripple Creek in the NE 1/4 sec. 29, T. 15 S., R. 69 W., Teller County (Nankivell, 1935, p. 166)
- Grays Ranch stage station (San Lorenzo, Rito de Gray), 1861, run by James S. Gray, a Kentuckian, along the Purgatoire River in SW 1/4 sec. 33, T. 32 S., R. 63 W., along modern railroad 4 miles northeast of Trinidad, later occupied by Colorado National Guard, Las Animas County (Nankivell, 1935, p. 7; Christofferson, 1982b)
- Greeley Prisoner of War Camp, 1943-1946, on highway 34 west of Greeley on the bluff above the Cache la Poudre River in sec. 1, T. 5 N., R. 67 W., Weld County (Shwayder, 1992)
- Guadalupe, Colorado Cavalry, Sept.-Nov. 1863, Apr. 1864, 1st Reg., Co. I. Fort built 1855 around the church on Conejos River about 0.5 mile east of Conejos in SW 1/4 SE 1/4 sec. 18, T. 33 N., R. 9 E., Conejos County (Muster roll)
- Camp Gunter, 1917, occupied by 2d Reg. Infantry, Colorado National Guard, WWI, at Pueblo, location unknown (Nankivell, 1935, p. 213, 340)
- Camp Hale, Nov. 16, 1942-1965, home of the 10th Mountain Division, U.S. Army, WWII, a subsidiary camp of Fort Carson, near Pando, 17 miles north of Leadville in sec. 3 and 34, T. 7 S. or T. 8 S., R. 80 W., Lake County (Roberts, 1988)
- Camp Hastings, 1904, near Trinidad, occupied by Colorado National Guard troops to protect mines and miners from mine strikers, in the center of north edge of sec. 24, T. 31 S., R. 64 W., Las Animas County (Nankivell, 1935, p. 171)

- Fort Henderson, settler fort, just upstream from mouth of Huerfano River on south side of Arkansas River in the SW 1/4 sec. 7, T. 21 S., R. 61 W., Pueblo County, Colorado
- Fort Holly, 1860's(?), settler fort, said to be east of Amity and nearly at the east boundary of Colorado along the Arkansas River, probably in T. 23 S., R. 41 or 42 W., Prowers County (Jesse Scott, written commun., 1996)
- Fort Hooker(?), Mar. 30, 1863, suggested by Colorado Cavalry to be located in Middle Park. Location unknown (Muster roll)
- Camp Hope, fall of 1858, settler camp, named by a party of gold seekers on right bank of Monument Creek, El Paso County. Location unknown (Colorado Republican and Rocky Mountain Herald, Feb. 26, 1862)
- Camp Hope, Dec. 1848, A bivouac of John C. Fremont on Embargo Creek in sec. 28, T. 42 N., R. 3 E., Saguache County (Brandon, 1955)
- Hot Sulphur Springs, Colorado Cavalry, July-Aug. 1863, 1st Reg., Co. D, in sec. 2 or 3, T. 1 N., R. 78 W., on Colorado River, Grand County (Muster roll)
- Huntsville [Fort], 1859-1877(?), settler fort (also see People's Fort), used for protection during the Indian incursions, along the east side of East Plum Creek just west of Hunt Mountain in the center of sec. 16, T. 9 S., R. 67 W., Douglas County. Fort built by D.C. Oakes (Rogers, 1967)
- IM [Ranch] Mountain Fort (Spanish Fort), date unknown, settler fort, in Park County on U.S. Forest Service land about 75 miles west of Pueblo. Walls of basalt boulders and logs; probably located in the Thirtynine Mile Volcanic Field. Location unknown (Buckles, written commun., 1985)
- Camp Independence, 1903-1904, camp of National Guard near Cripple Creek to guard against strikers, in SE 1/4 sec. 20, T. 15 S., R. 69 W., Teller County (Nankivell, 1935, p. 167)
- Innes Stockade, 1864, settler fort, east of Booneville, probably in T. 21 S., R. 61 W., Pueblo County (Aschermann, 1982)
- John Irion's Fort, 1860's, settler fort, about a mile south of Giles Ranch at Spring Valley in the middle N 1/2 sec. 34, T. 10 S., R. 66 W., Douglas County (Marr and Keiser, 1983, p. 48)
