

# Historic Trail Map of the Trinidad 1° × 2° Quadrangle, Southern Colorado



By Glenn R. Scott

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Denver Public Library, Western History and Genealogy Department

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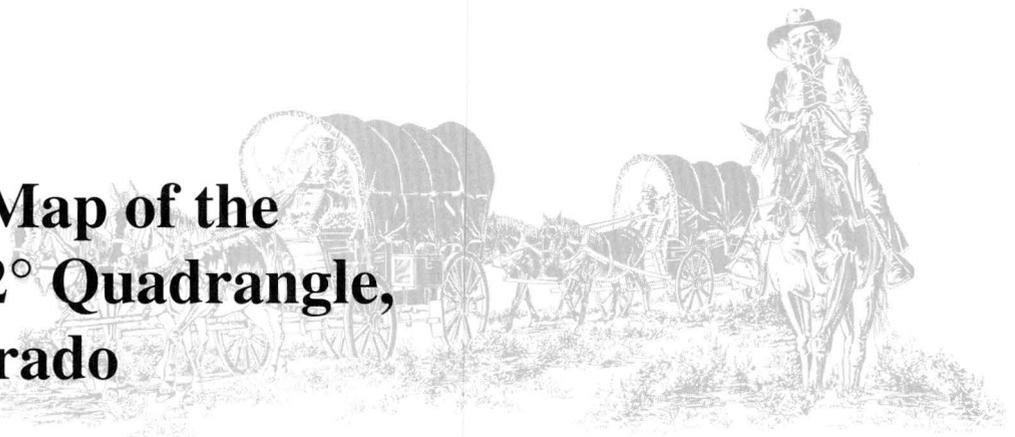
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## Introduction

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

Alamosa	March 8, 1913
Conejos	November 7, 1861
Costilla	November 1, 1861
Custer	March 9, 1877
Huerfano	November 1, 1861
Las Animas	February 9, 1866
Otero	March 25, 1889
Pueblo	November 1, 1861
Saguache	December 29, 1866

The formal Colorado Territory was established on February 28, 1861, and Colorado officially became a State in 1876. Settlement of the Trinidad area had started in the 1840's when Hispanic people moved northward into the area from New Mexico. There were animal trails and a few established walking or horseback trails but no wagon trails at that time. In the mountains, access was difficult for all travelers because of the bouldery valley bottoms.

Many of the historic trails in the Trinidad 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 Trinidad area was in the 1500's. The Spaniards continued to visit the area into the 1700's. The rivers and creeks of the area were traversed by fur trappers and traders in the 1830's and 1840's in the search for beaver pelts. The fur trappers and traders also sought trade with the Indians. Fur trade routes were established between Taos, New Mexico, and Bent's Old Fort and later to 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 south and east across the Trinidad quadrangle. Essentially, no trail had an important destination inside the Trinidad quadrangle until

the earliest towns were founded in the early 1850's. Previous to that the trails that crossed the quadrangle included: the Taos Trail [Trappers Trail or Sangre de Cristo Trail], which came northward from Taos, New Mexico, and headed toward Pueblo, Colorado, and Laramie, Wyoming; the Old Spanish Trail which came northward from Santa Fe through Fort Garland and the San Luis Valley, then northwestward across the north end of the San Luis Valley bound for Saguache, Cochetopa Pass, and points west; the Mountain Branch (fig. 1) and the Purgatoire Division of the Santa Fe Trail from the Arkansas River which entered the northeast and east edges of the quadrangle, crossed the Purgatoire River, then left the quadrangle over Raton Pass.

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, and fording streams where necessary. The first roads generally were established along animal trails or Indian trails and then were improved by toll road builders or government road builders. Roads passable for wagons were graded in places and generally were free from tree stumps, large boulders, and deep ruts. Diaries kept by some of the travelers give accounts of the stages turning over when traversing steep slopes along valleys. Deep streams had to be bridged; shallow streams were forded. The post roads and toll roads listed and shown on the historic trail map were built quickly and had very rough surfaces compared to the paved and even unpaved roads prepared today. Over the years 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 stagecoaches to surreys, buggies, open spring wagons, or even handcarts, such as those used by the Mormons during their immigration to Utah. Travel on the roads must have been especially difficult after strong rains or heavy snowfall. On mountain roads heavy snowfall generally shut down the passage of both mail and passenger traffic. In this report the actual routes of travel of stages from one point to another can be ascertained by reference to the lists of Post Roads which detail the most-used routes of travel in the Trinidad quadrangle.



Wah-Be-Git, Ute Native American man. Photograph by Rose & Hopkins, about 1899. (H-434)

Stage lines and stations were established on the Taos Trail and on the Santa Fe Trail. 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 take meals along the routes. 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 in 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.

Several incentives led to the establishment of stage lines into Colorado. The principal need was for transportation of people, but almost as important was the transport of freight and mail, which constituted a large part of the profit for the stage companies. Many contractors began transporting freight as soon as roads were built. However, operators of the stages had to submit bids to the post office department for the privilege of carrying the mail, and 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 traffic along the roads also included freighters, immigrants, and gold seekers.

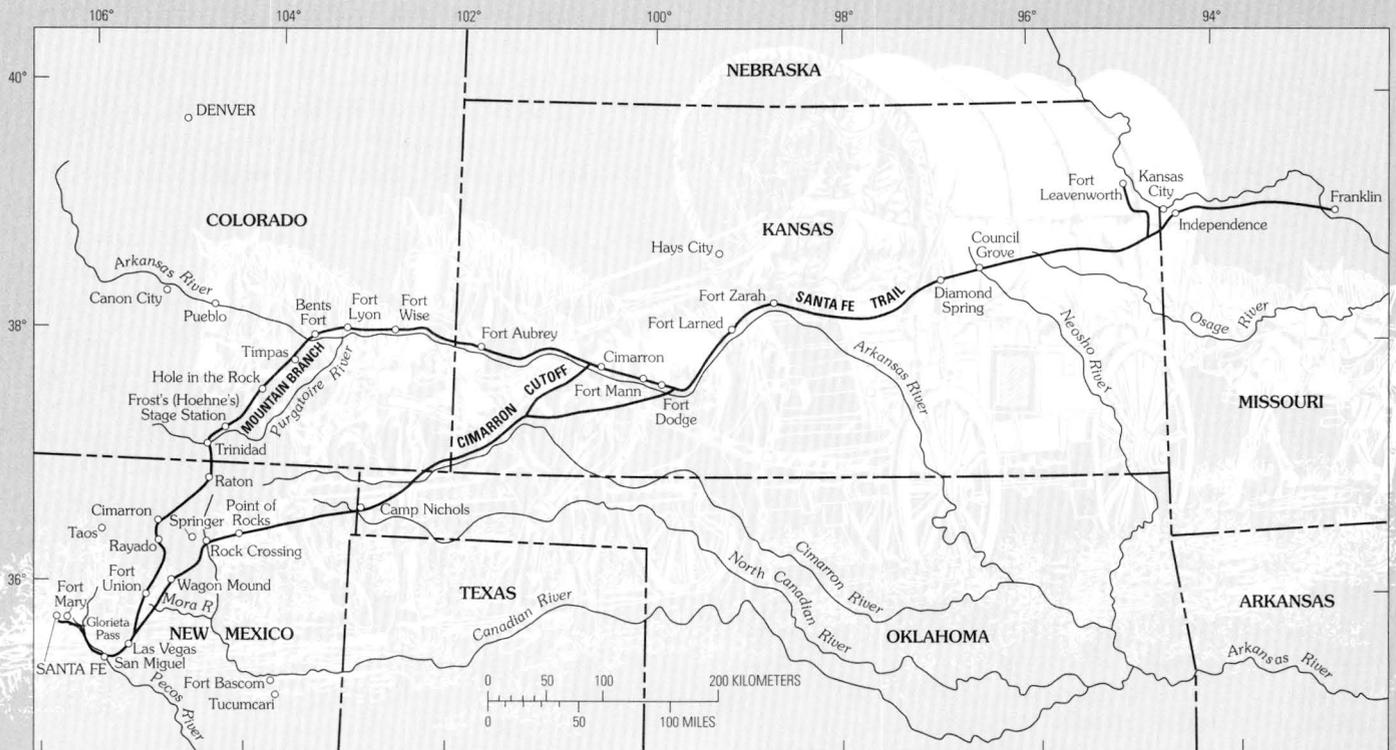


Figure 1. Map showing selected routes of the Santa Fe Trail in use from 1821 to early 1880.



*Weary pioneers pose beside their conestoga wagon train sometime between about 1880 and 1890. Location and photographer unknown. (Z-308)*

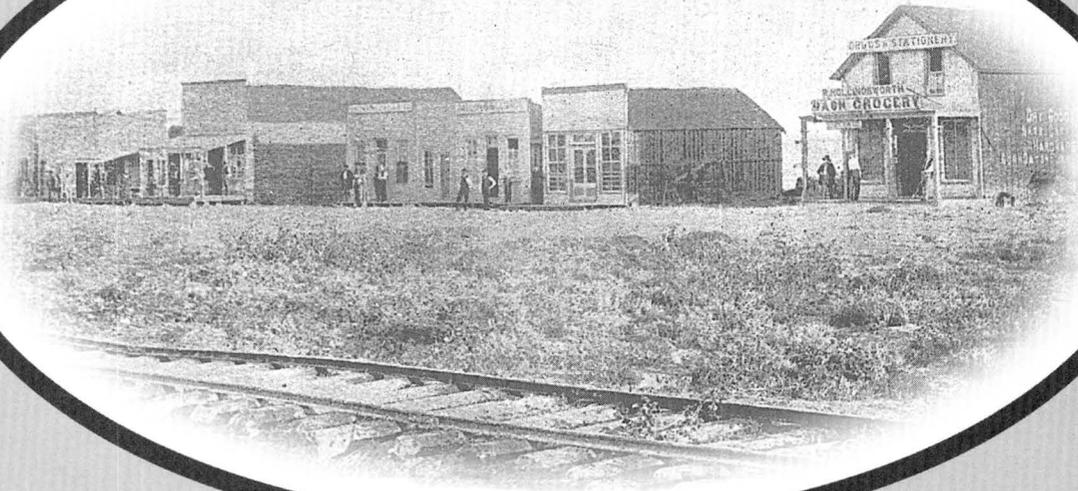
During most of the time the trails were used, travel was hazardous for several reasons. The best known reason was that the Indians were antagonized by the intrusion of the white settlers into their native lands; therefore, the Indians tried to discourage settlement. The Ute Indians were particularly troublesome in the Trinidad quadrangle. Treaties between the tribes and the government were agreed to, but were commonly broken either by the Indians or the white intruders. In the early years (1858-1863) when there were fewer 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 travelers along the stage lines. Retaliation by the Indians became most active after the Sand Creek massacre on November 29, 1864, along Big Sandy Creek about in the middle of section 24, T. 17 S., R. 46 W., in Kiowa County southeast of the present site of Kit Carson northeast of the Trinidad quadrangle (oral commun, 1999, Christine Whittaker, National Park Service). 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 military fortified and stationed troops at some of the existing stage stations. New forts that were garrisoned with small troops of cavalry also were built 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. In the 1870's, buffalo hunting became a profitable business. Hunters and skinners moved onto the plains and the herds rapidly decreased. Finally, the military permitted the slaughter of the bison on the plains which deprived the Indians of their main food supply, and probably accomplished more than any other method to stop the depredations of the Indians and force them into submission and onto reservations (Duncan, 1987, p. 201).

Even if the Indian Tribes had remained peaceful, travel along the stage 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. In the summer seasons, the rivers held few water holes, and some of the ephemeral streams dried up. The shortage of game resulted in part from the lack of water and from early travelers depleting the game or driving it away; thus, later travelers had difficulty in procuring meat. Along the dry routes, some people died of thirst or starvation during the summers or froze to death during the harsh winters.

Westward movement and settlement by 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

## Trinidad Plaza, 1881



*Trinidad Plaza (now First Street) in Trinidad, February 1881. Signs and lettering on the two-story building on the right read “A&H Grocery,” “R. Hollingsworth,” “Drugs and Stationery,” and “Dry Goods Hardware.” Railroad tracks with rough-hewn ties are in the foreground. Photographer unknown. (X-1929)*

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—about the distance a team and wagon could travel to get 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 Trinidad and other mountain communities with the east.

After settlements were established on the plains and in the mountains, a system of distribution of mail became more formalized. The first mail routes in the west were called Star Routes. Prospective carriers had to bid for mail routes that had been publicly advertised. Contractors had to provide their own transport and other equipment to deliver the United States Mail; however, they were also permitted to carry freight, passengers, and express mail. Mail, freight, and express mail had earlier been delivered by the stage companies. According to McCullough (1998), upon arrival of the mail, the carrier would empty the mail sacks into a large wooden box. Those expecting mail would sort out their own

letters. Mail might be delivered only once a week or even less often. In 1866, mail to the San Luis Valley traveled from Pueblo over the Sangre de Cristo Pass and entered the San Luis Valley at Fort Garland, then south to San Luis, Costilla, and on to Santa Fe, New Mexico.

### Unsolved Problems

Locations of some 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 many published maps. Some place names listed in the toll road charters could not be located or accurately placed on the Trinidad trail map. 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 many 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 for accurately identifying and locating the trails are 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 timetables, and books. The names and locations of towns were obtained from old maps, gazetteers, 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; nevertheless, each place where a town post office existed is shown. Published articles about events along the historic trails in the quadrangle were a great help in preparing the map. Hundreds of U.S. Geological Survey aerial photographs of the coal mining areas at a scale of about 1:20,000 were examined with a stereoscope to locate the railroads, coal company settlements, and some of the trails; in addition, trails plotted from the land plats were searched for on the aerial photographs. Many parts of the trails are still detectable on the aerial photographs because little of the Trinidad area was ever plowed. However, wind erosion has obliterated parts of the trails. Very little use of some trails was made after the middle of the 20th century. Only the aerial photographs of coal mining areas were studied stereoscopically in order to find old trails; many trail segments were found. Aerial photographs of areas outside of the coal mining areas were not readily available, but some were examined.



*West and East Spanish Peaks, probably in the late 1890's, from the northwest. In the foreground are resistant igneous rock dikes that form prominent natural rock walls. The dikes were intruded into soft Eocene beds. (U.S. Geological Survey Photographic Library, G.W. Stose 675.)*

# *Great Sand Dunes National Monument and Preserve*



*View north of transverse sand dunes in Great Sand Dunes National Monument and Preserve. The east-facing slopes (sunlit areas) are steeper than the long sweeping west-facing slopes and indicate winds predominantly from the west. The high peaks of the Sangre De Cristo Mountains are in the background. Photograph by W.H. Hill, U.S. National Park Service, probably in the 1950's or early 1960's.*

Therefore, most of the trails ultimately were plotted from those shown on the land plats made from 1869 to 1882, and from old privately published maps. Finally, the trails, railroads, stage stations, towns, and other features were transferred to scale-stable mylar base maps of the Trinidad quadrangle.

More than 110 books and articles and more than 100 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 in the Western History and Genealogy Department of the Denver Public Library. Also, other researchers of early immigration trails and of Colorado history 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. The official records of Colorado that are preserved in the Colorado Archives provided almost all of the information about toll roads in the quadrangle. After I had searched Archive 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). William H. Bauer, the senior author of the book about Colorado Post Offices, provided me a complete set of Colorado Highway Department maps for the Trinidad quadrangle on which he had located all of the post offices in the quadrangle. Also the General Land Office plats and surveyor's field notes were examined at the U.S. Bureau of Land Management, 2850 Youngfield St., 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 also to the annotated aerial photographs of the geological surveys of the coal lands in Las Animas and Huerfano Counties; these permitted me to more accurately locate all of the railroad spur lines that went to the coal mines. The National Mapping Division, Mapping Center, U.S.G.S., helped me to study a small part of their immense coverage of their low altitude aerial photographs of the Trinidad quadrangle. Charles Albi and Kenton Forrest of the Colorado Railroad

Museum reviewed the text concerning railroads and made many revisions concerning railroad names and routes, and they made suggestions about content that improved the accuracy and made it easier to understand which rail lines actually operated in the map area. Ken Fletcher, a railroad historian of Denver, supplied accurate information about the horsecar and electric streetcar lines of Trinidad that he had researched from the Trinidad newspapers of 1881 through 1923. This material filled a serious gap in my knowledge and I really benefited from his help. 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. Ruth Marie Colville of Del Norte, Colorado, gave me valuable advice about the location of the Old Spanish Trail near San Pedro Mesa. Charles L. Pillmore of the U.S. Geological Survey, who is very knowledgeable about the coal area of the Trinidad quadrangle, reviewed the map and text and made corrections and additions. Nancy Christofferson of La Veta, Colorado, author of historical maps of Custer, Huerfano, and Las Animas Counties within the Trinidad quadrangle, provided information that let me locate the approximate site of Fort Stevens. Virginia Simmons of Del Norte helped locate several abandoned mining camps near Crestone, Colorado.

## Established and Proposed Wagon Roads and Toll Roads in the Trinidad 1° × 2° Quadrangle

(Name of road, date of incorporation, volume number as listed in the Colorado Archives, and description of each road are shown. Abbreviation "Co." = Company.)