- Camp at Iron Springs, Colorado Cavalry, May-June 1864, 1st Reg., Co. K, SW 1/4 sec. 16, T. 27 S., R. 58 W., Otero County (Scott, 1972)
- Fort Jackson, 1837-1838, fur trade post, on South Platte River at head of Platte Valley Ditch near Ione, in NE1/4 sec. 19, T. 2 N., R. 66 W., Weld County (Rizzari, 1975; Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Jinks Fort(?), 1864, SW 1/4 sec. 6, T. 18 S., R. 64 W., Pueblo County, probably 5 miles north of Pinon and 1 mile south of the El Paso County line (Buckles, written commun., 1985)
- Camp Johnson, 1936, a National Guard Camp on north side of Raton Pass, at or near the point where the Purgatory River leaves Raton Pass(?) in T. 35 S., R. 63 W., Las Animas County (Denver Post, Apr. 21, 1936, p. 6)
- Jonesville (Jones Fort), 1863, settler fort, a cabin or fort built by John S. Jones at Gore Canyon near Kremmling on the Blue River in the NW 1/4 sec. 28, T. 3 S., R. 76 W., Summit County (Pyle, 1950)
- Jones Fort, 1868(?), settler fort, on the Jones Road at the west foot of Jones Pass in the SW 1/4 NW 1/4 sec. 28, T. 3 S., R. 76 W., Grand County
- Old Julesburg (first of four sites, leading up to modern Julesburg), 1850's-1860's, a trading post named for Jules Beni, early trader along the South Platte River; just east of Lodge Pole Creek; became a small town with a stage station. In SW 1/4 sec. 10, T. 11 N., R. 45 W., Sedgwick County (Scott, 1989)
- Second Julesburg, 1865-1867, a station for wagon trains, established just east of the boundary of Fort Sedgwick in the center sec. 7, T. 11 N., R. 44 W., so that whiskey could be sold to the soldiers. Abandoned when the U.P. R.R. reached third Julesburg. The first three of the Julesburgs had very close associations with the military forces at Fort Sedgwick
- Third Julesburg, 1867-1885, founded as a Union Pacific end-of-track town in the SW 1/4 sec. 27, T. 12 N., R. 45 W. The town later had a population as high as 2,000-3,000
- Fourth Julesburg (Denver Junction), or modern Julesburg, 1878-today, now a modern railroad town with nearly 100 Union Pacific trains a day
- Fort Junction, July 1864 to late 1860's, settler fort, for protection from Indians, 6 miles east of Longmont, in SE 1/4 sec. 3, T. 2 N., R. 68 W., Weld County (Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Junction Station, 1860, stage station near Fort Morgan; 1st Reg., Co. A, Apr. 1864; Co. H and 2d Colorado Cavalry, Jan.-June 1865; to guard travelers on the Overland Trail; in NE corner sec. 34, T. 4 N., R. 58 W., Morgan County (Roberts, 1988; Scott, 1989)
- Camp on Kiowa Creek, July-Aug., 1864, Colorado Cavalry, 1st Reg., Co. C. Equidistant from Denver and Fort Morgan. Could this be Camp Robbins? Adams County (Muster roll)
- La Junta Army Air Field, 1942, 3 miles north of La Junta, sec. 13, T. 23 S., R. 55 W., Otero County (Scott, 1995)
- Fort Lancaster (now called Fort Lupton), 1836, fur trade post, on South Platte River near town of Fort Lupton, SE 1/4 sec. 30, T. 2 N., R. 66 W., Weld County (Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Camp at LaPorte (see Camp Collins) (Scott and Shwayder, 1993)
- Fort Latham (see Camp Curtis), 1863 (Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Camp Lay, on Lay Creek in Moffat County(?), settler's camp or an early Army Camp called Camp Lay(?) (Roberts, 1988)
- Leadville Army Air Field, 1940's(?), Lake County. Runways prepared on frozen Turquoise Lake for army helicopters(?) (Richard Over, oral commun., 1996)
- Fort LeDuc (See Fort Maurice Ledoux)

- Fort Lewis (Cantonment Pagosa Springs), Oct. 1878-1880, to protect settlers from Indians; first location a log fort that had four U.S. Army Infantry companies and the 9th Cavalry on 6-square-mile area on the west bank of the San Juan River one mile from Pagosa Springs, in T. 35 N., R. 1 and R. 2 W., Archuleta County (McCauley, 1878; Nankivell, 1935, p. 59; Spurr and Spurr, 1994), then moved to Fort Lewis (cantonment on the La Plata)
- Fort Lewis (cantonment on the La Plata), July 1880-1891, second location of Army fort, with five companies of the 13th U.S. Infantry, four miles south of Hesperus on the Rio La Plata; still used as an experimental farm in the NE 1/4 sec. 3, T. 34 N., R. 11 W., La Plata County (Roberts, 1988; Spurr and Spurr, 1994)
- Camp Libby, 1903-1904, camp of National Guard near Cripple Creek to guard against mine strikers, location unknown (Nankivell, 1935, p. 167)
- Lillian Springs Ranche (Sand Hill Springs), 1859, stage coach station, occupied by Colorado Cavalry, in the SW 1/4 SE 1/4 sec. 25, T. 10 N., R. 50 W., Logan County (Scott, 1989)
- Limons Camp, 1889, a railroad camp, later called Limon, sec. 17, T. 9 S., R. 56 W., Lincoln County (Scott, 1994)
- Fort (Camp?) Lincoln, settler post, built August 1864 by D. C. Oakes; Co. C, 1st Reg., July-Aug. 1864; 19 miles south of Castle Rock and 1.5 mile west of Spring Valley in the SW 1/4 sec. 27, T. 10 S., R. 66 W., Douglas County (Marr and Keiser, 1983; Roberts, 1988; Spurr and Spurr, 1994)
- Little Antelope Fort, 1860's, settler post, on Cutoff Road from Fort Morgan to Denver, in the center south edge sec. 26, T. 2 N., R. 60 W., Morgan County (Scott and Shwayder, 1993)
- Living Spring, Feb. 1865, camp of Colorado Cavalry on cut-off road from Fort Morgan to Denver, in the NE 1/4 sec. 15, T. 2 S., R. 62 W., Adams County. Also known as Camp Robbins(?)
- Camp Livingston, 1835, temporary military post, near Julesburg, SW 1/4 sec. 28, T. 12 N., R. 44 W.(?), Sedgwick County, used by Colonel Henry Dodge (Roberts, 1988)
- Camp Livingston, June 1863, Colorado Cavalry, 1st Reg., Co. A. Same locality as above?
- Camp Logan, Colorado Territory, Colorado Cavalry, Nov.-Dec. 1861, 1st Reg., Co. B. and Co. H, about 75 miles west of Fort Wise. Was this in the Lamar or in the Pueblo quadrangle? Location unknown, possibly in the NE 1/4 sec. 13, T. 23 S., R. 42 W.(?), Otero County (Muster roll)
- Fort Logan (earlier called Camp Logan, Fort Sheridan, Camp Cooper), military post, ground broken 1887(?) or 1888, named Fort Logan in 1889, headquarters and training base for many military units, 7 miles south of Denver, near junction of D. & R.G. R.R. and old South Park R.R. About 0.5 mile northeast of Marston Lake in sec. 6, T. 5 S., R. 68 W., Jefferson County. Now a mental health center (Nankivell, 1935, p. 91, 98, 210, 211, and 287; Scott, 1976; Roberts, 1988; Spurr and Spurr, 1994)
- Fort Lookout, 1837, later Fort George and Fort St. Vrain (Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Los Conejos, Colorado Cavalry, Sept. 1863, 1st Reg., Co. C and Co. I Field and Staff; Sept.-Oct. 1863, Co. C; July-Aug. 1863, Co. E; Oct. 1863, 2d Reg., Independent Battery; on Rio de Conejos(?) 45 miles from Fort Garland, in San Luis Valley, NE 1/4 sec. 19, T. 33 N., R. 9 E., Conejos County (Muster roll)
- Lowry Air Force Base (Lowry Field), 1937-1994, at Quebec Street and east 6th Avenue, sec. 9, T. 4 S., R. 67 W., Arapahoe County (Scott, 1976)
- Camp Ludlow, 1913, several National Guard infantry and cavalry units as protection against coal mine strikers near Ludlow in the middle N 1/2 sec. 20, T. 31 S., R. 64 W. (Nankivell, 1935, p. 191)
- Lupton Log Post on Arkansas River near Pueblo(?), 1837, trading post, location unknown (Lecompte, 1978, p. 133)
- Fort Lupton (correct name was Fort Lancaster), 1836-1845, trading post on South Platte River. Third Reg. Cav., Co. B, Aug. 1864. A volunteer militia company forstalled an Indian attack in 1864; SE 1/4 sec. 30, T. 2 N., R. 66 W., Weld County (Nankivell, 1935, p. 39; Rizzari, 1975; Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Old Fort Lyon (earlier Fort Wise) built 1860-1861. U.S. Army fort, Colorado Cavalry and Infantry, 1st Reg., Co. M, Oct. 1863, Co. L, May-June 1864, Co. M, Jan.-Feb. 1864; 2d Reg., Independent Battery, Dec. 1862; 2d Reg, Infantry, (Field and Staff) Aug.-Oct. 1862 and Apr.-June 1863; 2d Reg., Co. A, Jan-Feb 1862, Co. D, Sept-Oct. 1862, Co. E, July-Dec. 1862 and Jan.-Feb. 1863, Co. F, Jan.-Feb., Apr., and Dec. 1862, Co. G, Aug. 1862, Co. I, Dec. 1862 and Jan.-Feb. 1863, Co. K, Jan.-Oct. 1863; 3d Reg., Co. F, Oct. 1863. Also had soldiers from one company of the 1st New Mexico Cavalry. Located in NW 1/4 sec. 35, T. 22 S., R. 48 W., Bent County. The fort was built on a low floodplain of the Arkansas River, and because of flooding and the river cutting into ground under the Fort in 1866, the fort was moved to near Las Animas [New Fort Lyon] in 1867 (Nankivell, 1935; p. 6, 9, 20, and 43; Roberts, 1988; Spurr and Spurr, 1994; Scott, 1995)
- New Fort Lyon, 1867 to today, U.S. Army fort near Las Animas in the center sec. 4, T. 23 S., R. 51 W., Bent County (Roberts, 1988), now a veterans hospital (Spurr and Spurr, 1994; Scott, 1995)
- Camp McDonald (Rifle range), 1906-1910, Colorado National Guard, near Golden, Jefferson County. Another name for Camp George West? (Nankivell, 1935, p. 188)
- Madrid Plaza (Tijeras), circa 1864, settler post on Purgatoire River west of present Trinidad, in the SW 1/4 sec. 35, T. 33 S., R. 65 W., Las Animas County
- Mancos River Cantonment, Oct. 1879, military post for protection from Ute Indians, for two months near Mancos, La Plata County (Roberts, 1988, p. 113; Denver Westerners Brand Book 6, 1950, p. 72)