- Abeyta Pass Toll Road Co., Dec. 15, 1873, E-195, from Abeyta or Veta Creek over the range and down Sangre de Cristo Creek, about 20 miles, all in Huerfano and Costilla Counties
- Abeyta Pass Wagon Road Co., Dec. 26, 1873, E-214-215, from Abeyta Creek at the crossing ten miles east of the Sangre de Cristo Divide, then to the western boundary of Huerfano County; also Dec. 22, 1893, v. 45
- Alamosa and Pagosa Springs Wagon Road Co., Apr. 29, 1878, B-139, from Alamosa, Conejos County, to Pagosa Springs, Conejos County, a distance of 85 miles
- Alamosa and Pagosa Springs Wagon Toll Road Co., Sept. 19, 1878, 1-83, from Alamosa, Conejos County, to Pagosa Springs, Conejos County, following Alamosa Creek from the Falls and upstream to the headwaters of the East San Juan, thence downstream to Pagosa Spring, passing through part of Rio Grande County

Alamosa San Juan & Pagosa Toll Road Co., Feb. 10, 1882, 11-56, from Alamosa, Conejos County, to Tipton's Ranch in Cat Creek Canon, then southwest to the Alamosa River, then upstream to the summit of the divide between Alamosa and the San Juan Rivers, then down the San Juan to Pagosa Springs; also a branch from near Lookout Mountain in Rio Grande County to Summitville

Alamosa, Summit & Pagosa Springs Toll Road Co., July 13, 1877, A-386, from the mouth of Alamosa Canyon, Conejos County, up Alamosa Creek, across the divide and thence down the San Juan River to Pagosa Springs

Canon City, Grand River, and San Juan Road Company, Nov. 6, 1861, from Canon City to the 28th mile of the Canon City-Hamilton road southerly via Poncha and Sawatch Passes to an intersection with Loring's road from Ft. Garland to Salt Lake City along the Rio Grande del Norte (Hill, 1949, p. 119)

Cucharas & Moreno Valley Wagon Road Co., Feb. 6, 1868, C-365, from the south line of Huerfano County where it crosses the Cucharas River, extending up the valley, across Cucharas Pass and terminating in Moreno Valley

Cucharas & Sangre de Cristo Wagon Road Co., June 15, 1868, C-399, from the Cucharas River, up Veta Creek, and over the Sangre de Cristo Range to the head of Sangre de Cristo Creek. Apparently this route began at the Francisco homestead at present La Veta, extended up South Veta Creek and crossed the summit of the range at present La Veta Pass

Denver and San Luis Valley Wagon Road Co., Feb. 10, 1865, p. 127-130, from Denver, in a southerly direction, to the crossing of Plum Creek, about three miles above the mouth thereof, thence southerly to the place where the road leading from Colorado City to South Park crosses the south branch of the South Platte River, thence southerly to the point where the roads leading from Canon City to California and to Montgomery diverge, thence southerly to the crossing of the Arkansas River, known as the drift, about fifteen miles above Canon City, thence southerly through or across Poncha Pass to the crossing of the Rio del Norte, thence by way of the Conejos agency and Los Pinos to the southern boundary of the territory

Fort Garland, Summit & Decatur Toll Road, Nov. 1, 1875, F-130, from Fort Garland in Costilla County, westerly to the Rio Grande, crossing near the mouth of the Alamosa River, then extending westward up the Alamosa River valley to the Decatur Mining District in Conejos County, then to the Summit Mining District in Rio Grande County about 75 miles

Grayback Toll Road Co., May 28, 1879, 1-404, from the mouth of Grayback Creek in Huerfano County, upstream 4 miles to near the carbonate and iron mines to the summit of the Grayback Mountain

Huerfano County Territorial Road, Feb. 13, 1874, p. 232, to establish a territorial road in Huerfano County. The most usual traveled road between B.T. Howard's Ranch in Huerfano County by way of St. Mary's, then southwest through the ranch of Hamilton Brothers on the North Beyta and thence to the mouth of the South Beyta Canon is hereby declared to be a Territorial Road

Huerfano County Territorial Road. By act of Colorado Territorial Legislature Assembly of Feb. 13, 1874, the usual traveled road between B.T. Howard's Ranch in Huerfano County, by way of St. Mary's, thence southwest thru the ranch of Hamilton Brothers on the North Beyta, and thence to the mouth of the South Beyta Canon, is hereby declared to be a Territorial Road. Repealed 1877, p. 799

*A wagon train of covered wagons pulled by oxen sometime between 1870 and 1880. Stopped for midday rest and refreshment. Location and photographer unknown. (X-21874)*



LaJunta & New Mexico Road Co., July 15, 1876, F-381, from the Colorado-New Mexico border in the Canon of San Isidro (or Manco la Burra) Creek then down to San Francisco Creek, then down to the Purgatoire River then to Tempe Station on the Trinidad & La Junta Wagon Road, then on northeast to La Junta

Las Animas City & Fort Union Wagon Road Co., Mar. 15, 1869, C-509, from the head of the south bank of Purgatoire Canyon, Las Animas County, then southward along the Vega Redondo Creek upstream and across Sugarite Pass of the Raton Mountains in the direction of Fort Union to the Colorado-New Mexico Line

Middle Creek Pass Toll Road Co., Dec. 11, 1874, E-480, from the mouth of Middle Creek Canon in Huerfano County, crossing the Sangre de Cristo Mountains at Middle Creek Pass, then to the Huerfano-Costilla County line, then westward 10 miles into Costilla County

Mosca Pass & Huerfano Toll Road Co., Feb. 14, 1874, E-247, from the western boundary of Huerfano County where Mosca Trail crosses the Sangre de Cristo Range (Mosca Pass) then easterly 12 miles via Gardner's Store and Badito to intersect the road leading along the Huerfano River at Archuleta's Ranch to Pueblo

Mosca Pass & Poison Canon Toll Road Co., (no. 1), Mar. 20, 1874, E-290, from 40 rods [660 feet] north of Mosca Pass then to head of and down Poison Canon for 2 1/2 miles, then southeast into Huerfano Canon, then to Gardner, totaling about 16 miles, all in Huerfano County

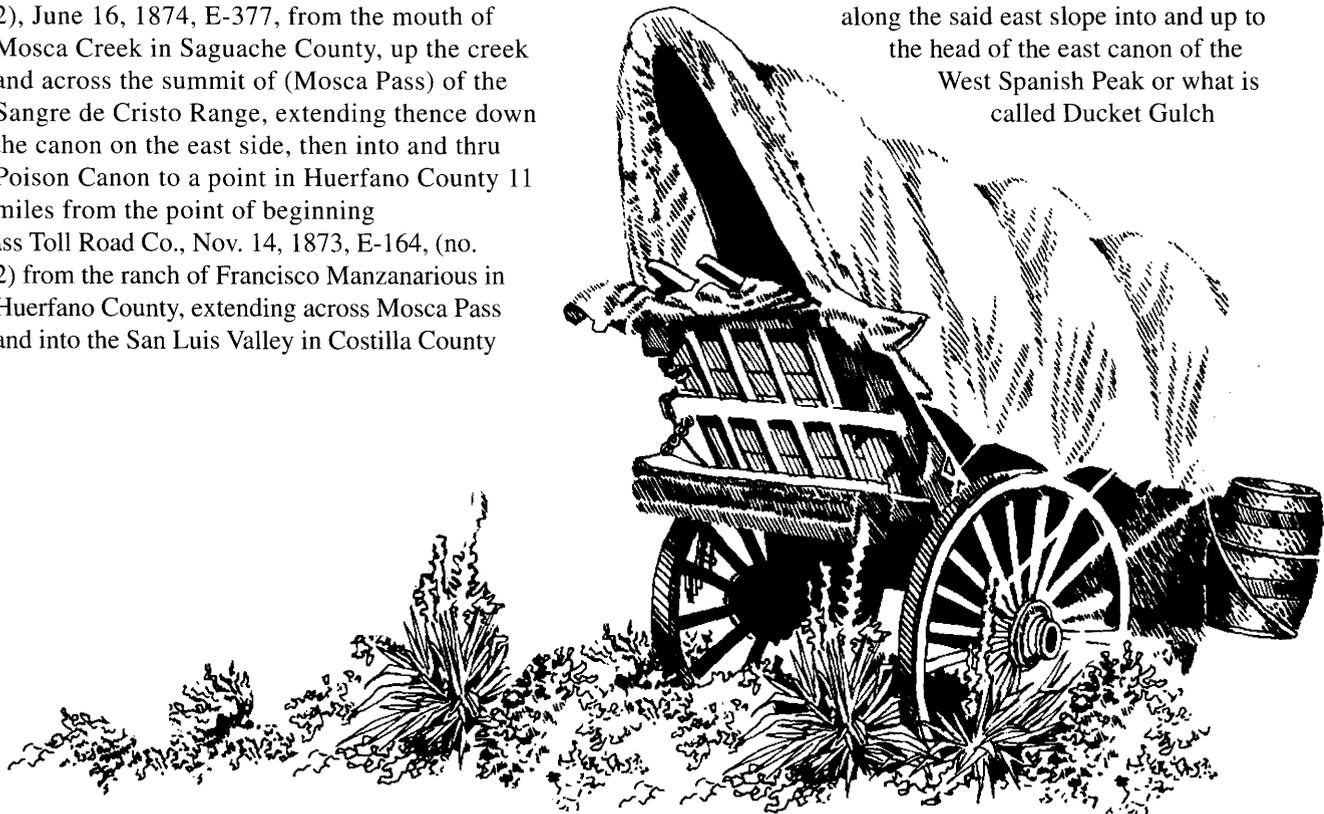
Mosca Pass & Poison Canon Wagon Toll Road Co. (no. 2), June 16, 1874, E-377, from the mouth of Mosca Creek in Saguache County, up the creek and across the summit of (Mosca Pass) of the Sangre de Cristo Range, extending thence down the canon on the east side, then into and thru Poison Canon to a point in Huerfano County 11 miles from the point of beginning

Mosca Pass Toll Road Co., Nov. 14, 1873, E-164, (no. 2) from the ranch of Francisco Manzanarios in Huerfano County, extending across Mosca Pass and into the San Luis Valley in Costilla County

Mosca Pass Toll Road Co., May 5, 1892, 31-320, from a point of origin in Costilla County one mile west of the mouth of Mosca Pass in the San Luis Valley then to the mouth of the pass, then extending eastward up the canon of said pass to the summit of the Sangre de Cristo Range then down the canon on the east side of the range to Huerfano County 7 miles from the point of origin; the course and roadbed of this shall be the same as that of the Mosca Pass and Poison Canon Toll Road Company as it existed at that time. Toll charges were two dollars per wagon, one dollar for horse and rider, and fifty cents for each head of cattle, sheep, or other animal. About 30 or 40 wagons crossed the pass each day

Mosko (Mosca) Pass Toll Road Co., Nov. 12, 1873, E-163, (no. 1) from where the trail leaves Huerfano Creek about five miles below Mosko Pass, then across the pass and extending via Mosko Creek into the San Luis Valley, altogether 10 miles in length

Mountain Monarch Wagon Road Co., Mar. 13, 1879, 1-251, from a point in the Wahatoya Valley in Huerfano County about 2 1/2 miles southeast of La Veta near the NE corner sec. 3, T. 30 S., R. 68 W., extending up the east side of the valley about 3 miles to the Wahatoya Creek crossing, then along the foot hills for a half mile then in an easterly direction between two buttes winding around the easterly side of the West Butte, then up the west side and on top of a ridge extending southwest, then along the east slope, crossing a canon to the left and winding around onto the next ridge in a northwest direction, then southeast to the east slope of the main ridge, then along the said east slope into and up to the head of the east canon of the West Spanish Peak or what is called Ducket Gulch



- Music Pass Toll Road Co., May 11, 1880, 3-281, from west side of Wet Mountain Valley where Cottonwood Creek comes out of the Sangre de Cristo Range into the Wet Mountain Valley, then up Cottonwood Creek and across the Sangre de Cristo Range thru Music Pass, then down Sand Creek to its mouth in the San Luis Valley in Saguache County
- Parkview & Fort Garland Freight Road & Telegraph Co., Jan. 26, 1877, A-292, from Parkview in Rio Arriba County, New Mexico, extending up the left branch of the Chama River and over the most practical crossing of the San Juan Mountains, then to Fort Garland, Colorado
- Pass Creek Toll Road Co., July 8, 1880, 3-339, from the southeast corner of the SE 1/4 NE 1/4 sec. 20, T. 27 S., R. 70 W., in Huerfano County extending southward up Pass Creek and across the summit of the Sangre de Cristo Range at Pass Creek Pass, then down Sangre de Cristo Creek in Costilla County to the intersection of the Abeyta Pass Toll Road and the Denver & Rio Grande Railroad above the upper water tank on the south bank of Sangre de Cristo Creek in T. 28 S., R. 70 W.
- Pueblo and San Juan Wagon Road Co., Nov. 21, 1873, E-166, from Pueblo up the Arkansas Valley to the foot of the Greenhorn Range, then across the range via Hardscrabble Creek to Rosita mines into the Wet Mountain Valley, then to the Sangre de Cristo Range, crossing over Arena Pass about 8 miles northwest of Mosca Pass, then west to Del Norte in Saguache County to connect with the road to San Juan County
- Pueblo & San Juan Wagon Road Co., Feb. 27, 1874, E-258, from Arkansas Valley to valley of Rio Grande del Norte at Del Norte; from Pueblo and over Hardscrabble or other pass near Rosita mines and thru Sangre de Cristo by Music Pass then to Del Norte
- Pueblo, Gunnison & Pacific Railroad Co., Feb. 24, 1888, SS-8521, To construct, acquire, and operate a railway and telegraph line and an express business from Pueblo southwesterly through Pueblo and Huerfano Counties, to and through the Sand Hill Pass across the Sangre de Cristo Mountain Range, into the San Luis Valley, thru Costilla and Saguache Counties northwesterly to and through the Cochetopa Pass of the Cochetopa Hills, by the most practicable route to Gunnison in Gunnison County
- Raton Mountain & Trinidad Wagon Road, Aug. 1, 1865, R.L. Wootton's Ranch, Raton Mountains, Colorado Territory. Rates of toll:  
 One wagon or carriage, with one span of horses or mules, or one yoke of cattle \$1.00  
 One wagon with two or three spans of horses or mules or yokes of cattle \$1.50  
 Horsemen, each \$0.25  
 Loose stock, per head \$0.05  
 Swine or sheep, per head \$0.03
- Raton Wagon Road Co., Feb. 11, 1870, D-62, from Trinidad up Raton Creek and along the old trail or road to the summit of the mountains and the boundary line between Colorado and New Mexico
- Saguache & Medano Pass Wagon Road Co., May 20, 1872, D-488, from Colorado Springs near the Samuel Ashley corral easterly to the north line of Bear Baca Grant No. 4 near its northwest corner, then east along north line to the base of the mountains then southeasterly along the base to the mouth of Medano Creek, then up Medano Creek to the top of the pass, then southerly to the Huerfano River to intersect the Huerfano and Mosca Pass Wagon Road near the foot of Mosca Pass
- Sangre de Cristo Toll Road Co., Sept. 29, 1880, 3-416, from a point in T. 21 S., R. 74 W., near Hillside in the Wet Mountain Valley in Custer County to Grape Creek then up Brush Creek to its head, then across the divide to Grape Creek and up said creek to Promontory Divide on the Custer-Huerfano County boundary, then across the Sangre de Cristo Range and into the San Luis Valley
- Sangre de Cristo Toll Road Co., Mar. 14, 1881, 7-452, from a point in T. 21 S., R. 74 W., near Hillside in the Wet Mountain Valley, in Custer County, then southeasterly up Brush Creek, then across the ridge to Grape Creek and up said Creek to Promontory Divide on the Custer-Huerfano boundary, then across the Sangre de Cristo Range and into Costilla or Saguache County in the San Luis Valley
- Sangre de Cristo Wagon Road Co., June 1, 1864, A-92, from Fort Garland in Costilla County to Sangre de Cristo Creek between Fort Garland and Sangre de Cristo Pass, then over the Sierra Madre Range, where the pass crosses the easterly line of Costilla County
- Sangre de Cristo Wagon Road Co., July 21, 1864, AB-102, from the junction on the Greenhorn River of the Fort Union and Fort Garland roads three miles south of Hicklins Ranch, along the base of the Greenhorn Mountains, to a point 1/2 mile above the present crossing of the Pueblo-Fort Garland Road over the Huerfano River then to the Huerfano-Costilla County line, then over the Sierra Madre Range at the intersection of the Sangre de Cristo Pass and the Huerfano-Costilla County Line
- Sangre de Cristo Wagon Road Co., Dec. 26, 1873, E-212, from the east line of Costilla County through Sangre de Cristo Canon along the Sangre de Cristo Creek, continuing to Ute Creek [at Fort Garland]
- Silver Cliff & San Luis Valley Toll Road Co., Sept. 29, 1881, 7-608, from Silver Cliff via Lake of the Clouds at head of Swift Creek across the Sangre de Cristo Range to the headwaters of Rito Alto Creek down the creek to the San Luis Valley, T. 22 S., R. 12 E.
- Smoky Hill, Arkansas & Purgatoire Wagon Road Co., Jan. 11, 1867, p. 130, from any point on Pond Creek or Smoky Hill Fork to the mouth of the Purgatoire

River, then up the Purgatoire to the north line of New Mexico Territory

Spanish Peaks Toll Road & Investment Co., Sept. 3, 1887, 16-95, from the northwest corner of the SW 1/4 sec. 23, T. 30 S., R. 68 W., in Huerfano County, extending thru the west half of sec. 26, and the west half of sec. 35, T. 30 S., R. 68 W., terminating at the south line of sec. 35 at the Mountain Monarch Mining Company settlement

Summit Creek & Wagon Creek Toll Road Co., Apr. 22, 1876, F-365, from the head of Summit Creek near the intersection of Huerfano Creek and the Huerfano-Costilla County line then down Summit Creek to Wagon Creek, then westward down Wagon Creek to Sangre de Cristo Creek at Russel, then down south bank of Sangre de Cristo Creek, crossing Sangre de Cristo Creek about a mile above the Big Hill Station and joining the Sangre de Cristo Toll Road, then following down the said toll road along the north side of the Sangre de Cristo Creek about 3 miles to the toll road crossing the creek to the south side, then turning to the right up Spring Branch Gulch, as directly as possible to Fort Garland, about 15 miles

Trinidad & Costilla Road Co., Oct. 2, 1875, from Trinidad to Costilla

Trinidad & Moreno Valley Wagon Road Co., Mar. 2, 1868, C-376, from Trinidad to Rifenburg's Mill at the mouth of Long's Creek, extending southwestward upstream in Long's Canyon, crossing the divide at the head of Red River, then to Virginia City and the southern boundary of Colorado

Trinidad & San Juan Wagon Road, Jan. 10, 1874, E-230, from Riggs Mill 22 miles from Trinidad, then following the Apishapa to Mabricio Apodaca's Ranch, then along Dry Creek to the head of Santa Clara Creek, then thru Abeyta Pass, intersecting the Sangre de Cristo Road on the west side of Sangre de Cristo Mountain 2 1/2 miles from the summit of said mountain

Trinidad, New Mexico & San Juan Road Co., July 15, 1876, F-382, from Trinidad up the middle fork of Purgatoire River to the south line of T. 33 S., R. 68 W., where the southwesterly Cucharas-Elizabethtown, New Mexico, Wagon Road crosses said line, then following said road southwest thru T. 34 S., R. 69 W., to the south boundary of Colorado, then via the headwaters of the Vermejo River to Costilla Pass on the summit of the mountains on the old trail, then west to Costilla River, then downstream to the Rio Grande near the town of Costilla, New Mexico Territory, then south to Taos; also a branch from the aforementioned point on the Rio Grande near Costilla, west to the Animas River and then to Parrott City and Silverton via the Animas River; also a branch from the intersection of the road with the south Fork of the Purgatoire near Manuel Tesneros house, and near the east line of sec. 35, T. 33 S., R. 67 W., in Las Animas County, extending upstream and nearby the creek channel to the point

where the first road heretofore described shall cross the west line of T. 34 S., R. 68 W.; also a road from the mouth of Long's Creek or Canon at the Purgatoire River on the first road above described about 6 miles above Trinidad, then up the Longs Creek valley to head and to Colorado boundary, then to Elizabethtown and Taos

Trinidad, Raton Mountain Road, Recorded Apr. 13, 1865.