- Fort Massachusetts, 1852-1858, the first permanent U.S. military post in Colorado, on Ute Creek in the San Luis Valley about six miles north of present Fort Garland, in the NW 1/4 sec. 24, T. 29 S., R. 72 W., Costilla County (Roberts, 1988; Spurr, 1994)
- Fort Maurice le Doux (Old Maurice's Fort, Fort Maurice LeDuc, Buzzards Roost, El Cuervo, Crows Nest, Fort LeDuc, and Fort Ledoux), circa 1839-1849(?), fur trade post at junction of Mineral and Adobe Creeks, 6 miles south of Florence in the NE 1/4 sec. 33, T. 20 S., R. 69 W., Fremont County (Rizzari, 1975; Scott, 1975; Lecompte, 1978; Roberts, 1988; Spurr and Spurr, 1994)
- Camp McIntire, 1896, a temporary Colorado National Guard camp, just north of Leadville in sec. 23 or 24, T. 9 S., R. 80 W., Lake County (Nankivell, 1935, p. 110; Roberts, 1988)
- Camp McKay, Nov. 1862, Colorado Cavalry, on Arkansas River in the Lamar quadrangle(?). First Lt. Dawson killed there. Location unknown
- McShane's Fort (Round Fort), 1868, a stone fort for protection from Indians about 2 miles south of Palmer Lake, in the NW 1/4 sec. 16, T. 11 S., R. 67 W., El Paso County (Roberts, 1988)
- Camp Mead, July 1863, Colorado Cavalry, 1st Reg., Co. G, and Co. M., July-Aug. 1863. Probably at the north edge of North Park near Wyoming line. "Company left Camp Collins July 6, 1863 and arrived at Camp Mead July 25, 1863. On return the command traveled through North Park then across the range to the Grand (Colorado) River****." Jackson County (Muster Roll, U.S. National Archives, microcopy 594)
- Fort Meeker (Camp Meeker), 1887, U.S. Army fort established because of a Ute Indian uprising; SW corner, sec. 23, T. 1 N., R. 94 W., Rio Blanco County (Nankivell, 1935, p. 83 and 84)
- Fort Meribeh (Fort Mary B.), 1859, built by early miners 1 mile north of Breckenridge in the NW 1/4 sec. 31, T. 6 S., R. 77 W., for protection against Ute Indians; later became part of Breckenridge, Summit County (Spurr and Spurr, 1994)
- Milk Fort (Fort Leche, El Pueblo, Peebles Fort, or Fort Independence), 1839, trading post, adobe houses in a square several miles west of Bents Old Fort occupied by American, French, and Spanish trappers; probably was in the middle of the north edge sec. 31, T. 23 S., R. 54 W., Otero County (Wislizenus, 1912; Rizzari, 1977; Spurr and Spurr, 1994; Scott, 1995)
- Fort Misery (see Fort Davy Crockett), Moffat County (Spurr and Spurr, 1994)
- Mobilization Camp (Rifle range near Golden), 1916, Colorado National Guard, in Jefferson County (Nankivell, 1935, p. 202-206, 290)
- Camp Monument Dell (Henry Station), 1869, settler post, about 4 miles south of Palmer Lake in the SE 1/4 sec. 15, T. 11 S., R. 67 W., El Paso County (Roberts, 1988)
- Fort Moore (Washington Rancho, Fort Washington), 1862, stage station on Overland Trail, occupied by Colorado Cavalry, about 6 miles NE of Sterling in the NW corner sec. 6, T. 8 N., R. 51 W., Logan County (Propst, 1979; Roberts, 1988; Scott, 1989)
- Camp More, Feb. 25, 1862, camp of Colorado Cavalry near headwaters of East Plum Creek about 45 miles from Denver and about 9 miles north of the divide with Monument Creek in the SW 1/4 sec. 34, T. 9 S., R. 67 W., Douglas County (Colorado Republican and Rocky Mountain Herald, Mar. 6, 1862)
- Fort Morgan (Camp Tyler, Post Junction, Fort Wardwell, Camp Wardwell), 1865-1868(?), Colorado Cavalry, along the South Platte River now in the town of Fort Morgan, in the NW 1/4 NE 1/4 sec. 6, T. 3 N., R. 57 W., Morgan County (Roberts, 1988; Scott, 1989; Spurr and Spurr, 1994)
- Mormon Colony winter camp, 1846, about one mile below the mouth of Fountain Creek on the south side of the Arkansas River in the SE 1/4 sec. 5, T. 21 S., R. 64 W., Pueblo County (Scott, 1975; Roberts, 1988)
- Fort Moro (El Moro), 1876, settler post, about 4 miles northeast of Trinidad on west side of Purgatoire River in the NW corner sec. 33, T. 32 S., R. 63 W., Las Animas County (Christofferson, 1982b)
- Murrays Ranch, 1860's, stage station, occupied by the Colorado Cavalry, 1st Reg., Co. A and G, July, Aug. 1865, 51 miles from Camp Robbins and east of Fort Morgan; in the SW corner sec. 22, T. 4 N., R. 56 W., Morgan County (Scott, 1989)
- Fort Namaqua (Miravalle, Big Thompson Stage Station), 1858-1862(?), fur trade post of Mariano Medina on north bank of Big Thompson River about 3 miles west of present Loveland in the NW 1/4 NE 1/4 sec. 16, T. 5 N., R. 69 W., Larimer County (Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Narraguinnep Fort, 1885, a stockade at Narraguinnep Spring, to protect cattlemen from the Ute Indians, in Narraguinnep Canyon about 25 miles northwest of Dolores, NE 1/4 sec. 14, T. 40 N., R. 16 W., Montezuma County (Roberts, 1988; Spurr and Spurr, 1994)
- Fort Nepesta, 1842, trading post (see Fort Pueblo)
- Nine-Mile Bottoms, 1860's, a temporary post of the Colorado Cavalry, on Purgatoire River presumably 9 miles upstream from the Arkansas River and southwest of Las Animas; probably in T. 24 S., R. 52 W. (Muster roll)
- NORAD underground installation (see Cheyenne Mountain Air Force Base)
- Camp in North Park (Camp Mead?), Colorado Cavalry, July 1863, 1st Reg., Co. M, Field and Staff, location unknown (Muster roll)
- Camp Number 3, Colorado Cavalry, 2d Reg., Co. C, June-Aug. 1862, location unknown (Muster roll)
- Camp Number 5, Colorado Cavalry, 2d Reg., Co. C, Mar.-Apr. 1862, 125 miles from Camp Weld, location unknown (Muster roll)
- Camp Number 6, Colorado Cavalry, Mar.-Apr. 1863, occupied by Colorado Cavalry, about 50 miles from Denver near Larkspur(?) (Muster roll)
- Camp Number 7, Colorado Cavalry, 2d Reg., Co. I, May-June 1863, camp on Grand (Colorado) River, location unknown (Muster roll)
- Camp Number 8, Colorado Cavalry, 2d Reg., Co. C, Jan.-Feb. 1863, location unknown (Muster roll)