On March 31, 1865, Richens L. Wootton owner of the Charter of Incorporation of the Trinidad, Raton Mountain Road, agreed to and conveyed to Daniel I. Hayden & John W. Shaw, Pueblo County a 1/2 interest in this charter for the sum of \$2,500. Conveyance of Mar. 30, 1865, indicates Wootton transferred his entire interests to above

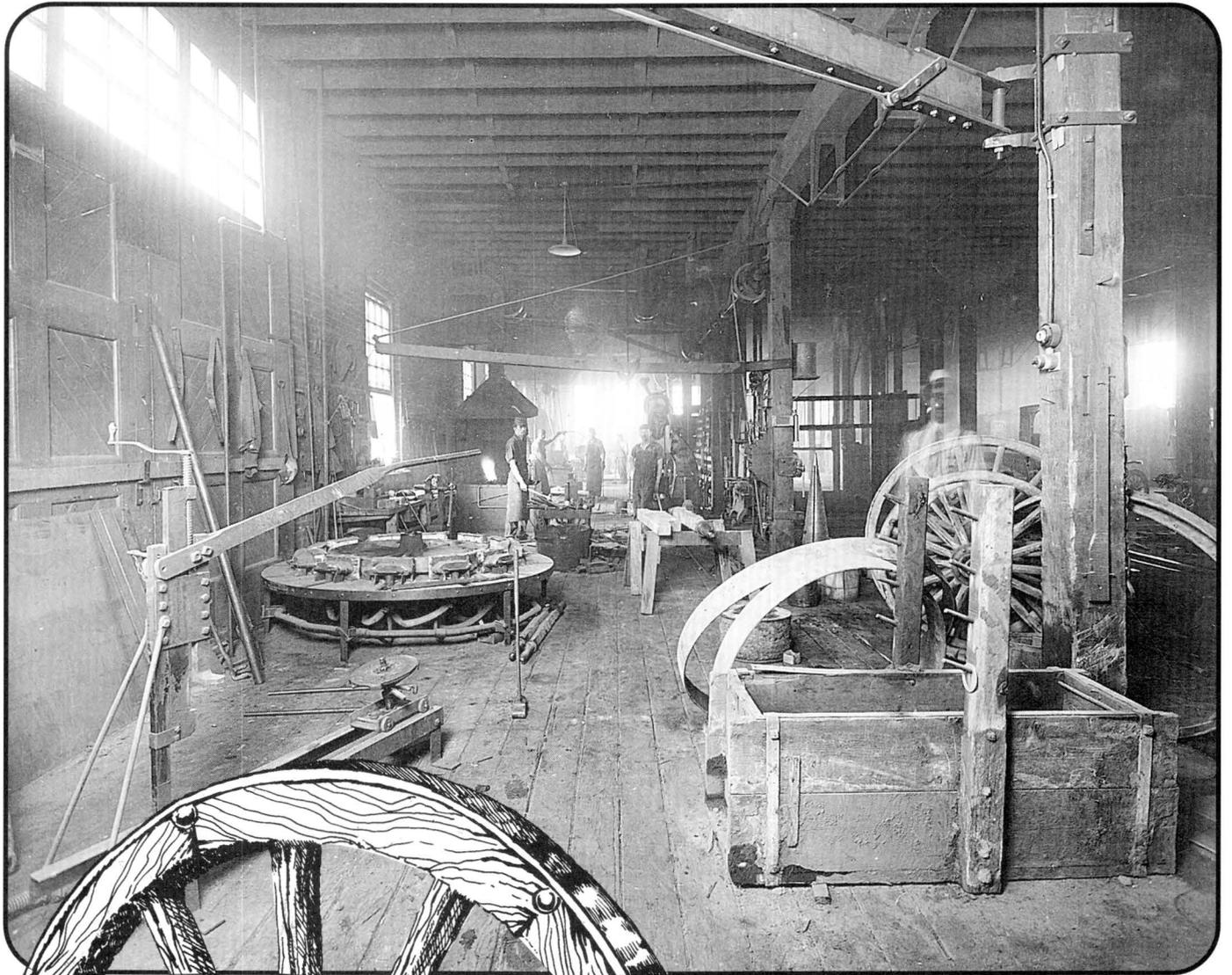
Trinidad, Raton Wagon Road Co., chartered by Colorado Territorial Legislature, Feb. 10, 1865, from Trinidad on the Purgatoire River in Las Animas County, then to the south boundary of Colorado over the Raton Mountains by way of the old route known as the Santa Fe or Bents Old Fort Road with power to collect tolls

Wahatoya Toll Road Co., June 14, 1902, 93-148, from the NW corner SW 1/4 sec. 23, T. 30 S., R. 68 W., extending southeast thru and across the SW 1/4 sec. 23, the NE 1/4 sec. 26, the SW 1/4 sec. 25, and thru the NE 1/4 sec. 36, then southward to a point near the center of the NE 1/4 SE 1/4 sec. 36, the terminus of the road; all of which lies in T. 30 S., R. 68 W., in Huerfano County

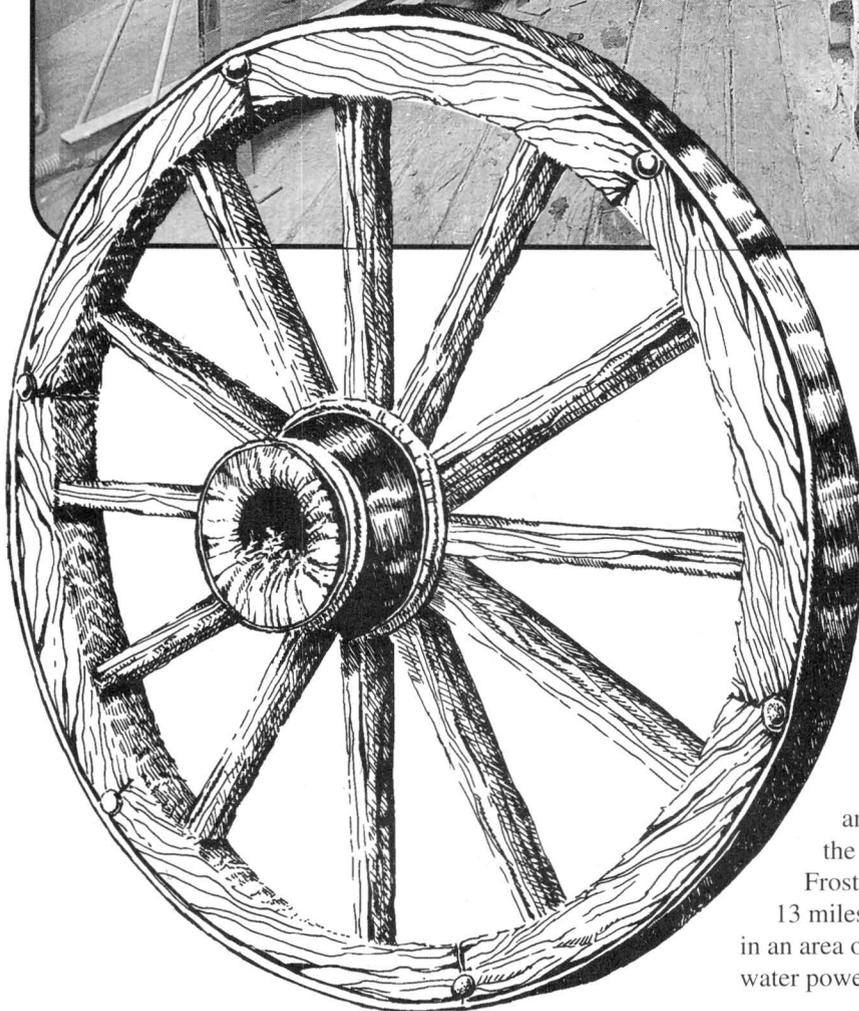
## Some Miscellaneous Notes About Stage Routes

The westward-bound stage route from Sangre de Cristo Pass to Del Norte went down Sangre de Cristo Creek then over the mesa from Big Hill by Whiskey Flat [north of Fort Garland?] on to Elk Horn Station (2.5 miles west of present town of Blanca) and then to Washington Spring, past the little post office or stage station of Wayside, near the Maddox home (Maddux Ranch). Three other stations lay west of Alamosa: the first was Jackson's Station about 4 miles west of Alamosa, the second was Dorris Ranch (Wilcox) Swing Station 3 miles west of Wayside, and the third was Spalding's Stage Station 2 miles west of the Dorris Ranch. At that time (before 1878) Alamosa had not yet been established. One stage line crossed Abeyta Pass. Another stage line ran northwestward up the Rio Grande, and the first stop was at Riverside, the next stop was at Venable [both west of the quadrangle]; there were 12 miles between each station into Del Norte.

Log of trip southwest out of West Las Animas [on the south side of the Arkansas River]: stations on the Purgatoire Branch of the Santa Fe Stage Road that was everywhere several miles below the west rim of Purgatoire Canyon, south of West Las Animas paralleling the old Santa Fe Trail, but several miles east of it along the Purgatoire River, were (1)



*Interior view of a blacksmith shop where steel tires are being made for wagon wheels. Sometime between 1890 and 1910. Photographer unknown. (X-24574)*



Boggsville reached by using 4 mules, (2) Alkali Stage Station, 20 miles out, kept by "Boss" Perry (2 horses); 1/4 mile later road branched to left to Nine Mile Bottom, a truck gardening area known for its melons and vegetables, (3) Vogel Canyon Station, 11 miles from Alkali Station, was at the sheep ranch of Fagin and Brown, (4) 15 miles farther at Bent Canyon was Benson's Bent Canyon Station, where the passengers ate and acquired a new driver, (5) 12 miles farther was the Lockwood Canyon Station, (6) after another 17 miles they came to Hog Back Station at the Burns Ranch, (7) then 15 miles farther was M.G. Frost's Station near Hoehne, and finally (8) after another 13 miles they pulled up at the Colorado House in Trinidad, in an area of good farm land, rich layers of coal, abundant water power, and a fine climate.

When traveling northward from Trinidad on the Barlow & Sanderson line, the first station, the old Capt. Foster Stage Station (built in 1847), a two-story adobe home station, was at the crossing of the Apishapa River. Twenty miles farther was Cucharas Station on the D. & R.G. Ry. Later, breakfast was served at Miller's Muddy Creek Stage Station north of the north boundary of the Trinidad quadrangle; after several more hours the stage reached South Pueblo, where a train waited to take the Barlow and Sanderson passengers to Denver, Colorado (Taylor, 1973).

According to Taylor (1971) the Santa Fe Trail was predominantly a commercial route rather than an immigrant trail route as was the Oregon trail. Communication between the U.S. and Mexico at Santa Fe was very limited and slow (2-3 months) because most letters were carried in the wagon trains. The trail was hazardous because of drought, heat, flash floods, high winds, blizzards, extreme cold, and worst of all, harassment from Indians. Many Indian tribes were encountered along the 800 plus miles between Independence, Missouri, and Santa Fe. They included the Arapaho, Cheyenne, Comanche, Kiowa, and Plains Apache in the west, the Pawnee, Osage, and Kansas in the east, the Jicarilla Apache in the southwest, and the Ute tribe along the Mountain Branch (Raton Mountains area). In 1825, the U.S. Congress gave money to buy travel rights from the Indians and to survey the road to the International boundary at the Arkansas River. However this did not contribute to the quality or safety of travel on the road. Many years passed before the road improved much or became safe from harassment by the Indians. Trade with the Indians and transport of furs were the most important early activities along the trail.

## Routines and Perils of Traveling by Stage

Samuel Clemens described travel in a stage as very efficient. The Concord stage had a capacity of thirteen passengers. Depending on the roughness and condition of a road the stage might be pulled by 2 to 6 horses. The stage drivers changed horses [or mules] about ten or twelve times in twenty four hours, and did it nearly every time in four minutes. The stage normally traveled 8 to 10 miles an hour.

All of the stage companies required a variety of employees (McCullough, 1998). Star routes run by Barlow and Sanderson were established about 1849. About each 200-250 miles of road the stage company had a Division Agent or Division Superintendent and invested him with great authority. He had charge of all company property. A general superintendent, an attorney, and a paymaster were also hired. Four of the most important employees were the Division Agent, the conductor, the express messenger and the driver. In addition to having charge of all the property belonging to the stage company, the Division Agent bought all the hay and grain. He looked after the stock, the scheduling of the stages, and checked on the care of stations and the performance of their keepers. He hired the drivers, stock tenders, blacksmiths, harness-makers, and other employees. The conductor or express messenger also was responsible for 200-250 miles of road. He rode on the stage and had

complete charge of the passengers, the mail, and the baggage. The express messenger was responsible for safekeeping and transport of all valuable items including payrolls, merchandise, ore shipments, and farm shipments. He acted as the shotgun messenger and usually sat beside the driver with a shotgun loaded and ready to use. Stock tenders were stationed at both the home and swing stations. They cared for the teams and made sure that the horses were ready when a stage pulled in. The change took place in three to four minutes when a pin that attached the harness to the wagon tongue was pulled and a new team was backed in and ready to take the stage away. The driver was the final key to the operation. He had to be expert, fearless, sober, and reliable. Drivers were forced to make quick decisions about the horses, the roads, and the passengers. When the driver was in his box he was superior to everyone on the stage.

## A Chronology of Events Related to Stage Lines in the Trinidad Area

(Mostly from Taylor, 1973)

1842—Sangre de Cristo-Taos Trail was used by a mule train (Taylor, 1963)

During 1846 the mail was taken back and forth across the plains by various private persons between Leavenworth and Santa Fe

Mar 3, 1847—The 29th Congress authorized the transport of mail from Independence, Missouri, via Bent's Old Fort and Trinidad to Santa Fe on the Mountain Branch of the Santa Fe Trail. The first stagecoaches ran thru the site of Trinidad in 1847 on their way to Santa Fe. The first adhesive U.S. postage stamps for mail were placed on sale July 1, 1847. Prior to that time most mail was sent unpaid, the recipient paying on receipt. The mail was sent unpaid because of the unreliability of service, also because in early times it was thought that sending a letter prepaid implied that you didn't think the recipient could afford to receive it. From 1847 on the Post Office Department encouraged prepayment, and began charging double rate for unpaid letters. In 1856, it became mandatory to prepay all letters. There were exceptions to this when stamps were not available, for instance, in some of the very early post offices in Colorado. Benjamin Franklin was shown on the five-cent stamp and George Washington on the ten-cent stamp. Before stamps were available, the postmaster hand-cancelled a letter after a patron paid the postage. The first mail from the east to the Trinidad area came on the Santa Fe Trail in 1849

May 11, 1850—The Post Office Department awarded a four-year contract to David Waldo for delivery of mail between Fort Leavenworth via Bents Old Fort and Santa Fe. The contractor was to start on July 1, 1850, and a trip was to take no more than 29 days. The wagons belonged to Waldo, Hall and Co., and commonly carried large loads of freight protected by a formidably armed group

- Starting July 1, 1854, David Waldo and Jacob Hall bid on a new four-year contract to carry the Independence-Santa Fe mail starting July 1, 1854. Jacob Hall bought out Waldo, Hall and Co. However, this company soon changed to Hockaday and Hall
- November, 1859—James Brice, conductor on the Santa Fe Stage Route, was the first man to take a regular mail stage southward over the Mountain Branch of the Santa Fe Trail. He was unable to get an army escort on the Cimarron Cutoff, so decided to follow the Mountain Branch over Raton Pass
- Early December, 1859—J.W. Woodruff, enroute from Fort Union to Independence, was the first man to take a regular mail stage northward across the Mountain Branch
- Feb. 7, 1860—The Post Office ordered the mail route changed from the Cimarron Route to the Mountain Branch
- Feb. 16, 1860—Mail service began over the Mountain Branch
- December 1860—The Missouri Stage Company became a subcontractor for Jacob Hall
- In the early days of staging in southeastern Colorado control of the stage lines had passed from the Missouri Stage Company to Slemmons, Roberts & Company in 1861, to Cottrill, Vickroy and Company in 1862 (Vickroy and Barnum?), and then to Barlow, Cottrill, Vickroy, and Barnum in 1863 (later called M. Cottrill & Company, Mar. 1863). Then in Feb. 1866 to Barlow, Sanderson & Company (later called Southern Overland Mail and Express Company).
- 1861—The Cimarron Cutoff stage route was abandoned and mail was then taken along only the Mountain Branch of the Santa Fe Trail
- Early 1861—Iron Spring Stage Station was established
- On Feb. 18, 1861, Slemmons, Roberts and Company, carriers of the Santa Fe Mail, decided to make their runs via Fort Wise (on the Arkansas River) and the Mountain Branch of the Santa Fe Trail instead of using the Cimarron Cutoff
- Feb. 28, 1861—Congress passed the Organic Act that created Colorado Territory and moved the boundary between Colorado Territory and New Mexico Territory from the 38th parallel south to the 37th parallel
- 1861?—A military express was started from Canon City to Fort Garland. This express also connected with a pony express at Canon City (to Denver). Slemmons, Roberts & Company took over the Missouri Stage Company and ran the Kansas City, Santa Fe and Canon City Fast Line
- Mar. 1861—A military express came eastward over the Sangre de Cristo Pass from Fort Garland to Canon City and transferred to a Denver courier
- April 1861—James S. Gray settled on the Purgatoire River at the mouth of the Rito San Lorenzo (Gray Creek). Gray's Ranch [or Gray's Landing] about 4 miles east of the future site of Trinidad became a stage station in July 1861
- July 1861—Barlow, Sanderson & Company bought the Denver and Santa Fe Stage Line. In 1862 at Kansas City, Missouri, they organized the Southern Overland Mail and Express. Then it was a line of weekly post coaches from Kansas City, Missouri, to Santa Fe via Bent's Old Fort, Trinidad, Fort Union, and Las Vegas. It became the largest stage company in the area. A coach load consisted of a driver, a messenger, and ten passengers with an allowance of 110 pounds of luggage apiece. Fare was \$200
- April 24, 1862—A contract for the Santa Fe route was given to George H. Vickroy & Thomas J. Barnum, but on May 3, 1862, it was transferred to five other men
- 1862—The Cottrill, Vickroy & Co. Stages used many names for their line: Kansas City, Santa Fe and Denver Mail and Express Line; the Santa Fe Stage and Express; the Santa Fe Stage Co., and simply the Santa Fe Stage
- 1863—Gray's Ranch became the stage station where the Denver and Fort Union road joined the Bent's Fort road about 90 miles south of the Old Bent's Fort trading post. Gray's ranch got a post office in September, 1863, but the post office at Trinidad was then discontinued
- 1863—M. Cottrill & Company ran a line from Denver to Santa Fe and back. They received new Concord coaches in 1863
- 1865—D.L. Taylor, a former hotel keeper at Fort Union, opened a general store at Gray's Ranch Station and Post Office on the Purgatoire River
- Summer, 1865—Richens Lacy Wootton established a toll road over Raton Pass
- Feb. 5, 1866—Jared L. Sanderson won the contract to run the Santa Fe Stage Line. Bradley Barlow was his associate. The company became Barlow and Sanderson in 1866-1867
- April 13, 1866—Jared L. Sanderson's bid was accepted to carry the mail 3 times a week from Lawrence, Kansas, to Santa Fe. The Post Office Department directed that Bradley Barlow be associated with Sanderson beginning July 1, 1866
- September, 1866—Alex Taylor was directed to establish a stage station at Hole-in-the-Prairie. Possibly at the same time a station also was built at Hole-in-the-Rock about 1/2 way between Hole-in-the-Prairie and Iron Spring. The Post Office at Grays Ranch was transferred back to the future site of Trinidad in early 1866. Barlow Sanderson and Company leased space in a small hotel on Main Street, Trinidad, on Nov. 26, 1866, from Judge William Roland Walker, a son-in-law of Dick Wootton. Walker lived in Denver
- September? 1866—William Jones got a contract to carry mail southward from Pueblo to Santa Fe by way of Raton Pass; also by way of San Carlos (St. Charles) River and Hermosilla(?) on the Huerfano River then over Sangre de Cristo Pass, to Fort Garland, then south through San Luis and Costilla to Taos and Santa Fe
- Nov. 1, 1866—Wells Fargo and Company bought Holladay's Overland Mail and Express Co.; however, the Santa Fe Stage Company still was operating from Junction City, Kansas, to Santa Fe