- Camp Number 11, Colorado Cavalry, 1st Reg., Co. H, Jan.-Apr. 1863, on the South Platte River (Muster roll)
- Camp Orman, 1901, Colorado Cavalry, a camp of instruction just west of University of Colorado and overlooking Boulder Creek at Boulder, in sec. 31(?) T. 1 N., R. 70 W. (Nankivell, 1935, p. 157)
- Fort Pagosa, before 1895, military post, (see Fort Lewis [Cantonment Pagosa Springs]) in the SW 1/4 SE 1/4 sec. 32, T. 36 N., R. 1 W., Archuleta County, on Elwood Pass State Highway about 4 miles north of Pagosa Springs (Rogers, 1967; also Spurr and Spurr, 1994, p. 34)
- Camp Palmer Lake, 1910, Colorado National Guard, camp of instruction for the 2d Infantry, sec. 5, T. 11 S., R. 67 W., El Paso County (Nankivell, 1935, p. 188)
- Camp Peabody, early 1900's, at Central City, Gilpin County, Colorado National Guard, location unknown (The Colorado Magazine, v. 11, no. 2, p. 80)
- Fort Peabody, 1904, fort and shelter on Imogene Pass between Telluride and Ouray manned by National Guard Troops to keep miners from fomenting trouble at the Telluride Mines, sec. 34, T. 8 N., R. 43 W., Ouray County (Spurr and Spurr, 1994)
- Fort Pella, 1861, settler post to protect from Indians, a log fort just south of present Hygiene on south side of St. Vrain Creek, in the center N 1/2 sec. 1, T. 2 N., R. 70 W., Boulder County (Scott and Shwayder, 1993)
- Fort Peoples (Peoples Fort, Fort Oakes, or Oakes Folly), 1859(?), settler post to protect from Indians, a stockade composed of a row of double posts set in a wide circle enclosing all the ranch buildings, built during the Indian raids of 1868, 1 mile south of Huntsville on the Sarah Krull Ranch about 2 miles north of Larkspur, along East Plum Creek, in the NE 1/4 sec. 21, T. 9 S., R. 67 W., Douglas County (anonymous written commun. in University of Colorado Archives; Colorado Magazine, 1944, v. 21, no. 3, p. 114; Rogers, 1967)
- Peterson Army Air Field, 1942, 10 miles east of Colorado Springs, in secs. 17, 18, 19, 20, and 30, T. 14 S., R. 65 W., El Paso County. In 1976 called Peterson Air Force Base (Scott, 1975)
- Pikes Peak Military Reservation and Signal Station, Sept. 1873-Oct. 1888, on the top of Pikes Peak, SW1/4 sec. 7, T. 14 S., R. 68 W., El Paso County (Scott, 1975, Rupp, 1987)
- Pikes Stockade, Nov. 23, 1806, temporary military post to protect from Indians, on the south side of the Arkansas River at Pueblo, in sec. 6, T. 21 S., R. 65 W., Pueblo County (Scott, 1975; Roberts, 1988)
- Pikes Stockade, Feb. 1807, military post built for protection from Indians, five miles up the Conejos River from the Rio Grande, in the NW 1/4 sec. 7, T. 35 N., R. 11 E., Conejos County (Roberts, 1988; Spurr and Spurr, 1994)
- Camp Pleasant Valley (Pleasant Valley Camp), Colorado Cavalry camp, July-Aug., 1862, 1st Reg., Co. C, D, and E, on Purgatoire River midway between Fort Lyon and Fort Union, New Mexico; 130 miles north-east of Fort Union; also was 118 miles from Camp Clark, Las Animas County, in sec. 1, T. 33 S., R. 60 W.(?) (Muster roll)
- Point of Rocks, Jan.-Feb. 1864, 1st Reg., Co. M, Colorado Cavalry, a Cheyenne and Arapaho Indian agency and stage station. This Indian agency had been moved in 1863 from Big Timbers to Point of Rocks, Otero County, 50 miles above Old Fort Lyon on Arkansas River, just northwest of La Junta in SW 1/4 sec. 34, T. 23 S., R. 55 W., Lamar quadrangle (Taylor, 1963; Scott, 1995)
- Point of Rocks, 1864(?), Indian encampment in Bijou Basin at Fremont Fort (Fremonts Lookout), in the NE 1/4 sec. 7, T. 11 S., R. 64 W., El Paso County [In 1864, 800 hostile Cheyenne and Arapaho Indians were in camp at Point of Rocks near the head of Beaver Creek (Howbert, 1925)]
- Pueblo, Dec. 1862, Colorado Cavalry post, 2d Reg., Co. K, T. 20 S., R. 63 W., Pueblo County (Scott, 1975)
- Pueblo Army Air Base, 1941(?) -1945, 6 miles east of Pueblo, in sec. 30, T. 20 S., R. 63 W., Pueblo County. Now Pueblo Municipal Airport (Scott, 1975)
- Fort Pueblo (El Pueblo, Fort Nepesta, Pueblo Almagre, Fort Spaulding, Fort Juana, Robert Fisher's Fort, or Fort Fisher), 1842-1854, fur trade post on north side of Arkansas River and just west of mouth of Fountain Creek, in the middle sec. 36, T. 20 S., R. 65 W., Pueblo County (Scott, 1975; Rizzari, 1977; Lecompte, 1978, p. 55; Roberts, 1988; Spurr and Spurr, 1994)
- Post of Pueblo, 1867, purpose unknown, north of town of Pueblo, Pueblo County, abandoned July 2, 1867. Location unknown
- Pueblo Ordnance Depot, 1942-today, Army supply facility. In 1976 called Pueblo Army Depot; in 1980 called Pueblo Depot; 13 miles east of Pueblo, in T. 20 S., R. 62 W., Pueblo County (Scott, 1975)
- Reed Springs Stage Station, 1859, occupied by U.S. Army, Co. F, 25th Infantry and 7th Cavalry in 1867; on Smoky Hill South Trail in the SE 1/4 SW1/4 sec. 28, T. 9 S., R. 60 W., Elbert County (Roberts, 1988)
- Camp Relief, Aug. 1862, occupied by Colorado Cavalry, 66 miles northwest from Fort Lyon on route to Denver, Lamar quadrangle(?), Lincoln County(?)
- Camp Relief, 1893-1894, welfare camp, to give relief to miners unemployed by the crash of the silver price, at River Front Park in the SE 1/4 NE 1/4 sec. 28, T. 3 S., R. 68 W., Denver County (Nankivell, 1935, p. 94-95)
- Fort Reynolds (Marcy's Camp), July 1867-1872, a military post for protection from Indians, on south side of Arkansas River, 18 miles east of Pueblo and 3 miles southwest of Booneville, in the SE 1/4 sec. 11, T. 21 S., R. 62 W., Pueblo County (Scott, 1975; Roberts, 1988; Spurr and Spurr, 1994)
- Fort Rice, early 1860's to 1876, settler post, as protection from indians, in the NW 1/4 SE 1/4 sec. 35, T. 21 S., R. 62 W., or SE 1/4 SW 1/4 NE 1/4, sec. 34, T. 21 S., R. 62 W., Pueblo County (Aschermann, 1982)
- Rifle Range at Golden, 1903-1919, Colorado National Guard, probably at Camp George West (Nankivell, 1935, p. 202, 241, 275, and 409)