Spring of 1867—Abraham Jacobs developed the Denver & Santa Fe Stage Line which ran only to Trinidad (Grays Ranch) where connections were made with coaches from Kansas and New Mexico

1863-1867—List of stations between Bents Old Fort and Raton Pass and their dates of beginning: Iron Springs, Hole-in-the-Prairie (1866), Hole-in-the-Rock (1866?), Grays Ranch (1863), and Trinidad (1866). Mail from Pueblo to Santa Fe was taken over Sangre de Cristo Pass in 1866

In 1867 the following stations were used between Pueblo and Trinidad: The St. Charles Station (San Carlos), The Muddy Creek (Millers) Station (25 miles south of Pueblo), the Greenhorn Swing Station of Alex (Zan) Hicklin, the crossing of the Huerfano River (Butte Valley Stage Station), the Bigelow Stage Station(?), the Santa Clara Station, the Foster swing station on the Apishapa River established on Mar. 31, 1867, and the Chicosa Station, which was the last station before the Colorado House at Trinidad on the Purgatoire River

1867-1869—The Southern Overland Mail and Express Company ran only along the Mountain Branch of the Santa Fe Trail, but for a short time did not run between Bent's Old Fort and Pueblo

April 3, 1867—The Denver & Santa Fe Stage Line started direct 36 hour service south from Denver to Trinidad, then changed to Barlow, Sanderson & Co. for connection to Santa Fe in 3.5 days; stations south of Pueblo were St. Charles Station, the Muddy Station [kept by Mr. & Mrs. George R. Miller, 25 miles south of Pueblo], the Greenhorn Station [a relay or swing station], the Huerfano Station, the Santa Clara Station, the Apishapa [Capt. Foster's] Station [a swing station established Mar. 31, 1867], the Chicosa Station, and then Trinidad [Colorado House]. Mail for Fort Garland was dropped off at the crossing of the Huerfano River

January 1868—The Southern Overland Mail ran from Hays City to Santa Fe. The parent firm of the Southern Overland was Barlow, Sanderson & Co. with principal headquarters at Pueblo. About 200,000 people in Colorado, New Mexico, Arizona, and California were dependent on the Southern Overland Mail, along with 29 major and subordinate military posts

Mar. 30, 1868—A contract was let for the triweekly service on the Pueblo-Trinidad run. William Craig of Ceran St. Vrain and the Vigil & St. Vrain Grant won the contract. Craig would begin delivery of mail on Oct. 2, 1868. At the end of 1868 direct mail delivery to Trinidad ended, except on the Bent's Fort route. A contract was then [on Apr. 5, 1869] awarded to a Mr. Barnum for the Southern Overland Mail & Express for triweekly service

Oct. 2, 1868—Craig started a mail route by way of Craig's big Hermosilla Ranch on the Huerfano River

Dec. 31, 1868—The Pueblo to Trinidad route was cancelled. Capt. Foster's station on the Apishapa about 20 miles north of Trinidad stopped service (Taylor, 1973, p. 145)

By 1869 the eastern terminus of the stages was Fort Lyon

## San Luis Valley

*A pioneer celebration in 1924 in the San Luis Valley displays an old stagecoach and wagons used in early days in the Colorado mountains. Photographer unknown. (X-21821)*



1870—Barlow and Sanderson's Southern Overland Mail & Express Company acquired the mail and stage line south from Denver to Pueblo and Trinidad. In 1870, fare from Denver to Trinidad by stage was \$30.00

Feb. 1870—Abraham Jacobs sold the Denver & Santa Fe Stage line to Barlow, Sanderson & Company

April 18, 1870—Stage service from Kit Carson to Trinidad was restarted, but the new stations southwest of Las Animas were not built along the Santa Fe Trail, but were built much closer to the Purgatoire River and only Gray's Ranch was then on the new road

1871—Starting from the eastern side of the San Luis Valley, the oldest stage station was Fort Garland, in use in 1871 by the Taos and Santa Fe Line. This later became the Prescott Santa Fe and Garland Line and later the Barlow and Sanderson Line. The next station west of Fort Garland was Washington Spring, owned and run by Wallace Washington. It operated as a home station from 1872 to 1878. At the station there was a natural spring on a small sandy knoll 8 miles east of later Alamosa

Southern Overland Mail service was removed from the stops at Hole-in-the-Rock and Hole-in-the-Prairie, but instead went to the Burns Ranch [Hogback Station] 16 miles from Trinidad, and continued on to Grays Ranch

Sept. 1873?—Gray's Ranch again got a post office

February 1874 the James Miller & Son Stageline ran three coaches a week between Pueblo and Del Norte hauling passengers and freight. Proprietors: Stone and Bartlett, agents, Del Norte, Colorado

May 1874—Passengers bound for Del Norte or Fort Garland from Pueblo took coaches of the Southern Overland Company or Barlow and Sanderson, and then connected at the Huerfano Crossing with the Seabring and Lane's line to Del Norte

June 1874—Thirty-eight head of horses were received for the Barlow & Sanderson's extension of service westward across the San Luis Valley to Del Norte. The daily run from Pueblo to Del Norte was made under the name of the Pueblo and Del Norte Stage Line Co. At the peak of their business they had almost 5,000 horses and mules in service. They had hundreds of horses and mules stolen, stations burned by the Indians, and stock run off and never recovered

In 1875, fire destroyed the Hogback Stage Station [Burns Ranch] northeast of Trinidad. The route had gone from Lockwood Canyon Stage Station, then 17 miles to the Hogback Station, then 15 miles to M.G. Frosts Station near Hoehne, then 13 miles to Trinidad

The route northward to Pueblo from Trinidad: Capt. Foster's two-story adobe station on the Apishapa; 20 miles more to the future D. & R.G. Railroad town of Cucharas. [In late 1875 only the grading of the railroad had been completed.] Then to Miller's Muddy Creek Station in the Pueblo quadrangle

1875—By the end of 1875 Barlow & Sanderson service was restricted to the line between Pueblo and Santa Fe and the branch from West Las Animas to Trinidad

1876—Barlow & Sanderson ran a line of coaches from Pueblo to Cucharas then along the Huerfano River via Badito, Sangre de Cristo Pass [there was a Summit House atop the pass], and across the San Luis Valley

Spring, 1876, the D. & R.G. Railway reached El Moro on the Purgatoire River about 4 miles east of Trinidad

May 3, 1876, Because the D. & R.G. had completed laying track to El Moro, the last Barlow and Sanderson stage-coach to run south out of Pueblo left on Wednesday May 3, 1876. Trinidad then became the northern terminus of the stage line to Santa Fe. A new stage line was started triweekly from Cucharas at the D. & R.G. station, then over Sangre de Cristo Pass through La Veta and to Del Norte by July 4, 1876. The stage continued to run over Sangre de Cristo Pass for eight more months. Stage fare from La Veta to Del Norte was \$12 one way. The Barlow and Sanderson line from West Las Animas, on the Arkansas River, to Trinidad continued until September 1876. Then Trinidad became the stage line terminus after the D. & R.G. Ry. reached El Moro near Trinidad in 1876, and the Atchison, Topeka, and Santa Fe tracks came into Trinidad in 1878. By June 1877 all of the Southern Overland Mail and Express System was operating west of the Sangre de Cristo Mountains

The stage routes run by Barlow and Sanderson were (1) the Mountain Branch of the Santa Fe Trail, (2) the Denver & Fort Union Road, (3) the line from Cucharas via the Sangre de Cristo Pass to Del Norte, (4) the line from Canon City up the Arkansas River, (5) the line through Poncha Pass to Saguache, and (6) the line over Cochetopa Pass to the San Juan Country

April 1, 1877—La Veta became the terminus of the Barlow and Sanderson stage line

Late June 1877—The D. & R.G. reached Garland City about 4.5 miles south of the mouth of Wagon Creek in San Luis Valley

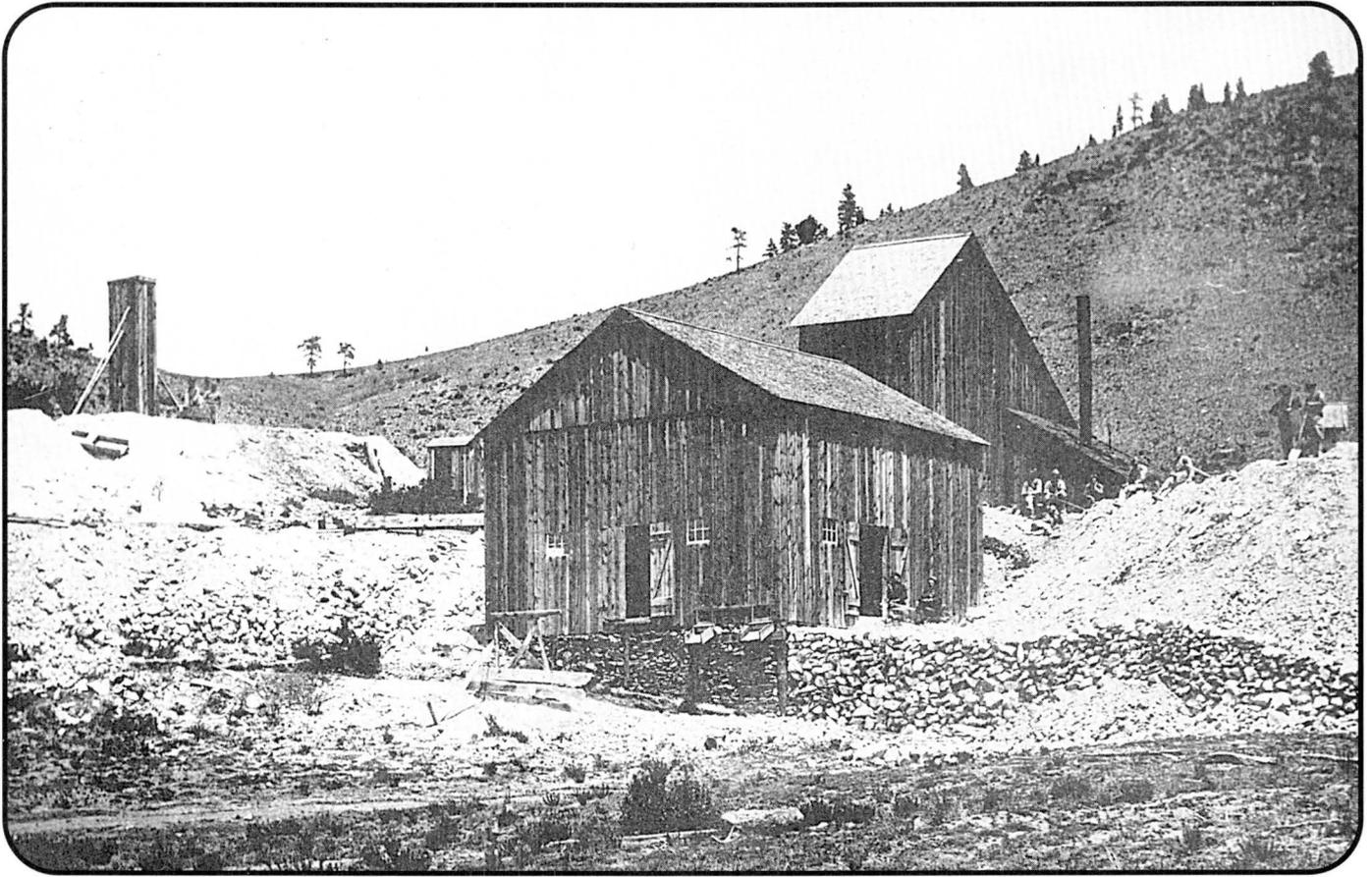
1878—In the San Luis Valley, F.M. Prescott & Company's Santa Fe and Garland City Line, also advertised as the Santa Fe and Northern Express Line, was operating. In 1878 the route to Santa Fe was taken over by the Southern Stage and Express Company operating between Santa Fe and Garland City (Big Hill Stage Station or the Perry House) (Taylor, 1973, p. 149)

July 4, 1878—After the D. & R.G. reached Alamosa, the stage ran westward thru Riverside and Venable [west of the Trinidad quadrangle] to Del Norte

Summer of 1878—Barlow & Sanderson's main service in the summer of 1878 was temporarily on the Alamosa-Santa Fe run, and continued to remain on the Trinidad to Raton run

Fall of 1878—The Santa Fe R.R. reached Trinidad in the fall of 1878. Before that the stages had gone northeastward to end-of-track to bring passengers back to Trinidad

November 10, 1878, to Sept. 7, 1879, the Santa Fe built and used a shoefly track up the north side of Raton Pass (Ormes, 1975, p. 40)



## Trinidad Mine

*The Trinidad mine near Rosita in Custer County between 1870 and 1890. Board and batten buildings are surrounded by silver and gold tailings. Photographer unknown. (X-61730)*

In 1878 the Atchison & Topeka Railway bought the rights to Woottons toll road and started building across Raton Pass

By Dec. 7, 1878, A.T. & S.F. trains had crossed Raton Pass through a set of switchbacks, then reached Las Vegas, New Mexico, in July 1879. A tunnel was completed by July 7, 1879

Oct. 1878—Barlow and Sanderson service was increased after October, 1878, from South Arkansas (Salida) to Del Norte

1878—Bradley Barlow retired in 1878 and the company became known as J.L. Sanderson and Company. On January 24, 1880, J.L. Sanderson abandoned its entire business along the Santa Fe Trail

1880—Commerce on the Old Santa Fe Trail ended in 1880. Also by 1880 most stage lines were supplanted by railroads, the Indians were on reservations, military posts were being closed, the Bison were almost gone, and large cattle ranches had been established

Early 1884—J.L. Sanderson and Company sold its Colorado system to the Colorado and Wyoming Stage, Mail and Express Company

## List of Stagecoach Lines in the Trinidad Quadrangle

Barlow & Sanderson Co. and the D. & R.G. both followed Sangre de Cristo Creek from La Veta Pass to Fort Garland and then to Alamosa. From the new town of Alamosa, Barlow and Sanderson ran stages northward to Del Norte, Saguache, Barnum, and Ouray; westward to Del Norte and Lake City; southward to Santa Fe; and southwestward to Alamosa, Conejos, and Santa Fe. They established their new terminal at the Perry House in Alamosa. According to McCullough (1998), starting from the eastern side of the San Luis Valley the oldest stage station was Fort Garland, in use in 1871 by the Taos and Santa Fe Line. This later became the Prescott Santa Fe and Garland Line and later the Barlow and Sanderson Line. Three other stations lay west of Alamosa. The first was Jackson's Stage Station about 4 miles west of Alamosa, then Dorris Ranch (Wilcox) swing station 3 miles west of Wayside, and finally Spaulding's Station 2 miles west

- of Dorris Ranch. Another station, Wayside Stage Station and post office (Maddux Ranch) lay about 3.5 miles north of Alamosa. In May 1874, passengers bound to Del Norte or Fort Garland from Pueblo took coaches of the Southern Overland Mail and Express Co. (Barlow and Sanderson) and connected at the Huerfano crossing with the Seabring and Lanes line to Del Norte (McCullough, 1998)
- Barlow and Sanderson's Southern Overland Mail and Express Company was the last one of the so-called transcontinental stage lines (Taylor, 1973, p. 143). It was a successor to the Butterfield Overland Mail Line, Holladay's Overland Mail and Express Company, and Wells Fargo's Great Overland Mail Route
- Barlow, Cottrill, Vickroy, and Barnum—M. Cottrill and Company, Mar. 1863. Also known as Kansas, Santa Fe and Canon City Express; Kansas City, Santa Fe and Denver Mail and Express Line; Santa Fe Stage and Express; Santa Fe Stage Company; and simply Santa Fe Stage
- Bressan's horse-drawn stage (later passenger-car stage)—During the late teens and the early nineteen twenties Bressan's stage ran past the Bear Canon Coal mine. It ran daily from Berwind, Tobasco, Hastings, Delagua, and Tollerburg to Ludlow or Trinidad (Plested, 1987)
- California Freight Line—H.R. Means and Tom Ashley, owners (Harlan, 1976, p. 102)
- Colorado Stage and Express company (The Pueblo, Rosita, and Silver Cliff Daily Stage Line)—1878-1881. Based in Canon City (Taylor, 1973, p. 151)
- Crestone Stage Line—Noah Mayer, proprietor, Charles Klostermeyer, owner. Carried freight, passengers, and mail by Ford Model T truck from Moffat to Crestone. On August 25, 1962, extended up North Pass (Harlan, 1976, p. 36, 100)
- William Godfrey contracted in June 1870 to take the mail from Conejos, Loma, Saguache City, Poncha Divide, Arkansas City, and Canon City, but later that line was run by Barlow and Sanderson
- Fullerton Brothers, Jim and Humphry, ran a route from Moffat to Saguache (Harlan, 1976, p. 102)
- Godhelf and Tarbell line—Carried the mail (Harlan, 1976, p. 102)
- Jute Lawrence Stage Line—Carried freight and mail (Harlan, 1976, p. 102)
- George E. Love in about 1874 purchased the stage line between Fort Garland and Del Norte; was later the subcontractor to carry the mail
- In February 1874 James Miller stage line ran three coaches a week between Pueblo and Del Norte, hauling passengers and freight. Proprietors: Stone and Bartlett, Agents, Del Norte, Colorado
- Thomas H. Miles Freight Line of Garrison, Colorado—Stage, mail, and express line from Garrison and Duncan (Harlan, 1976, p. 84)
- Kerens & Mitchell—Staged between El Moro and Yuma, Arizona
- Missouri Stage CompanyæFebruary 1861
- F.M. Prescott & Co.'s Santa Fe & Garland (City) Line—In September made weekly trips with four-horse express and passenger wagons. In December Prescott operated the Santa Fe and Northern Express Line (Taylor, 1973, p. 149)
- Santa Fe & Northern Express Line—In San Luis Valley Scarff and Miller ran the earliest stage from Pueblo thru Mosca Pass to Del Norte in 1873; however, the hard going through the sand dunes and San Luis Lakes forced them to change to the easier Sangre de Cristo Pass (McCullough, 1998). In 1873, Scarff and Miller's fast stagecoach ran from Pueblo to del Norte in three days
- The Kansas City, Santa Fe and Canon City Fast Line—May 1861. Slemmons, Roberts, and Company
- The Southern Stage & Express Co.—Between Santa Fe and Garland City
- The Taos and Santa Fe Line used Fort Garland as its oldest station in 1871. This line later became the Prescott, Santa Fe and Garland Line and later the Barlow and Sanderson Line
- Timney Freight—From Moffat to Mineral Hot Springs (Harlan, 1976, p. 102)
- Vickroy and Barnum—The Cottrill, Vickroy and Company, April 1862
- Wells Fargo—Although Wells Fargo in July 1875 stated that it was departing from the stage business in Colorado, by 1881 they were serving Trinidad and La Junta and were seeking other contacts with Colorado railroads (Jackson, 1982)
- David Wood ran a hack service in 1877 from Garland City to Del Norte, Lake City, and Silverton