- Camp on Rio Las Animas, Oct. 1862, Colorado Cavalry, 2d Reg., Co. D and Co. F., Sept.-Oct., 1862, Las Animas County, location unknown (Muster roll)
- River Bend Military Post, U.S. Army, cavalry, and infantry at River Bend on Big Sandy Creek. On July 11, 1870, two troops of cavalry occupied post. On Aug. 2, 1870, Colonel Reno and cavalry were still in camp at River Bend, in the SW 1/4 SE 1/4 sec. 5, T. 9 S., R. 57 W., Elbert County (Scott, 1994)
- Riverside Stage Station, 1860's, occupied by Colorado Cavalry, on the Overland Trail 2.3 miles east of Mound Station in the SE 1/4 sec. 11, T. 9 N., R. 51 W., Logan County, visited by General G.A. Custer July 6, 1867 (Scott, 1989)
- Camp Robbins, 1860's, Colorado Cavalry, 1st Reg., Cos. E, G, and H, July-Dec. 1864, Mar.-May, July, Aug. 1865, on cutoff road to Denver, 45 miles from Ft. Wardwell (Fort Morgan); 51 miles from Murrays Ranch to Camp Robbins; 300 miles to Fort Lyon, also known as Living Spring Stage Station, in the NE 1/4 sec. 15, T. 2 S., R. 60 W., Adams County (Muster roll)
- Fort Robidoux or Roubideau (see Fort Uncompahgre), 1830 (Spurr and Spurr, 1994)
- Rocky Ford Auxiliary Army Airfield (Ordway Number 2 Airport?), 1940's, sec. 16, T. 22 S., R. 56 W., Crowley County (Scott, 1995)
- Rocky Mountain Arsenal, 1942-1957, 12 miles northeast of Denver in center sec. 2, T. 3 S., R. 67 W., Adams County (Scott, 1976; Roberts, 1988)
- Camp Rose (Toll Gate or Benny Station), military camp 1867-1869, on Benny Canyon about one mile east of Cochetopa Pass [The term "Toll Gate" probably referred to John Lawrence's proposed toll road to Los Pinos Agency] (McCullough, 1998). A second account states that Major Thomas E. Rose in 1880 established a camp about thirty miles west of Saguache that was called "Cochetopa Camp." A third account places Major Rose's camp three miles west of the old toll gate on Luders Creek in the winter of 1873 (McCullough, 1998)
- Camp Ross, Colorado Cavalry, Nov.-Dec. 1862, 1st Reg., Co. E, on Arkansas River near Bents Old Fort(?), Lamar quadrangle, location unknown (Muster roll)
- Russellville, 1858, a mining camp, SW corner sec. 17, T. 8 S., R. 65 W., Douglas County (Rogers, 1967)
- Fort St. Vrain (Fort Lookout, Fort George), 1837(?)-1845(?), a fur trade fort, but later served as a way station for prospectors and freighters, then as a county seat and as a post office, on South Platte River in the SE 1/4 sec. 26, T. 4 N., R. 67 W., Weld County (Rizzari, 1975; Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Camp Sanborn, 1860's, Colorado Cavalry, as a protection from Indians, 1st Reg., Co. C, Jan.-Feb. 1864; Co. H, Jan.-June, 1864. In secs. 16 and 17, T. 4 N., R. 61 W., Weld County, 45 miles from Camp Robbins, also 27 miles from Junction Station, 80 miles from Denver (Scott and Shwayder, 1993)
- Fort Sanders, 1858, fur trade post 4 miles southwest of present Brighton, in the SW 1/4 sec. 26, T. 1 S., R. 67 W., Adams County (Scott, 1976; Rizzari, 1977)
- Fort Sangre de Cristo (see Spanish Fort)
- Fort Schofield, a military post, at Hot Sulphur Springs, date(?), in sec. 32, T. 2 N., R. 79 W., or T. 1 N., R. 78 W., Grand County (Pierce, 1868)
- Fort Sedgwick (Camp Rankin) Colorado Cavalry, May 1864-1871; in September 1864, Captain Nickolas J. O'Brien arrived and soon began constructing a fort about a mile west of Old Julesburg. It was in the SW 1/4 sec. 9, T. 11 N., R. 45 W., Sedgwick County (Roberts, 1988; Scott, 1989; Williams, 1993; Spurr and Spurr, 1994)
- Camp Segundo, 1904, camp of National Guard just west of Trinidad in the SW corner of sec. 35, T. 33 S., R. 66 W., Las Animas County, to control a strike by coal miners (Nankivell, 1935, p. 171)
- Sharps Trading Fort (Buzzard Roost or Sharps Post), 1870, a log trading station along the Taos Trail 1 mile southeast of Malachite built by Tom Sharp, in the SE corner sec. 31, T. 26 S., R. 70 W., Huerfano County (Christofferson, 1982a)
- Fort Sheridan (see Fort Logan) (Scott, 1976; Spurr and Spurr, 1994)
- Shriever Air Force Base (also see Falcon Air Force Base). Renamed on June 5, 1998
- Camp Sopris, 1904, camp of National Guard to protect the mines, the miners, and their families against coal mine strikers, west of Trinidad, in the NW 1/4 sec. 33, T. 33 S., R. 64 W., Las Animas County (Nankivell, 1935, p. 171)
- Post at town of South Platte, 1875, settler fort, on south side of South Platte River across from present Merino; had "a solid wall 30 inches thick with but one entrance and portholes all around to shoot through," in the SW 1/4 sec. 25, T. 6 N., R. 54 W., Logan County (Propst, 1979, p. 142; Scott 1989)
- Spanish Fort (Fort Sangre de Cristo), 1819, low stone walls of a triangular fort built by Spanish Governor Facundo Malagres about 5 miles northeast of Sangre De Cristo Pass and about 25 miles west of Walsenburg to defend against American traders and the U.S. Army; at foot of last ascent to the Pass and close to Oak Creek on a hill overlooking Oak Creek and the valley of the Taos Trail in sec. 36, T. 27 S., R. 70 W., Huerfano County. Attacked by Indians in 1819, then abandoned (Roberts, 1988; Spurr and Spurr, 1994)
- Camp Splitrock, July 1863, Colorado Cavalry, 1st Reg., Co. I, location unknown, Lamar quadrangle(?) (Muster roll)
- Camp Spooner, 1858, along South Platte River about 3 miles north of Denver, center sec. 14, T. 3 S., R. 68 W., Denver County(?) (McGrew, 1937, p. 16-17)
- Spring Bottom Stage Station, Colorado Cavalry, 1st Reg., Co. L, July 1863, May and Oct. 1864, above Rocky Ford on Arkansas River, in the middle of south edge sec. 22, T. 22 S., R. 57 W., Otero County (Doll, 1987; Long, 1954; Scott, 1995; Shaffer, 1978; Wright, 1901)