## Mexican Land Grants in the Trinidad Quadrangle

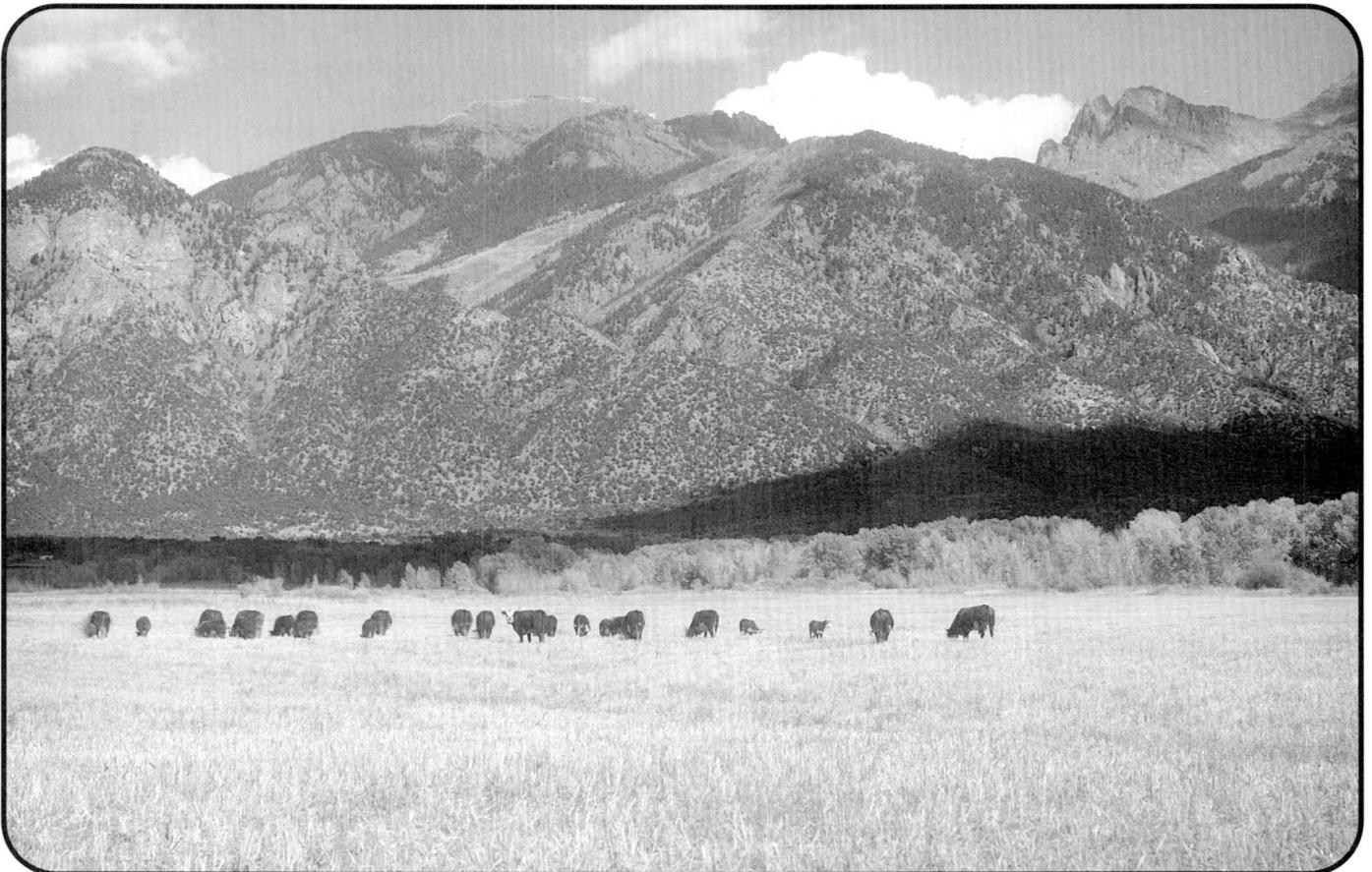
(A map of Mexican Land Grants in Colorado is shown on the map sheet.)

In the 1830's, Mexico, concerned about threats from Texas to acquire the land between the Arkansas River and the Rio Grande, began to consider filling up that region with settlers. They also were interested in protecting their northern border along the Arkansas River, so they authorized the governor of New Mexico to establish colonies and grants in those northern areas. They awarded grants of land to petitioners who would bring cultivation and settlement to the lands. At one time a few individuals and practically all the present counties of Alamosa, Archuleta, Bent, Conejos, Costilla, Huerfano, Las Animas, Otero, Pueblo, Rio Grande, and Saguache were involved in the land grants of southeastern Colorado. The grants of land were made by Mexican Governor Don Facundo Melagres or by Manuel Armijo of New Mexico in order to induce people to live in the broad acreage of what was then northern Mexico, which at that time was occupied sparsely,

but almost solely by the Indians. By colonizing the area, Mexico's claims to the area would be protected from the Texas and American acquisitiveness. But before the colonization could fully take place, the United States had annexed the Texas Republic in March 1845. Also the expected war between Mexico and the United States started in May 1846 and the United States soon took over the very land that had been set aside for land grants.

There were originally 197 private land grants. The titles to these lands came from special grants from the government of Mexico. After being acquired by the United States these lands took on special value, and because the treaty of Guadalupe Hidalgo (1848) guaranteed to Mexican citizens their own property rights, it became necessary that all claims to land be adjudicated and their extent and boundaries fixed by the United States. The positions of grants in the Trinidad quadrangle are shown on the map sheet. Congress confirmed 13 grants on June 21, 1860. Lying at least partly in Colorado were the Beaubien and Miranda Grant (the Maxwell Grant), the Conejos Grant (unconfirmed), the Nolan Grant, the Luis Maria Baca No. 4 grant, the Medano Springs and Zapato Grant (unconfirmed), the Sangre de Cristo Grant, and the Vigil and St. Vrain Grant.

Luis Maria Baca Grant No. 4.—An explanation is given here to show how the Luis Maria Baca Grant No. 4 was established: Governor Don Facundo Melagres on May 29, 1821, awarded a Las Vegas Grant to Don Luis Baca. This grant was located in the same area as the present town of Las Vegas in New Mexico. However, later in 1835 this same Las Vegas grant area was again given to a group of other citizens who then established the town of Las Vegas, New Mexico, on the property. In 1860, when it became known that two different parties had a valid claim to the grant, the American Government offered the Baca heirs their choice of land elsewhere in New Mexico Territory if they would relinquish any claim to the Las Vegas Land. The optional lands included the following places: Baca Grant no. 1, six miles west of Los Alamos, N. Mex.; Baca Grant no. 2, ten miles north of Tucumcari, N. Mex.; Baca Grant no. 3, six miles north of Nogales, Ariz.; Baca Grant no. 4, in Saguache County in the northern part of the San Luis Valley, Colo.; and Baca Grant no. 5, thirty miles north of Prescott, Ariz. On December 12, 1862, the Baca heirs chose to make an application for land in the San Luis Valley, and in 1863 they formally chose Baca Grant no. 4, which contained 99,289.39 acres. The date of founding of the Baca No. 4 was May 4, 1864, when a letter from the land office was sent to Surveyor General Pierce



*Grazing cattle on the range in the Luis Maria Baca No. 4 Grant, near Crestone, in the San Luis Valley, Colorado. The Sangre De Cristo Mountains are in the background. Photograph by L.C. McClure between 1920 and 1930. (MCC-3106)*

Charles Beaubien and Guadalupe Miranda Grant (Beaubien and Miranda Grant)—On January 11, 1841, these two men petitioned Governor Armijo for a tract of land on the upper Colorado, or Canadian River. The petition was granted three days later, but the boundaries and formal possession were not given by the justice of the peace until February 22, 1843. In 1857 Surveyor General Pelham decided that the petition should be granted. The U.S. Congress on June 21, 1860, confirmed this grant in its entirety. The grant later passed by inheritance to Lucien B. Maxwell, son-in-law of Charles Beaubien (It then was called the Maxwell Grant); in 1879 the Supreme Court confirmed 1,714,764 acres of the grant.

Guadalupe-Conejos Grant (Conejos Grant) (Unconfirmed)—One of the first areas to be colonized in the San Luis Valley was the Guadalupe-Conejos Grant (Petty, 1997, p. 5). In 1833 Celdon Valdez and some citizens of New Mexico petitioned for and were granted about two and a half million acres of lands along the Conejos River in what is now Colorado. This parcel ran from San Antonio Mountain in the south to La Lomo de la Garita in the western San Juan Mountains and then crossed eastward to Alamosa along the Rio Grande. However after the grant was given, war with the Ute Indians intervened and prevented the occupation of the area. On February 21, 1842, several persons petitioned the prefect to revalidate the decree of possession; however, and even though the petitioners had certainly lost their right under the law, having abandoned the land granted to them, he ordered the justice of the peace to again place them in possession. The beginnings of settlement were made in the area in 1843; however, again the Ute Indians interfered. In 1900 a court of private land claims set up by the U.S. Government refused to confirm this grant. Finally, most of the original proponents had taken up the southern part of the land by use of the general land laws of the United States or had died, so there was no use in the settlers pursuing the grant any further. Land that was not taken up by settlers, or land that was not suitable for crop production would in the future be held in common by the settlers. Lafayette Head, founder of the town of Conejos, and others, colonized on the grant. Thus, even though the Guadalupe-Conejos Grant had not been confirmed, it was opened to homesteading and soon was settled.

Medano Springs and Zapato Grant (Unconfirmed)—A large grant of land (229,814.53 acres) west of the Continental Divide along and west of the Sangre de Cristo Range, north of Medano Springs, east of Del Norte, and south of Cottonwood Creek. To the north, the grant overlapped the Luis Maria Baca Grant No. 4. The eastern boundary followed the crest of the Sangre de Cristo Mountains. The grant was surveyed between Mar. 25 and April 2, 1879, by D.C. Oakes and E.H. Kellogg, and was approved on April 18, 1879, by W.L. Campbell, the Surveyor General, Denver, Colorado; however, it was never confirmed.

Nolan Grant—Gervacio Nolan, a naturalized Frenchman, petitioned Governor Armijo on November 14, 1843, for a grant of the valley of St. Charles Creek. He declared his desire to raise cattle, raise crops, and to start a colony in the valley. His petition for 575,978 acres was approved by Governor Armijo Dec. 1, 1843. On Oct. 8, 1861, the Surveyor General

recommended that Congress confirm the land to the heirs of Gervacio Nolan. By the act of July 1, 1870, the grant was confirmed, but only to the extent of eleven square leagues (48,695.48 acres). By the time the grant was confirmed, settlers had already taken up homesteads and pre-emption claims within the grant; therefore, the law provided that these rights be respected and that heirs of Nolan could be given equal claims elsewhere within the grant (Hafen and Hafen, 1927).

Sangre de Cristo Grant (Stephen Luis Lee and Narciso Beaubien Grant)—Grant was given by Gobernador Don Manuel Armijo on Dec. 30, 1843. However, both grantees were killed in a Taos uprising in 1847. The grant then passed to Charles Beaubien by inheritance from his son, and by purchase from the heirs of Lee. The Sangre de Cristo Grant was confirmed by Congress on June 21, 1860. San Luis, situated in that grant, is the oldest town in Colorado. In 1871 the land in the Sangre de Cristo Grant was divided into parcels, the Trinchera Estate in the north and the Costilla Estate in the south. In the 1880's General William Palmer (of the D. & R.G. Ry.) bought the Trinchera Estate; 240,000 acres of it were retained as the Trinchera Ranch, the largest estate in Colorado. In 1856 William Pelham, Surveyor General, gave the following general description of the grant:

*“General Description: The general features of this grant are greatly diversified. The mountains have some of the highest peaks and lowest passes in Colorado. The plains are almost a dead level so that the streams as they leave the mountains change suddenly from rushing brooks to sluggish rivers. The Rio Grande flowing southward with*

*a gentle current enters at the Costilla Ford a basaltic canon with nearly perpendicular walls varying in depth from three hundred to five hundred feet and extending from its head southward nearly one hundred miles, almost without a break. Ute Mountain is an isolated hill about fifteen hundred feet above the level of the plains about it. A series of broken hills and mesas extends through the center of the grant from the mountains to the river. A large amount of excellent land borders all the streams, the valleys extending well up into the hills.*



*The land of the plains outside of the river bottoms is of a good quality except a small piece between the Sierra Blanca and the Rio Grande which is too sandy and level and a portion of the land along the River Canon which is too stony to be utilized. Extensive Parks surround the heads of most of*

*the streams abounding in luxuriant grasses and bordered with excellent timber, all the creeks abound in mountain trout.*

*On Placer and Greyback Creeks, are placer mines of moderate richness and on the surrounding mountains, many lodes of gold, silver and copper ore have been discovered."*

Cornelio Vigil and Ceran St. Vrain Land Grant (Vigil and St. Vrain Grant; Las Animas Land Grant)—Ceran St. Vrain was one of the founders of Bent's Old Fort. Vigil and St. Vrain were residents of Taos. They petitioned the governor on Dec. 8, 1843 for land in the valleys of the Huerfano, Apishapa, and Cucharas Rivers. The Vigil and St. Vrain Grant was to be the largest of the 197 grants, originally to cover more than 4,096,345.5 acres. It included all the land bounded by the Purgatoire River on the east, the Arkansas River on the north and the mountains on the west and south. Governor Armijo on December 9, 1843, awarded the grant to them and on January 2, 1844, a formal transfer took place. On Sept. 17, 1857, the Surveyor General reported to Congress that the grant should be confirmed. The Congress on June 21, 1860, confirmed the grant but only for 11 square leagues to each of the original grantees. In other words, the total then became 22 square leagues (97,390.95 acres). An appeal to try to regain the original boundaries or a greater area was dismissed. On February 25, 1869, Congress passed a law making provision for the adjustment of homestead and pre-emption claims with the tract and permitting the original grantees to locate a like quantity of other land in lieu of the settlers' claims. Claimants who apparently bought parts of the grant for nominal prices were Charles Bent, Charley Autobeas, Lucien B. Maxwell, William Bent, Felix St. Vrain, Alexis Hicklin, Thomas O. Boggs, William Kroenig, Kit Carson, Richens Lacey (Dick) Wootton, and Zan Hicklin, who married Charles Bent's daughter Estafina, who received part of this grant and settled on Greenhorn Creek. Ceran St. Vrain had already sold 300,000 acres. All settlers were required to submit descriptions of their claims. Autobeas was awarded only 686 acres. Mrs. Zan Hicklin had 5,118.72 acres of the Vigil & St. Vrain Grant confirmed to her (32 1/4 sections of land) in T. 24 S., R. 66 & 67 W. The Hicklin home was near the old Crow Post Office.

## Old Spanish Trail

In July 1776 two Franciscan Friars, Silvestre Velez de Escalante, the journal keeper, and Francisco Athanasio Dominguez, with Bernardo de Miera y Pacheco, a self-trained cartographer, and nine companions came northward from Santa Fe, driving cattle to supply their food, to find a trail to the new missions at Monterey, California. Making a map as they proceeded, they traveled northwest up the Chama River to Abiquiu, across the upper San Juan Basin, past Mesa Verde and through southwestern Colorado, across the Green and

Grand Rivers, to Utah Lake in north-central Utah, then southwest to Sevier Lake. Facing the unknown trail ahead and the approach of winter, they turned back, bringing their map with them, and they reached Santa Fe January 22, 1777. Their trail into central Utah became the first part of the later famous Old Spanish Trail from Santa Fe to Los Angeles (Colorado Writers Program, 1945).

One of the earliest roads in the San Luis Valley was a part of the Old Spanish Trail used as early as 1859 when fourteen families established La Loma de San Jose (Kessler, 1995). This was later known as the Conejos Wagon Road. The North Branch of the Old Spanish Trail went northward from Santa Fe then through the San Luis Valley to Saguache and across Cochetopa Pass [west of San Luis Valley] to western Colorado. The North Branch actually had two forks through the San Luis Valley, one east and one west of the Rio Grande. The eastern fork went past Costilla and generally past the western side of San Pedro Mesa, but according to Ruth Marie Colville (written communication November 24, 1999), "Both routes were used, but the west side of the San Pedro Mesa seems to have been more traveled than the east side thru the years, and certainly would have been the nearest connection to the Old Spanish Trail west to California." From San Pedro Mesa the trail went northward past Viejo San Acacio to Fort Garland, then along the west flank of the Sangre de Cristo Mountains and then turned northwest near Crestone and left the Trinidad quadrangle on its way to Saguache. On the trail map the trail is called "Approximate location East Fork North Branch Old Spanish Trail," or just "Old Spanish Trail."

## Mountain Passes in the Trinidad Quadrangle

(Showing their altitudes and describing their locations.)

Arena Pass, (see Medano Pass)

Bells Gap, 6,347 feet. From Ojo de Alamo Arroyo to Butte Creek, SW 1/4 sec. 10, T. 27 S., R. 67 W., Huerfano County. Colorado Hwy 69

Cordova Pass (Apishapa Pass, Fish Pass), 11,248 feet. From Apishapa Creek to Chaparral Creek, SW 1/4, sec. 17, T. 31 S., R. 68 W., Las Animas and Huerfano Counties in the San Isabel National Forest, a county auto road

Costilla Pass (see San Francisco Pass)

Cottontail Pass, 7,970 feet. At head of Sarcillo Canyon in Gulnare quadrangle. From Sarcillo Creek on the west to Burro Creek on the east in the NW 1/4 sec. 18, T. 32 S., R. 66 W., Las Animas County, at border of Spanish Peaks State Wildlife area; 4-wheel drive road (Helmuth and Helmuth, 1994)

Cucharas Pass, 9,994 feet. From South Fork of Cucharas River to Guajatomayon Creek branch of the Purgatoire River, middle N 1/2 sec. 26, T. 31 S., R. 69 W., Huerfano and Las Animas Counties in San Isabel National Forest

- Culebra Pass, 13,450 feet. From North Vallejos Creek to Las Vigas Creek, NW ¼ sec. 11, T. 34 S., R. 70 W., Costilla County. In Culebra Peak quadrangle. Private foot trail
- Indian Creek Pass, 9,515 feet. From South Middle Creek on east slope of Culebra Range to the North Fork of West Indian Creek on the west slope of the same range, NE ¼ sec. 12, T. 30 S., R. 70 W., in McCarty Peak quadrangle in Huerfano and Costilla Counties in San Isabel National Forest. Foot trail and jeep trail
- La Veta Pass, (Abajo (?) Pass, Abeyta Pass), 9,382 feet. From head of South Abeyta Creek tributary of Cucharas River to north tributary of Wagon Creek branch of Sangre de Cristo Creek, SE ¼ sec. 22, T. 28 S., R. 70 W., in Huerfano and Costilla Counties in San Isabel National Forest, on U.S. Highway 160. The pass was first traversed by a railroad, at that time the highest pass in the U.S. crossed by a railroad
- Long Saddle Pass, (Bells Gap), 6,347 feet. From Butte Creek to drainage of Ojo de Alamo Arroyo, SW ¼, sec. 10, T. 27 S., R. 67 W., in Walsenburg North quadrangle, Huerfano County. Auto road on Colorado Highway 69
- Manzanares Pass, 9,460 feet. Separates Manzanares Creek Fork of Huerfano River in Sangre de Cristo Range from Placer Creek tributary of Sangre de Cristo Creek, NW ¼ sec. 3, T. 28 S., R. 71 W., in Huerfano and Costilla Counties. Private jeep road
- Medano Pass (Sand Hill Pass, Bill Williams Pass, Pike's Gap, Arena Pass, Old Indian Trail) 10,030 feet. Separates Muddy Creek fork of Huerfano River in Huerfano Park from Medano Creek in San Luis Valley, SW ¼ sec. 22, T. 25 S., R. 72 W., Huerfano and Saguache Counties. Pack trail. Lt. Zebulon Pike crossed Sand Hill Pass during his expedition to Louisiana Territory in 1806-1807
- Middle Creek Pass (see Veta Pass)
- Mosca Pass (Robidoux Pass), 9,750. Separates May Creek tributary of Huerfano River from Mosca Creek Fork of Medano Creek, NE ¼ sec. 5, T. 27 S., R. 72 W., Huerfano and Alamosa Counties, in San Isabel National Forest. Pack trail
- Muddy Creek Pass, at Promontory Divide (see Promontory Divide)
- Music Pass, 11,380 feet. Separates Music Pass Creek arm of Grape Creek from headwaters of Sand Creek, in San Isabel National Forest and Rio Grande National Forest, NE ¼ sec. 36, T. 24 S., R. 73 W., Custer and Saguache Counties. Pack trail
- North La Veta Pass, 9,413 feet. From Sangre de Cristo Creek to South Abeyta Creek, center W ½, sec. 14, T. 28 S., R. 70 W., Costilla and Huerfano Counties. Pack trail off U.S. Highway 160
- Pass Creek Pass, 9,380 feet. Separates Pass Creek branch of Huerfano River from the head of Sangre de Cristo Creek, SW ¼ sec. 9, T. 28 S., R. 70 S., Huerfano and Costilla Counties, San Isabel National Forest. County road
- Promontory Divide, (Muddy Creek Pass) 8,579 feet. Separates the Antelope Creek fork of Grape Creek from the north arm of Muddy Creek branch of the Huerfano River, NW corner sec. 27, T. 24 S., R. 71 W., Custer and Huerfano Counties. Colorado Highway 69
- Raton Pass, 7,881 feet. In New Mexico south of Trinidad quadrangle. Separates Las Animas area and Raton Creek from Raton area and Railroad Canyon in Colfax County, New Mexico. Old Raton Pass road was higher and farther west than the new I-25 Highway, which is at 7,834 feet. On U.S. Highway 85/87 and I-25
- Red River Pass, 9,854 feet. On the county line between Colfax and Taos Counties, New Mexico; connecting the north end of Moreno Valley with the Red River Country in New Mexico; in R. 69 W.(?) near the New Mexico and Colorado line(?)
- Robidoux Pass, (see Mosca Pass)
- Sand Hill Pass (see Medano Pass)
- San Francisco Pass (Sugarite Pass), 8,420 feet. From San Francisco Creek to Chicorica Creek, middle W ½ sec. 33, T. 34 S., R. 62 W., Las Animas County. Private foot trail
- San Francisco Pass, 9,150 feet. From Bonita Canyon Branch of Vallejos Creek to North Fork of Vermejo River, center sec. 3, T. 35 S., R. 69 W., Las Animas County. Private foot trail
- San Francisco Pass (Costilla Pass). Two routes—one at 11,929 feet, the other at 11,370 feet. West of Tercio, separates Ricardo Creek from San Francisco Creek, on Culebra Range of the Sangre de Cristo Mountains, middle sec. 32, T. 34 S., R. 70 W., and NE ¼ sec. 22, T. 35 S., R. 70 W. (Rocky Mountain News, July 20, 1877, p. 4, column 3), Costilla County. Private foot trail
- Sangre de Cristo Pass, 9,468 feet. Separates South Oak Creek fork of Huerfano River from headwaters of Sangre de Cristo Creek, NW ¼ sec. 14, T. 28 S., R. 70 W., San Isabel National Forest, Huerfano and Costilla Counties. Private pack trail
- Torrecedo Pass, 12,827 feet. From Alamosito Creek to Johnson Creek on the divide just north of Purgatoire Peak, Costilla County, T. 34 S., R. 70 W., in Culebra Peak quad. Foot trail
- Ute Creek Pass, 11,340 feet. From South Huerfano River to Little Ute Creek, SE ¼ sec. 30, T. 28 S., R. 72 W., in Blanca Peak quadrangle, Costilla and Huerfano Counties. Foot trail on north side; no access on south side?
- Veta Pass (Wagon Creek Pass, Middle Creek Pass), 9,220 feet. Separates Middle Creek fork of Cucharas River from Wagon Creek tributary of Sangre de Cristo Creek. Traversed by Alamosa broad gauge branch of D. & R.G.W. R.R. NE ¼ sec. 35, T. 29 S., R. 70 W., Huerfano and Costilla Counties. Access only by railroad
- Wagon Creek Pass (see Veta Pass)
- Wet Canyon Pass, 8,651 feet. From Jarosa Canyon to Wet Canyon, NW ¼ sec. 2, T. 32 S., R. 68 W., Las Animas County. County auto road
- Whiskey Pass (Whiskey Creek Pass), 12,540 feet. From El Valle Creek to Whiskey Creek, NW ¼ sec. 1, T. 33 S., R. 70 W., or in SW ¼ sec. 1, T. 3 N., R. 70 W., Costilla County. Private foot trail
- Zapata Pass, 11,860 feet. From North Zapata Creek to Huerfano River, in NW ¼ sec. 30, T. 27 S., R. 72 W., in Alamosa County. Foot trail

## **Territorial (Free) Roads Enacted by the Council and House of Representatives of Colorado Territory in 1862 (Hill, 1949)**

From Pueblo, by way of Greenhorn's Ranch to Fort Garland  
From Cisco and Head's Ferry, across the Rio Grande del  
Norte, and from Lafayette Head's to the southern  
boundary of the territory

From Fort Garland to Colabra [Culebra], Costilla, Red River,  
and Osage House

From Greenhorn's Ranch, by James Gray's, to the Cimarrone  
[Cimarron River], on the south line of the Territory

From John H. Hayne's Ranch, up the Huerfano to J.B. Doyle's,  
to the upper crossing of the Huerfano (by way of Mosca  
Pass to Fort Garland, March 11, 1864)

From Louis Montoya's ranch, Las Animas County, via Trini-  
dad, to George Long's house, thence south through  
George Long's Canyon to the southern boundary of the  
territory in 1872

From Walsenburg via Beyta Canyon to the valley of the Sangre  
de Cristo in 1872

From B.T. Howard's ranch, Huerfano County, via St. Mary's,  
Hamilton Brothers' ranch (on North Beyta), to the  
mouth of the South Beyta Canyon in 1874

## *La Veta Pass*

*Denver and Rio Grande narrow gauge train on the east side of La  
Veta Pass. The lead locomotive is number 99, "Kokomo," built by  
Baldwin in 1880. Original photograph by W.H. Jackson between 1890  
and 1910, reproduced by L.C. McClure. (MCC-3194)*



## Post Roads of the Trinidad Quadrangle in 1881

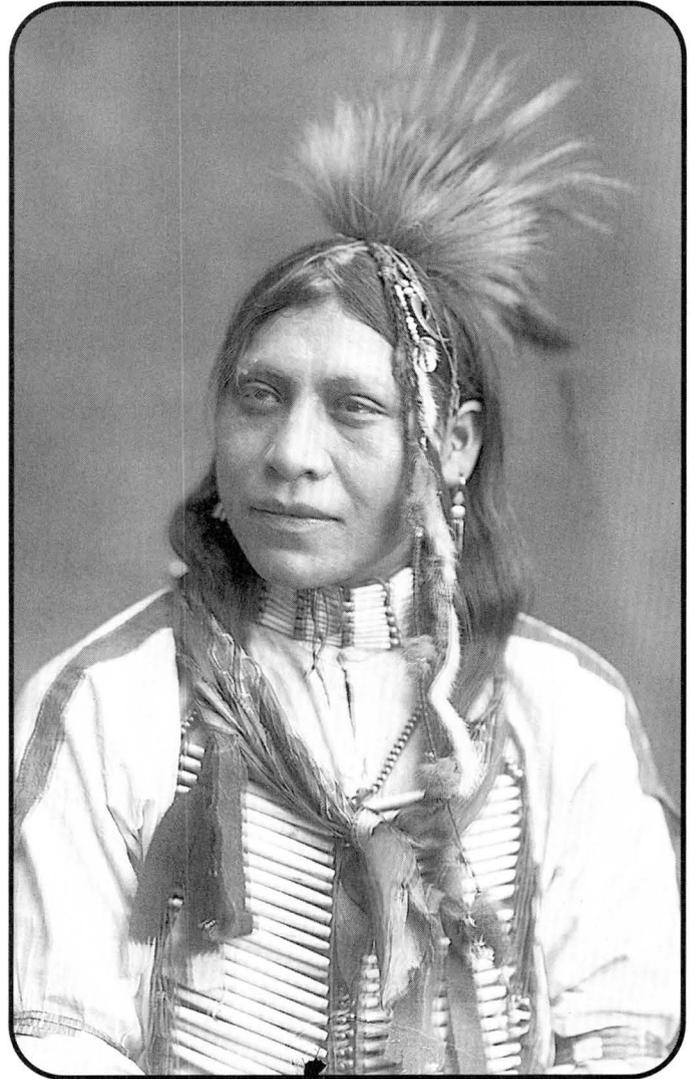
(From Crofutt's Grip-Sack Guide, 1885, p. 159 and following pages.)

- No. 16—From Florence, southeast via Greenwood, Beulah, Osage Avenue, and Table Mountain, to Greenhorn, 54 miles and back, three times a week
- No. 29—From Trinidad, west via Davis, to Stonewall, 36 miles, and back, twice a week
- No. 48—From Pueblo, southwest via St. Charles, Agate, and Muddy Creek, to Greenhorn, 35 miles, and back, three times a week
- No. 49—From Greenhorn, northwest via Table Mountain and Osage Avenue, to Beulah, 16 miles, and back, twice a week
- No. 50—From Boonville, southwest via Jackson and Juniata, to Huerfano, 19 miles, and back, once a week
- No. 52—From Trinidad, northeast to Pulaski, 13 miles and back, once a week
- No. 53—From Trinidad, southeast via Barela and San Jose, to Madison, New Mexico, 45 miles, and back, once a week
- No. 54—From Walsenburg, northwest via St. Mary's and Badito, to Gardner, 30 miles, and back, three times a week
- No. 55—From Badito, southwest via Russell to Fort Garland, 38 miles, and back, once a week
- No. 56—From Sangre de Cristo, west of north via San Isabel, Rio Alto, Cotton Creek, and Bismarck, to Villa Grove, 33 miles, and back, once a week
- No. 62—From Alamosa, northeast via Zapato and Colfax(?) to Silver Cliff, 70 miles and back, three times a week
- No. 76—From Alamosa, northwest via Del Norte, Wagon Wheel Gap, Antelope Springs, and Belford to Lake City, 115 miles

## More Post Roads in the Trinidad Quadrangle

(From Crofutt's Grip Sack Guide, 1885, p. 159 and following pages.)

- No. 76—From Pueblo, southward 22 miles to Muddy Creek, and 10 miles to Greenhorn; total 32 miles, three times a week. By hack
- No. 77—From Greenhorn, northwest 15 miles to Osage, 6 miles to Beulah, and 18 miles to Greenwood; total, 39 miles, three times a week. By hack
- No. 78—From Greenhorn, west 6 miles to Rye, north 7 miles to Chilcott, and west 10 miles to Fairview; total, 23 miles. Three times a week. By hack



*Ute man wearing a hair pipe breastplate and choker, a kerchief, earrings, and beads and roach in his hair. Photograph by H.H. Tammen, 1902. (X-30374)*

- No. 84—From Walsenburg, northwest 16 miles to St. Mary's, 8 miles to Badito, 2 miles to Huerfano Canon, 6 miles to Gardner, thence west 6 miles to Malachite, 10 miles to Sharpsdale, 8 miles to Orea, southwest 7 miles to Zapato, and 22 miles to Alamosa; total 85 miles. Three times a week. By hack and saddle.
- No. 85—From Walsenburg, south 13 miles to Scissors. Twice a week. By saddle
- No. 86—From La Veta, south 12 miles to Nunda, 11 miles to Stamford, and 4 miles to Stonewall; total 27 miles. Twice a week. By saddle
- No. 87—From Powell, southeast 13 miles to Cordova. Twice a week. By saddle
- No. 88—From Trinidad, west 11.5 miles to Madrid, 10.5 miles to Cordova, and 5 miles to Stonewall, total, 38 miles. Twice a week. By hack and saddle
- No. 89—From Trinidad, east 16 miles to Barela, three times a week. By hack

- No. 92—From Fort Garland, south 17 miles to San Luis and 18 miles to Costilla; total 35 miles. Three times a week. By hack and saddle
- No. 93—From Alamosa, westward 18 miles to Vadner, 8 miles to Cockrill, 12 miles to Jasper, and 19 miles to Loyton; total 47 miles. Three times a week. By hack and saddle
- No. 97—From Villa Grove, southeast 13 miles to Cotton Creek, 6 miles to Rio Alto, 5 miles to San Isabel, and 3 miles to Crestone; total 27 miles. Three times a week. By hack
- No. 98—From Conejos, northeast 8.5 miles to Manassa and 4 miles to Ephraim; total 12.5 miles. Twice a week. By hack
- No. 99—From La Jara, west 5 miles to Newcomb and 7 miles to Capulin; total 12 miles. Three times a week. By hack

## Description of Crofutt's Tour Seven

(From Crofutt's Grip-Sack Guide, 1885, p. 58.)

From Pueblo to San Carlos 9 miles, Greenhorn Station 4 miles, Salt Creek 7 miles, Graneros 6 miles, Huerfano 10 miles, Cucharas 13 miles, sidetrack of Santa Clara 10 miles, Apishapa 9 miles, Chicosa 9 miles, El Moro 10 miles. From Cucharas west 6 miles to Walsenburg, then 6 miles to Wahatoya, 8 miles to La Veta, (21.5 miles to pass?), 8 miles to Ojo, then to Muleshoe, and La Veta Pass 9,339 feet. On a railroad bridge on Muleshoe Curve the train crossed above the Abata & Sangre de Cristo Toll Road. From the pass summit, 2 miles to Sangre de Cristo, then 5 miles to Placer (a meal station) then 13 miles to Fort Garland (which is 24 miles from Alamosa). Twenty-two miles to Rio Grande. Twenty miles south of Alamosa is Manassa, settled by Josephite Mormons. Del Norte Branch of D. & R.G. runs 10 miles northwest to Parma, then 7 miles to Henry, then 14 miles to Del Norte, which is west of the Trinidad quad

## Past and Present Railroads in the Trinidad Quadrangle

(Showing year of beginning of operation or year(s) of operation. 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. From Haley (1963), Ormes (1963), Wilkins (1974), Charles Albi, and Kenton Forrest.)

1. A.T. & S.F. R.R. Atchison Topeka & Santa Fe Railroad, 1878. From La Junta on May 1, 1878, southwest to Trinidad on Sept. 15, 1878, thence to the Colorado State line at Raton Pass on Dec. 1, 1878; a tunnel was completed on July 7, 1879; standard gauge, double-track

tunnel (Marshall, 1945). In 1995 became the Burlington Northern & Santa Fe, B.N. & S.F.

2. C. & S.E. Ry. Colorado & South Eastern Railway["Railroad" in 1909], 1904-1942. Originally intended to go from Trinidad to Florence through Pueblo. They originally proposed five lines: (1) From Trinidad to Pueblo, (2) From Hoehne to Ludlow and to Barnes, (3) From Barnes via Hastings to Delagua, (4) From Pueblo to Florence, and (5) From a point on the Santa Fe's Rockvale Branch to the D. & R.G. tracks and to Chandler south of Canon City. Ormes (1963) stated that the line was owned by the Victor-American Fuel Company, but used mostly C. & S. cars.
3. C. & S. Ry. Colorado & Southern Railway, 1899-1982. The C. & S. had a trackage arrangement with the D. & R. G. for the line from Pueblo to Walsenburg. South of Walsenburg the line was called the Trinidad District and included trackage from Walsenburg to Trinidad and mine spurs off the main line. Kenton Forrest of the Colorado Railroad Museum gave the history of the C. & S. from 1881 to 2000:

C. & S. history:

- Denver & New Orleans 1881-1886
- Denver Texas & Gulf 1886-1890
- Denver Texas & Fort Worth 1887-1899
- Union Pacific Denver & Gulf 1890-1899
- Colorado & Southern 1899-1982
- Burlington Northern 1982-1995
- Burlington Northern & Santa Fe 1995-

4. C. & W. Ry. Colorado & Wyoming Railway, 1900. Owned by the Colorado Fuel and Iron Company. The southern operation started 2 miles west of Trinidad and ran 32 miles west along the Purgatoire River and its south fork to Cuatro and had branches to Hezron, Primero, Tercio, and Piedmont. Miner's special called the "Spaghetti Flyer." In the year 2000 the C. & W. is called the Trinidad Railway
5. D. & R.G. Ry. Denver & Rio Grande Railway, 1876 (Athearn, 1962). From Pueblo to Cucharas (narrow gauge), then southeast to El Moro with the goal to tap the coal fields of the Trinidad area. Further extensions took the railroad across southern Colorado and into New Mexico. The Rio Grande was built westward as a narrow gauge from Walsenburg to La Veta (marked by a monument in Francisco Plaza), which was reached in July 1876, then it went on over La Veta Pass in June 1877, and reached Fort Garland in July 1877 and Alamosa in 1878. The American Smelting and Refining Co. [A.S. & R.] developed a rail line from Cokedale to Boncarbo. The line was affiliated with the D. & R.G.
6. D.T. & F.W. R.R. Denver Texas & Fort Worth Railroad, 1887. Reorganized from the Denver & New Orleans (incorporated Jan. 25, 1881); entered an agreement for the use of the D. & R.G. tracks between Pueblo



*San Luis Valley Southern Railway (S.L.V.S. Ry.) steam engine number 106 leaving Blanca, heading south in the San Luis Valley. Photograph by Otto Perry, 1953. (OP-15123)*

and Trinidad. Later built into New Mexico and added many spurs into the coal mines

7. D.T. & G. R.R. Denver Texas & Gulf, organized May 28, 1885. Sold Nov. 19, 1897
8. E.M. Ry. The El Moro Railway Co., proposed Oct. 5, 1877. From the end of the D. & R. G. R.R. south of El Moro. This railway was used to build about 2.7 miles of track from Coal Junction to El Moro mines (Engleville). After it was built, the D. & R.G. absorbed the line in 1877
9. S.L.S. Ry. San Luis Southern Railway, 1910. From a point on the D. & R.G. Ry. near Blanca, in Costilla County, southward to San Acacio on the Culebra River, then southward to the New Mexico border and the dividing line between R. 74 W. and R. 73 W. of T. 1 N., according to the non-official so-called Costilla Estate survey, then south to Taos and points beyond
10. S.L.V.S. Ry. San Luis Valley Southern Railway, 1928. Earlier, it was the San Luis Southern Ry.
11. S.S.L.V. Ry. Southern San Luis Valley Railway, 1935. Formerly the S.L.S. and the S.L.V. S. Abandoned 1998
12. T.E. R.R. Trincheras Estate Railroad. The first section of the Trincheras Estate Railroad was built in 1881 as a short extension of the D. & R. G. as a branch from Placer to a Colorado Coal and Iron Company mine. In 1899 the old narrow gauge track from this iron mine to Wagon Creek Junction was sold by the D. & R. G. to the Trincheras Estate Co. That track apparently never was used; track was removed in 1905. The Trincheras mine was closed about 1883. Another T.E. R.R. line was established southward into the forest