- Camp Stanton, Colorado Cavalry, 1st Reg., Field and Staff, Sept. 1863, location unknown (Muster roll)
- Camp Starkville, 1904, camp of National Guard for protection of mines and miners from coal mine strikers, in the NE 1/4 sec. 2, T. 34 S., R. 64 W., Las Animas County (Nankivell, 1935, p. 171)
- Camp Starvation, 1873, a military(?) camp near Parrott City where a small group of men under Captain John Moss survived on berries, roots, bark, and small game for 18 days while nursing an injured companion. In T. 36 N., R. 112 W, La Plata County
- Fort Sterling, 1870's, a sod fort that was 200 feet square, as a protection from Indians, in sec. 29, T. 8 N., R. 52 W., Logan County (Young, 1927)
- Fort Stevens; fort named, but never built. Apparently planned as a shelter from Indians. Two places have been designated as the correct location:
1. July-Sept. 1866, on the Apishapa River at or near present Aguilar(?). About 20 miles north of Trinidad in sec. 27, T. 30 S., R. 65 W., Las Animas County (Roberts, 1988; Spurr and Spurr, 1994)
 2. 1866, 2 miles southwest of Gardner in the SE 1/4 sec. 26, T. 26 S., R. 70 W., Huerfano County (Christofferson, 1982a)
- Camp Stillwell, Colorado Cavalry, 1st Reg., Co. D, June-July 1863, at Hot Sulphur Springs in Middle Park, in the SW 1/4 sec. 2, T. 1 N., R. 78 W. (Muster roll)
- Fort Talpa (Huerfano Canon, Spanish Fort), 1820, settler fort for protection from the Plains Indians, at Farisita, Colorado, in the SE 1/4 sec. 35, T. 26 S., R. 69 W., Huerfano County (Roberts, 1988; Spurr and Spurr, 1994)
- Camp Tappan, Colorado Cavalry, 1st Reg., Co. D, Dec. 1862, on Arkansas River, location unknown (Muster roll)
- Camp Telluride, 1903-1904, Troop A, First Squadron Cavalry, Colorado National Guard, to protect the mines and miners, in T. 43 N., R. 9 W., San Miguel County (Nankivell, 1935, p. 171)
- Camp Thompson, April 1863, Colorado Cavalry, 1st Reg., Co. F, Apr. 1863. Muster roll says: "Left Camp Weld [Denver], Colorado Territory, Apr. 21, 1863, for Ft. Lyon, arrived at Camp Thompson, C.T. [Colorado Territory] Apr. 30, 1863, distance 180 miles." Location unknown (Muster roll)
- Fort Tilla(?), pre-1864, apparently a settler post, 11 miles east of Pueblo on the north side of the Arkansas River and south of U.S. Highway 50 in sec. 1, T. 21 S, R. 63 W., Pueblo County
- Camp Trinidad, 1943-1945(?), Trinidad Relocation Center, Japanese internment camp (WWII), about 5 miles northeast of Trinidad at common corner of sections 1, 2, 11, and 12, T. 33 S., R. 63 W., Las Animas County (Leonard and Noel, 1990)
- Camp Trinidad, 1913 and 1917, Colorado National Guard, Companies G and H, in sec. 13, T. 33 S., R. 64 W., Las Animas County (Nankivell, 1935, p. 190)
- Camp Tyler, 1864 (see Fort Morgan) (Scott, 1989)
- Cantonment on the Uncompahgre (see Fort Crawford)
- Fort Uncompahgre (Fort Roubidoux, Roubideaux's Old Fort), circa 1830-1844, a log fur trading post and military post built by Antoine Robidoux on left bank of Gunnison River at junction with Uncompahgre River, near Delta, in the NW 1/4 sec. 20, T. 15 S., R. 96 W., Montrose County (Rizzari, 1977; Roberts, 1988; Spurr and Spurr, 1994)
- United States Air Force Academy, 1954-today, north of Colorado Springs, in T. 12 S., R. 67 W., El Paso County (Scott, 1975)
- United States Air Force Finance Center, 1950(?), at Lowry Air Force Base (Lowry Field) in sec. 9, T. 4 S., R. 67 W., Arapahoe County (Leonard and Noel, 1990)
- United States Army Fitzsimons General Hospital, 1918-1996, sec. 36, T. 3 S., R. 67 W., Adams County (Scott, 1976)
- United States Army General Hospital, Colorado Springs, El Paso County, location unknown
- United States Army Medical Depot, at 38th and York Streets, in northeast Denver in the NW 1/4 sec. 25, T. 3 S., R. 68 W., Denver County
- United States Denver Ordnance Plant, was Remington Arms Plant, now Denver Federal Center, Jefferson County (see Denver Arms Plant) (Scott, 1976)
- Unnamed camp near Bents Old Fort and 33 miles from Camp Caldwell (Kings Ferry?), Colorado Cavalry, SW 1/4 sec. 1, T. 24 S., R. 55 W., Otero County (Muster roll)
- Valley Station, 1859, stage station; 1st Reg., Co. C, Jan.-Feb., 1865, Co. A, July-Aug., 1865; had one company 3rd Colorado Cavalry(?) to guard the Overland Trail just east of Sterling, SW corner sec. 13, T. 8 N., R. 52 W., Logan County (Roberts, 1988; Scott, 1989)
- Fort Vasquez, 1835-1840, fur trade post, on South Platte River near Platteville, in the SW 1/4 NE 1/4 sec. 30, T. 3 N., R. 66 W., Weld County; later used by emigrants and soldiers on the Overland Trail (Long, 1954; Rizzari, 1975; Roberts, 1988; Scott and Shwayder, 1993; Spurr and Spurr, 1994)
- Camp Victor, 1903-1904, camp of Colorado National Guard to protect mines and miners, in the NW 1/4 sec. 32, T. 15 S., R. 69 W., Teller County (Nankivell, 1935, p. 164, 167)
- Virginia Dale Station, 1862, 21st New York Cav., Oct. 1865, 7th Michigan Cav., Co. M, July 1865, SE corner sec. 29, T. 12 N., R. 71 W., Larimer County
- Camp Walsenburg, 1913, Colorado Cavalry, for protection from strikers, in sec. 9, T. 28 S., R. 66 W., Huerfano County (Nankivell, 1935, p. 190, 196, 480-482)
- Walsenburg Fort, 1860's(?), built along Cuchara Creek at site of Walsenburg by German settlers for safety from Indians, sec. 9, T. 28 S., R. 66 W., Huerfano County (Brigham, 1938)
- Fort Wardwell (see Fort Morgan)
- Fort Washington (Ben Quick Ranch Fort), 1860's, to protect settlers from Indians, just north of Perry Park, in the SW 1/4 sec. 13, T. 9 S., R. 68 W., Douglas County (Roberts, 1988; Spurr and Spurr, 1994)
- Washington Rancho (Moore's, Fort Moore), 1862, stage station, occupied by the Colorado Cavalry, center of south line of sec. 36, T. 9 N., R. 52 W., Logan County (Scott, 1989)