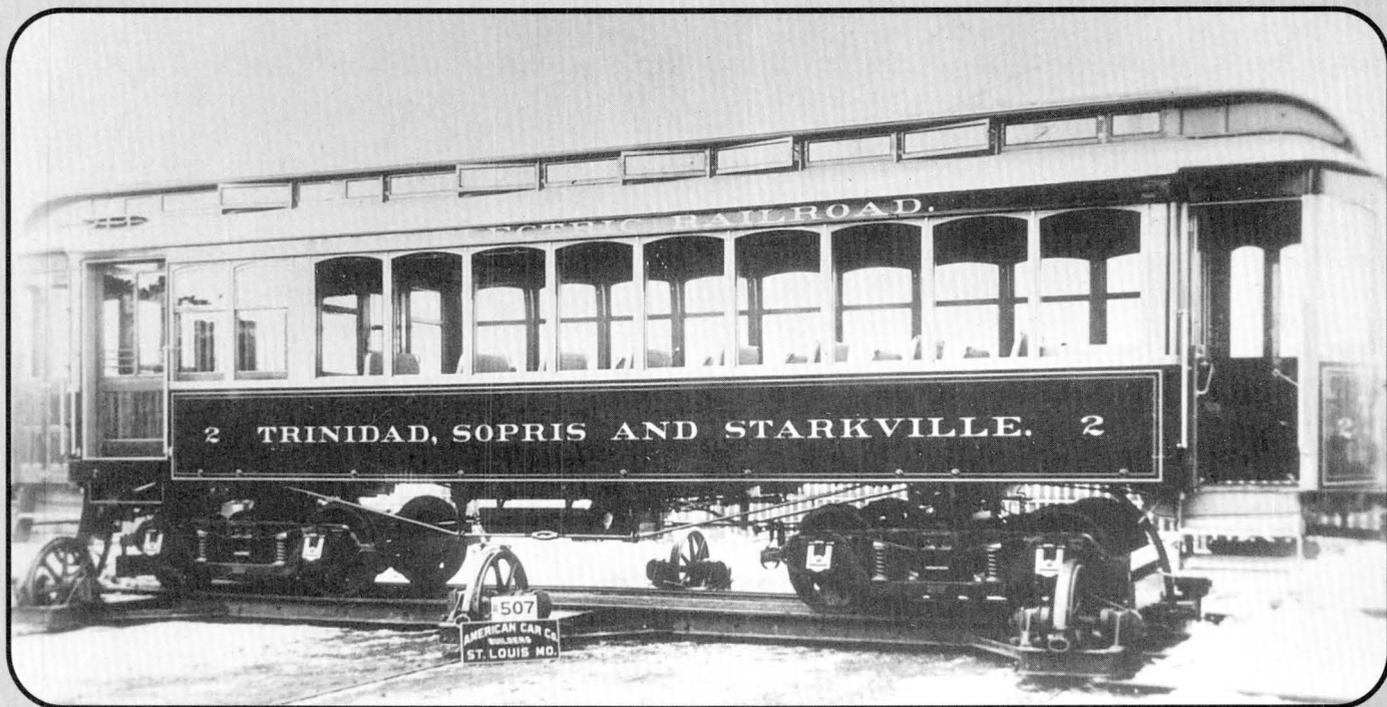
from Carr in about 1912, then was abandoned in 1918 when no more trees were available for lumber

13. U.P.D. & G. Ry. Union Pacific Denver & Gulf Railway, 1890. During the 1890's the U.P.D. & G. built several lines of track in the Trinidad area (Overton, 1953)

## Trolleys in Trinidad

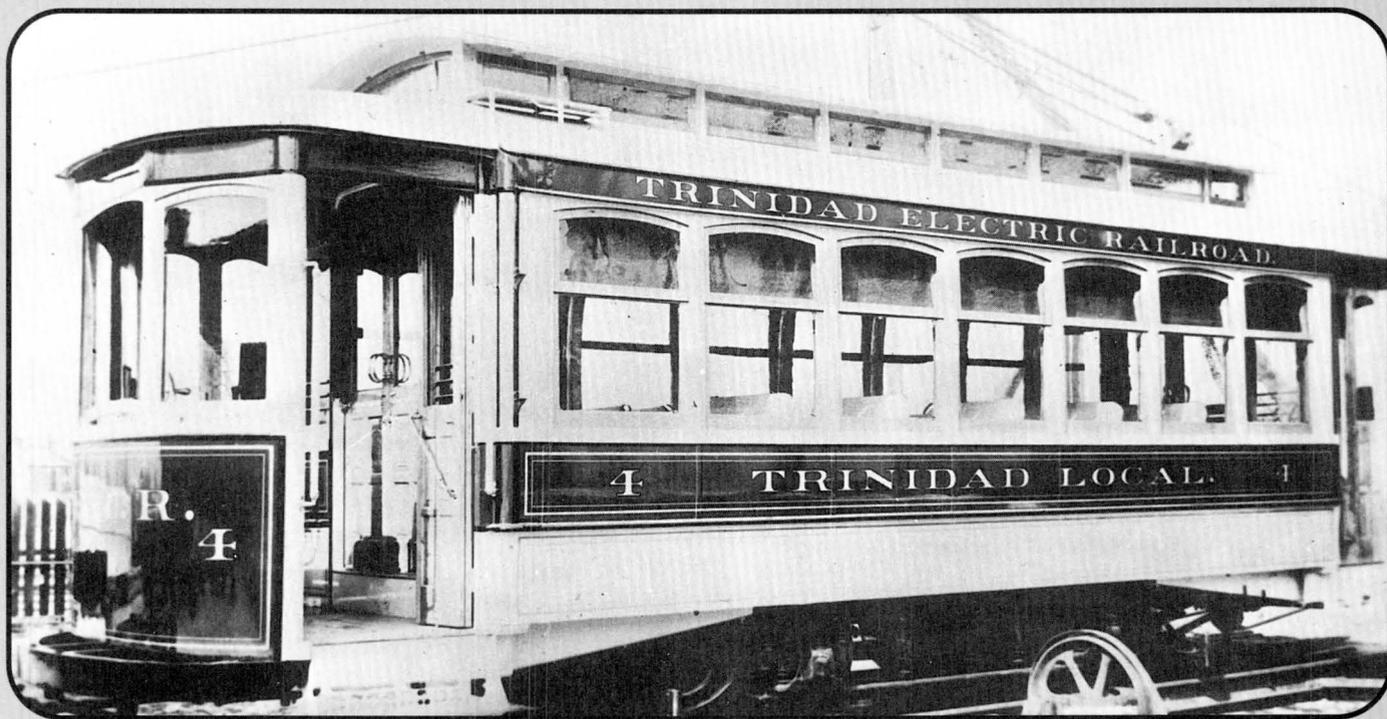
(From Ormes, 1963; Wilkins, 1974; Fletcher, 1995; and Ken Fletcher, written communication, 1999.)

The Trinidad Street Railway was established in 1882 when horsecars began running around the town. By 1888 the railway system was formed and had a mile and a half of track, two cars, and eight mules. In 1891 an additional mile and a half of track was in use, six cars were running, and the mules had been replaced by 35 horses (Bob-tail horsecars). The horsecar system was abandoned in 1904, and a new electrical system was installed. On April 28, 1904, the Trinidad Electric Railway & Gas Company opened up with 5 miles of track and five city cars in town and 9 miles of interurban track with three interurban cars. Trolleys visited the county fairgrounds, East Main Street, a loop line by way of Baca, San Juan, Pine, and Arizona Streets, and also a line went to Central Park. The interurban line passed out through the countryside to reach Starkville to the south and Sopris to the west. In 1908 the interurban line was extended to Cokedale and additional trackage was added to the city lines. Figure 2 shows the routes of the trolley lines in the Trinidad area. In 1911 the



*Electric interurban trolley car parked on a turntable in Trinidad. Photographer unknown. Between 1904 and 1918. (X-1889)*

# *The Trinidad Trolley System*



*Electric trolley car parked on a turntable in Trinidad. Photographer unknown. Between 1904 and 1918. (X-1890)*

Federal Light & Traction took over the company and the name became Trinidad Electric Transmission Railway & Gas Company. By 1920 the automobile had so greatly reduced the numbers riding the streetcars that the company asked for permission to abandon the city lines. In January 1922 permission was received and in March the local lines were closed. However, the interurban continued for another year until September 15, 1923, when it too was abandoned. Even after 1923 an electric locomotive was used to bring loaded coal cars from the Santa Fe Railway tracks near Jansen to the company power plant at Robinson and San Juan Streets, a job that continued until 1949 over a special set of tracks. During more than 20 years the streetcar tracks ran over unpaved streets, then the main streets were paved with bricks. Streetcar fare in town was five cents; interurban fare to the three coal camps was 15 cents, and two cars ran to the coal camps every hour.

## Mule/Horsecar Period

(Companies in order by date of operation; mileages are approximate.)

1. T.S. Ry. Co.—Trinidad Street Railway Co., started by C.P. Treat. July 1, 1882, to Dec. 8, 1891. The purpose was to develop and operate a mule or horse transportation system of about 3 miles in Trinidad; car barn and stables were on the northeast corner of Colorado Ave. at State St. (Ken Fletcher, written communication, compiled from records in the Trinidad Chronicle-News).

## Electric Streetcar Period

2. T. E. Ry.—Trinidad Electric Railway. April 8, 1904, to Dec. 31, 1907. Rebuilt from a 38-inch gauge to standard gauge and electrified; line planned to go from Trinidad to Cokedale, Sopris, and Starkville, and to the Catholic Cemetery and the Elks Fair Grounds. (Elks Park Electric Railway and Sopris and Starkville Electric Railway names on 1909 Clason Co. map, apparently were added by Clason to show the destinations of the two streetcar lines, and were not the names of streetcar companies.) Operations began in 1904 over 13 miles of third-rail track. Tracks were extended to Cokedale in 1906.
3. S.C.P. & Ry.—Southern Colorado Power and Railway Co. Jan. 1, 1908 to Dec. 22, 1909. The purpose of the company was generation and sale of power, and operation of street or interurban railways in and near Trinidad. They operated 21 miles of trolley line in and near Trinidad, including a line to Starkville and Cokedale. Company was formed by the joining of the Trinidad Electric Railway and the non-operating Stonewall Valley Electric Railroad in 1908.
4. C. R. L. & P.—Colorado Railway Light & Power Co. Dec. 23, 1909, to April 7, 1911. Successor to the Southern

Colorado Power and Railway Co.; operated 24 miles of trolley line in and near Trinidad, an 18-mile line to Starkville, a 4-mile line to Cokedale and a 2-mile line within Trinidad.

5. T.E.T. Ry. & G. Co.—Trinidad Electric Transmission Railway and Gas Co. April 8, 1911, to Sept. 15, 1923. Purpose was to take over the power business and street and interurban railway to Starkville. The trolley line was removed in 1926, and the power functions passed to the Frontier Power Company in 1946.

## Proposed Railroads in the Trinidad Quadrangle

(Information is from Colorado Certificates of Incorporation in the Colorado archives; the dates and archive volume numbers are also listed.)

- Alamosa & State Line Railway Co., June 5, 1878, 1-3. From a connection at Alamosa with the Denver & Rio Grande Railway, then south down the Rio Grande valley to the Colorado-New Mexico Territory boundary
- Alamosa Railway Company, Sept. 9, 1877, A-395. From the terminus of the D. & R.G. Ry. line at Wagon Creek 1 mile west of La Veta Pass, extending for 37 miles west to Alamosa on the Rio Grande. After difficulties were overcome, the line finally was completed July 6 or 10, 1878
- Arkansas Valley & Cimarron Railway Co., Nov. 10, 1872. From Ft. Craig to Cimarron, N.Mex., via the Dry Cimarron or Raton Pass
- Arkansas Valley & New Mexico Railway Co., Apr. 12, 1876, F-309. From the terminus of the Arkansas Valley Railway on the south side of the Arkansas River at West Las Animas, Bent County, then southwest to Trinidad in Las Animas County, then west or southwest to the Colorado-New Mexico Territory line
- Colorado & New Mexico Railroad Co., July 5, 1873, E-101. A subsidiary of the A.T. & S.F.
- Colorado & New Mexico Railway Co., Mar. 23, 1878, p. 66. From El Moro in Las Animas County to border of Colorado and New Mexico Territory
- Colorado & Pacific Railway Co., Feb. 18, 1889, 18-175. From La Junta southwest along the course of the Las Animas or Purgatoire River to Trinidad, then up the South Fork of the Las Animas River, thru San Francisco Pass to the Colorado-New Mexico Territory boundary line, then to the junction from which the Costilla Wagon Road branches west from the Elizabethtown and Trinidad Wagon Road, then west to and thru Costilla Pass, then to San Francisco, California; also a branch line from a point on the South Fork of the Las Animas River to Stonewall; also a branch line from one of the above mentioned points eastward

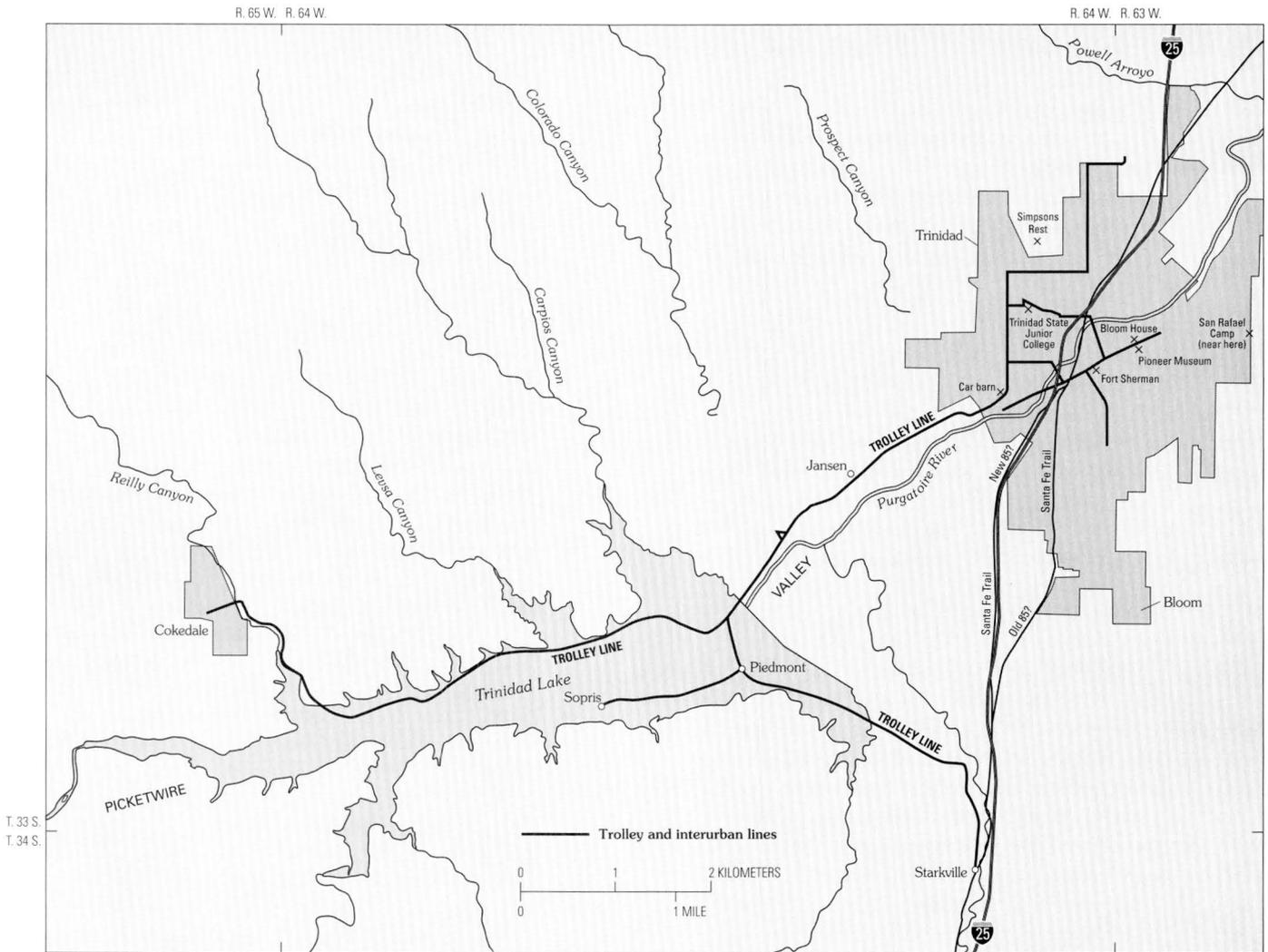


Figure 2. Map showing trolley and interurban lines in Trinidad and surrounding communities.

to connect with the Trinidad and Rocky Mountain Railroad Company's line projected to Las Vegas, N. Mex. Territory

Colorado Pacific and San Juan Railway Co., Apr. 23, 1875, E-580. From a connection with the proposed Denver & Rio Grande Railroad about 15 miles southwest of Fort Garland, then northwest to and along the Rio Grande del Norte 45 miles to the town of Del Norte, then west 45 miles along the Rio Grande to San Juan City in Hinsdale County, then northwest 48 miles to Bullion City in La Plata County, then south 42 miles down along the Rio Las Animas to Junction Creek 10 miles north of the Colorado-New Mexico Territory boundary line, then west 45 miles to the intersection of the Rio San Juan and to southern Colorado boundary line; in all 220 miles

Del Norte & Alamosa Railway Co., Oct. 15, 1877, A-421.