Camp Weld (Fort Weld, Camp Elbert), camp of Colorado Cavalry, 1861-1865; 1st Reg, Co. C., Sept.-Dec. 1863, and Independent Battery, Jan.-Apr. 1864; 2d Reg. Co. C, Feb. 1862, Co. D, Jan.-Feb. 1862, Co. E, Sept.-Oct. 1862, Co. G, Oct. 1862, Co. I, Oct. 1862; 3d Reg., Cos. A, B, and D, Jan.-Feb. 1863, Co. G, July-Aug. 1863; 0.5 mile south of Colfax Avenue, east of South Platte River, at Vallejo Street and W. 8th Avenue, in the SW 1/4 sec. 4, T. 4 S., R. 68 W., Denver County, to administer, train, and house military men (Nankivell, 1935, p. 5, 7, 18, and 20; Scott, 1976; Roberts, 1988; Spurr and Spurr, 1994)

Camp Wheeler, Colorado Cavalry, 1st Reg., Co. C, Sept.-Dec. 1864, one mile south of center of Denver in Lincoln Park at 11th to 13th and Osage to Mariposa, in the NE 1/4 sec. 4, T. 4 S., R. 68 W., Denver County (Nankivell, 1935, p. 59; Gardner, 1937; Roberts, 1988)

Cantonment on White River, Oct. 14, 1879-Aug. 7, 1883, a temporary military post for protection from the Ute Indians; the log and frame buildings later became part of present Meeker, Colo., in the NW 1/4 sec. 26, T. 1 N., R. 94 W., Rio Blanco County (Roberts, 1988)

Fort Wicked, 1860-1869, at Holon Godfrey's Road Rancho, in the SE 1/4 NW 1/4 sec. 35, T. 6 N., R. 54 W., Washington County (Propst, 1979; Scott, 1989; Spurr and Spurr, 1994)

Camp Wilder, 1910, Colorado National Guard, in Big Jimmy Gulch, Douglas County (Nankivell, 1935, p. 356)

Fort William, 1833 (see Bents Picket Post Stockade). Name also applied to Bents Old Fort during its early existence (Spurr and Spurr, 1994)

Wilson's Houses (Albert G. Wilson) trading post, at Big Timbers on the Arkansas River below Bents Old Fort in 1843, in T. 22 or 23 S., R. 46-48 W., Bent or Prowers County

Wisconsin Rancho (Bull Ranch), 1862(?), Colorado Cavalry, 1st Reg., Co. A, May-June 1865, just southwest of Sterling, Colo.; had soldiers stationed to guard travelers, in the NW 1/4 sec. 20, T. 7 N., R. 52 W., Logan County (Scott, 1989)

Fort Wise (Camp Wise), Aug. 29, 1860, early name for Old Fort Lyon, in the NW 1/4 sec. 35, T. 22 S., R. 48 W., Bent County; site picked 1860 and constructed on low ground just west of Bents New Fort, Bent County (Nankivell, 1935, p. 6, 7, 19, 24, 25, and 28; Spurr and Spurr, 1994; Scott, 1995)

Wolf Den Trading Post, 1840's, secs. 29 and 32, T. 21 S., R. 60 W., Pueblo County (Buckles, written commun., 1985)

Camp Wynkoop, Colorado Cavalry, 1st Reg., Co. F, May-June 1864, on Fountain Creek 18 miles from Camp Anderson, location unknown (Colorado Republican and Rocky Mountain Herald, Mar. 20, 1862; Muster roll)

William Young Ranch, 1860's, occupied by Colorado Cavalry, south of Colorado Springs on Fountain Creek near Young Hollow in NW 1/4 sec. 13(?), T. 18 S., R. 65 W., Pueblo County

CAMPS LISTED IN COLORADO MORNING REPORTS

In the Colorado Archives are "Morning Reports" of the Colorado Cavalry, which mention camps known to have been in Colorado.

Camp Anderson, Mar. 2, 1863
 Camp Chivington, Mar. 1863, 6 miles south of Denver
 Camp Cobb, Mar. 1, 1862
 Camp Colorado, Feb. 28, 1862, at Colorado City
 Camp Curtis, Feb. 28, 1864, at Latham(?)
 Camp Davidson, Feb. 24, 1862
 Camp Downing, Mar. 5, 1862
 Camp Elbert, Mar. 5, 1862
 Camp Evans, Mar. 5, 1862
 Camp Fillmore, Mar. 5, 1863
 Camp Hooker, April 1863
 Camp Lincoln, April 1863, Douglas County
 Camp Sopris
 Camp Stanton, Mar. 6, 1863
 Camp Sulphur Springs, April 1863
 Camp Thompson, April 1863
 Camp Wynkoop, Feb. 3, 1863

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