From Del Norte, in Rio Grande County, to Alamosa in Conejos (now Alamosa) County

Denver & Santa Fe Railroad & Telegraph Co., Jan. 21, 1868, C-354. From Denver to Pueblo, continuing southward

to Trinidad and the Colorado-New Mexico Territory boundary, then to Santa Fe, New Mexico Territory  
Denver & South Park & Rio Grande Railway & Telegraph Co., Nov. 28, 1868, C-458. From Denver to the mouth of Platte Canon, then upstream to South Park, then across Poncha Pass, then down the Rio Grande del Norte to New Mexico Territory boundary; with a branch from South Park to the Blue River Valley, then downstream to the Grand River in Middle Park

Denver, Cochiti & Albuquerque Railroad Co., Mar. 22, 1894, 37-387. From Alamosa, Colorado, to and thru the counties of Taos and Santa Fe in New Mexico Territory, to or near Espanola, then to Cochiti Station within Canada de Cochiti Grant in Bernalillo County, then to the Jemez Hot Springs; also from Cochiti Station to Santa Fe; also from Cochiti Station to Wallace; also from Cochiti Station to Albuquerque

Denver, New Orleans & Missouri Pacific, Dec. 19, 1884, 10-217. From a point on the Denver & New Orleans Railroad at its crossing of Trincher Creek in Las Animas County to a connection with the extension

- of the Missouri Pacific Railroad near the Colorado-Kansas line 20 miles north of the southeast corner of Colorado
- Denver, Pueblo and Santa Fe Railroad & Telegraph Co., Dec. 22, 1868. From Denver to Pueblo and Trinidad south to the Colorado boundary, then thru the Territory of New Mexico
- Denver, South Park & Rio Grande Railroad & Telegraph Co., Feb. 3, 1868, C-359. From Denver to South Park and thru Poncha Pass and down the Rio Grande del Norte to the Colorado border; also a branch from South Park to the Blue River Valley, then downstream to the Grand (Colorado) River in Middle Park. The line to South Park to be constructed thru Jefferson, Douglas, and El Paso Counties as may be decided
- Dodge City, Montezuma and Trinidad Railroad Co., Sept. 15, 1888, 12-244. From a connection at the Kansas-Colo-  
rado boundary with the Dodge City, Montezuma and Trinidad Railway, either in Morton or in Stanton County, Kansas, then west thru Las Animas County to Trinidad
- El Moro, Trinidad & New Mexico Railway Co., Oct. 5, 1881, 7-81. From El Moro in Las Animas County to Trinidad and then up Long's Canon and one of its branches to Colorado-New Mexico Territory line
- Las Animas & Western Railway Co., Dec., 3, 1888, 17-501. From Barnes Station on the D. & R.G. Railroad in T. 31 S., R. 64 W., in Las Animas County, then south to the mouth of Road Canon in sec. 25, T. 31 S., R. 65 W., then up Road Canon to the south line of sec. 36, T. 31 S., R. 65 W., then continuing up Road Canon to its head, then into T. 32 S., R. 66 W., together with a branch line from the main line in the SE 1/4 sec. 25, T. 31 S., R. 65 W., then westward up Stock Canon to the west line of sec. 26, T. 31 S., R. 65 W., then continuing up to the head of Stock Canon into T. 32 S., R. 65 W., together with a branch line from the mainline west to the mouth of Canon del Agua in the NE 1/4 sec. 24, T. 31 S., R. 65 W., then up said canon to the west line of sec. 15, T. 31 S., R. 65 W., continuing up Canon del Agua to its head
- Las Animas County Railway & Telegraph Co., May 15, 1873, E-61. From a point between Ft. Lyon and the junction of Timpas Creek and the Arkansas River in Bent County, then to the Las Animas River and Trinidad in Las Animas County
- Pueblo & San Luis Valley Railroad & Power Co., Oct. 4, 1909, 142-21. From Pueblo, west thru Pueblo County, into Fremont County or Custer County, into the Wet Mountain Valley to Silvercliff, or thru Huerfano County to the Sangre de Cristo Range, crossing range to Saguache or Costilla County, then west thru Costilla County to Alamosa in Alamosa County or to Monte Vista or Del Norte in Rio Grande County
- Pueblo, Gunnison & Pacific Railroad Co., Feb. 24, 1888, 16-477. From Pueblo, southwest through Pueblo and Huerfano Counties to and through the Sand Hill Pass across the Sangre de Cristo Mountains into the San Luis Valley thru Costilla and Saguache Counties
- Rio Grande & San Luis Valley Railroad Co., Jan. 4, 1889, 18-19. From a connection with the D. & R.G. Railroad at Villa Grove in Saguache County, south to Alamosa in Conejos County with a branch from the line somewhere south of Villa Grove, south to Saguache, then south to Monte Vista; also a branch from Villa Grove, south to a point on the D. & R.G. Railroad between Alamosa and Del Norte
- Rio Grande, Pagosa & Northern Railroad Co., Apr. 28, 1899, 73-164. To build a railroad from Gato, Archuleta County, connecting with the D. & R.G. R.R. in T. 32 N., R. 3 W., northward by way of Cat Creek to Pagosa Springs, then north up the Rio San Juan to cross the Continental Divide, then east to Alamosa
- San Juan Railway Co., July 18, 1877, A-338. From a point on D. & R.G. at Fort Garland or elsewhere on the east edge of San Luis Valley to near the Rio Grande del Norte near Del Norte, then upstream to the mouth of Clear Creek, then up said creek to the Continental Divide
- San Luis Valley Interurban Railway Co., Dec. 9, 1908, 133-102. From Del Norte in Rio Grande County, northeast to Center in Saguache County; from Monte Vista in Rio Grande County, north to Center; from Alamosa in Alamosa County, northwest to Center; from Center, west to Devil's Grate Reservoir on Carnero Creek in Saguache County; and from Center, north to Saguache, in Saguache County
- Stonewall Valley Electric Railroad. From a point on the Trinidad Electric Railroad west of Jansen and about 3 miles west of Trinidad in Las Animas County, then west thru Cokedale, then extending west to Stonewall
- Trinidad & Arkansas Railway & Telegraph Co., Mar. 1, 1877, A-118. From Trinidad, via El Moro, then overland to some point on the A.T. & S.F. Railroad or the Kansas Pacific Railroad near La Junta in Bent County
- Trinidad & Denver Terminal & Railway Co., July 11, 1888, 17-175. To construct a terminal and railroad lines in and around Trinidad
- Trinidad & Rocky Mountain Railroad Co., Dec. 11, 1888, 17-536. From Trinidad, Las Animas County, southwest to the Colorado-New Mexico Territory line, then thru Colfax and Mora Counties and to Las Vegas, New Mexico Territory
- Trinidad & Salt Lake Railway Co., Jan. 12, 1889, 18-54. From Trinidad via the counties of Las Animas, Huerfano, Costilla, Saguache, Gunnison, Montrose, Delta, and Mesa to the Colorado-Utah line
- Trinidad Circle Railroad Co., Feb. 19, 1891, 26-178. From Trinidad on the west line SW 1/4 NE 1/4 sec. 18, T. 33 S., R. 63 W., east to St. Helens Smelter, then to El Moro, constituting a belt line around Trinidad
- Trinidad, San Luis Valley & Pacific Railroad Co., Feb. 13, 1893, 33-580. From Trinidad, up the Purgatoire River valley to the Stonewall area, then southwest thru San Francisco Pass (Whiskey Pass trail) across the mountains, then over the Culebra Range near Costilla Pass, then to Durango in La Plata County; also six other branches, two of which are listed here: (1) from La Junta up south fork of Purgatoire to its source, (2) from the mouth of north fork of Purgatoire to its source

## Cattle Trails

(Information mostly from Haley, 1949.)

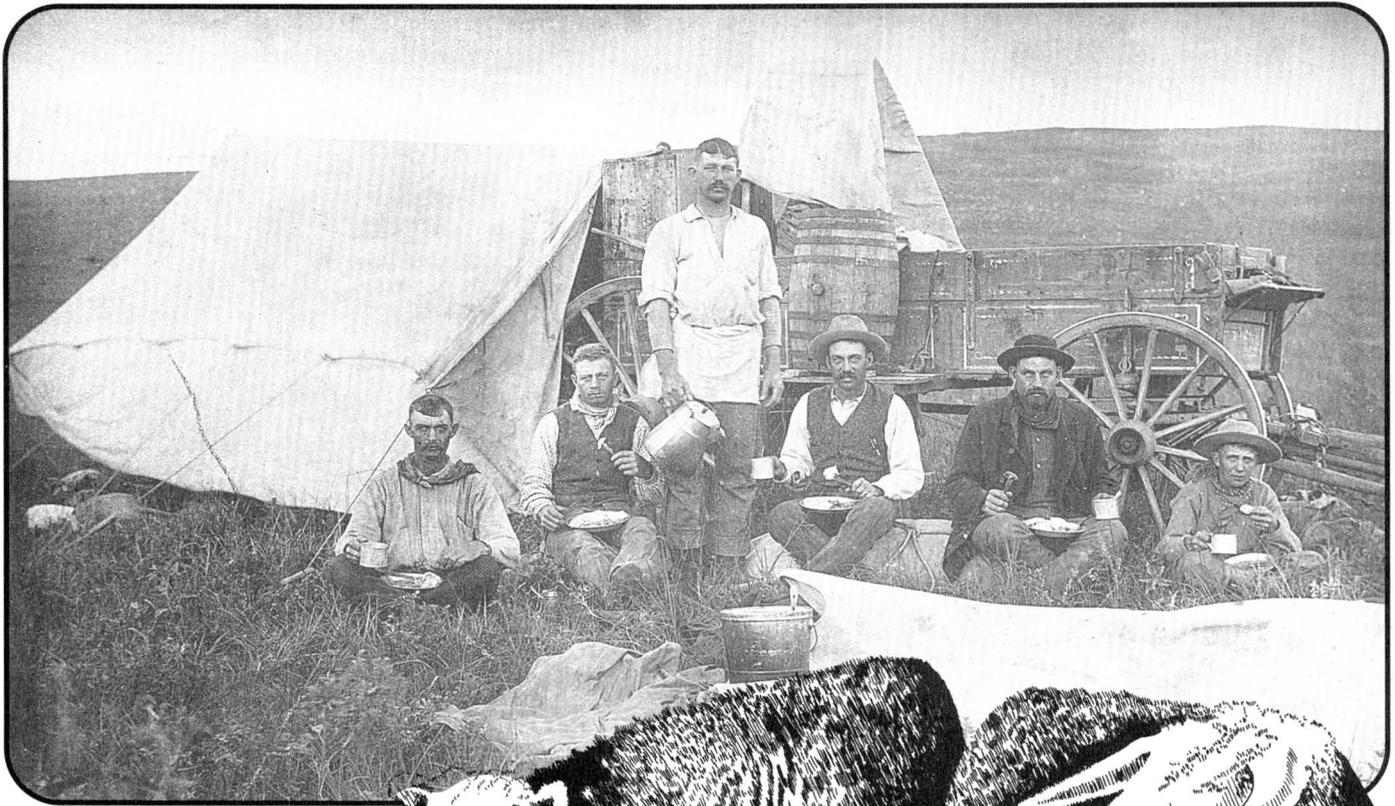
Although the first cattle were driven from Texas into Colorado in 1859, the really large herds were not driven north until after the Civil War. A first quality cattle trail required a source of water about every 5 or 6 miles. At the farthest, water holes and camp sites were needed no more than 15 miles apart. Herds could not be moved farther than that in a day. Rivers had to be crossed on the drive, so fords were necessary. Moving cattle northward to a market required months in the saddle, often wearing the same clothes every day, eating nothing but biscuits and beef stew at the chuck wagon, and drinking only water and coffee. The two best known cattle trails into Colorado were the Dawson Trail and the Goodnight Trail, both

*Cowboys inside a large pen filled with horses on the Trinchera Ranch in the San Luis Valley. One man is wearing "woolies" (chaps). Photograph by O.T. Davis, 1909. (Z-161)*

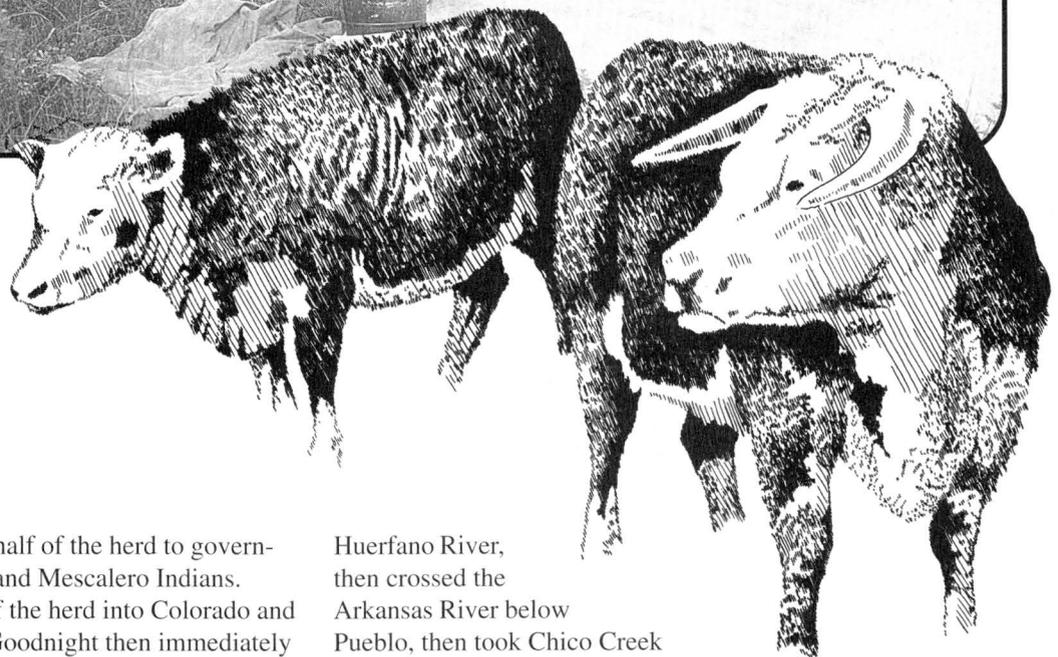
of which crossed the Arkansas River. In 1859 Oliver Loving trailed a herd to Colorado. He and three associates gathered about three thousand steers on the Upper Brazos. On August 29, 1860, they headed north through the Indian Territory, and on to Kansas. They took their herd up the Arkansas River and into Colorado, wintering the cattle on grass near Pueblo. There and in Denver they readily sold the steers in the spring of 1861. However, the Civil War prevented subsequent drives until Loving's 1864 cattle drive, and then drives followed both Dawson's and Goodnight's routes to the Rockies. The Loving Trail was first used by Loving in 1866 when he drove to Las Vegas, New Mexico Territory, and crossed the Raton Range at Raton Pass, then to Trinidad, skirted the east base of the Rockies, crossed the Arkansas River near Pueblo, and near Denver sold the cattle to John W. Iliff.

In June 1866 Charles Goodnight and Oliver Loving, with 18 cowboys and 2,000 cattle, set out across an arid 80-mile plain toward the Pecos River on a route that later was called the "Goodnight-Loving Trail." Colonel Goodnight had an unerring sense of direction and never became lost. They moved north into New Mexico Territory and finally reached





*Cow punchers eating a meal at a temporary camp. The cook holds a coffee pot and stands by a tent and chuck wagon. Although this photograph was taken in Nebraska, it is typical of temporary cowboy camps on the Great Plains from the 1870's to 1900. Photographer unknown. Between 1870 and 1890. (X-21930)*



Bosque Redondo where they sold half of the herd to government agents to feed 8,500 Navajo and Mescalero Indians. Loving then drove the other half of the herd into Colorado and sold them to J.W. Iliff in Denver. Goodnight then immediately returned to Texas with \$12,000, rounded up 1,200 big steers and again started the cattle back to the north. They made a winter camp at Bosque Grande, 40 miles below Sumner, and again sold their cattle. In 1867 they gathered another herd; however, this time Loving was injured by Comanche Indians and died Sept. 25, 1867, in a hospital at Bosque Redondo. Goodnight sold the cattle and returned to Texas to bury his beloved partner. In another 1867 cattle drive, Richens Lacy Wootton, owner of the Raton Toll Road, required Goodnight to pay 10 cents toll on each cow crossing the pass, so Goodnight vowed to never take the Raton Pass route again. In the spring of 1868 Goodnight drove a herd of cattle up South Trinchera Creek, then over Trinchera Pass, which lay east of Raton Pass, then down North Trinchera Creek, then northwest out of the mountains to the Cola del Burro (Tail of the Burro), Frijoles Arroyo, the Picketwire, Hole-in-the-Rock, and past a prominent hogback to the Apishapa River, then to the

Huerfano River, then crossed the Arkansas River below Pueblo, then took Chico Creek north to Wild Horse Springs, crossed the Arkansas-Platte divide to Bijou Creek, and crossed the South Platte River to the mouth of Crow Creek. In 1868 the trail went northward through Las Animas County to Hole-in-the-Prairie and east of the Colorado settlements and then to points north. Goodnight built a ranch on the Apishapa River 40 miles northeast of Trinidad in the spring of 1868; from this ranch he drove northward and crossed the Arkansas River east of Pueblo. He then crossed the divide between the Arkansas River and the South Platte River southeast of Denver, then crossed the South Platte at Crow Creek, then up Crow Creek to Cheyenne. Thereafter, he drove to Fremonts Orchard on the South Platte west of Fort Morgan. The Goodnight-Loving Trail used by Goodnight from 1868 to 1875 swung 50-60 miles farther east across the High Plains than the earlier route of the trail. Goodnight later extended the Goodnight-Loving Trail northward beyond the South Platte River and into Wyoming.

# Coal Mines

Coal mining in southern Colorado started about 1864. However, limited amounts of coal were mined as early as 1861, when the first wagon load was shipped out by Kroenig (Forrest and others, 1998). The earliest mines were at Starkville and Engleville near Trinidad and the Walsen, Robinson, and Cameron mines near Walsenburg. Between 1887 and 1893 new mines were opened at Sopris, Berwind, Rouse, Hastings, Santa Clara, Forbes Canyon, Pictou, Peerless, and Brodhead. Branch lines and spurs of the Colorado and Southern and the Denver and Rio Grande Railroads were built to

the new mines. The coal deposits along the Purgatoire River were made accessible by the Colorado and Wyoming R.R., and mines were then opened at Primero, Tercio, and other sites. The northern part of the coal field was opened by the extension of the Walsenburg-Pictou branch of the D. & R.G. to Strong, Tioga, Pinon, Sunnyside, and other mines. Richardson (1910, p. 437) considered the mining conditions in the Trinidad quadrangle to be quite favorable. The climate was equable, the water supply was ample, timber was available, and the coal beds were readily accessible and easily worked. However, over the years since Richardson wrote about the coal industry, other energy sources have become more popular, and the cost of extracting underground coal has become much higher than the

## EXPLANATION

○  
Maxwell

**TOWN OR OTHER CULTURAL FEATURE**—Approximately located; showing approximate date of founding of a town or establishment of a post office, not generally the date of the first person to arrive. Alternate town names and dates are in parentheses. Many newer town names are shown on the base map. Locations of towns shown on previously published maps vary widely, and some locations shown here may be inaccurate. Abbreviations used: P.O. = Post Office; Alt. = Altitude; Jct. = Junction; Co. = Company; No. = Number

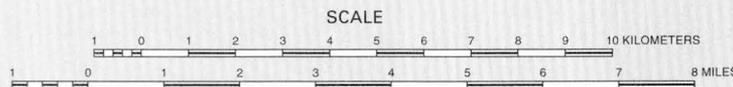
— **TRAIL OR ROAD**—Dashed where approximately located; queried where inferred. Dates of use shown for some trails and roads. Routes plotted from General Land Office (GLO) land plats, early maps, or aerial photographs. Most trail or road names are from original sources such as land plats. Some shorter trail and road segments on the GLO land plats were omitted here to avoid cluttering the map excessively. Some trails and roads are terminated or their continuation is queried where their destination was not shown on original source materials. Locally, parts of the early trails are adjusted to better fit modern courses of streams. Trails and roads date from the 1820's to 1880's

X  
Striking  
miners  
camp

## TOPOGRAPHIC OR OTHER FEATURE

—+—+ **RAILROAD**—Date shows beginning or duration of operation. Currently operating railroads are shown on the base map. Abbreviations of railroad names are explained on p. 25–26. Abbreviation "N.G." indicates narrow gauge. For more details about railroads, see books about railroads listed in the "Sources of Information"

----- **CATTLE TRAIL**



CONTOUR INTERVAL 20 METERS NORTH OF 37°30'  
CONTOUR INTERVAL 50 METERS SOUTH OF 37°30'  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

The topographic base on this figure is reduced from the U.S. Geological Survey 1:100,000-scale Trinidad and Walsenburg quadrangles, both dated 1982. Universal Transverse Mercator projection, zone 13

*Figure 3 (this page and following four pages). Coal mining camps in the Trinidad quadrangle.*

*The following four pages make up a single map area; the first two pages make up the northern half of the map, and the last two pages make up the southern half of the map.*

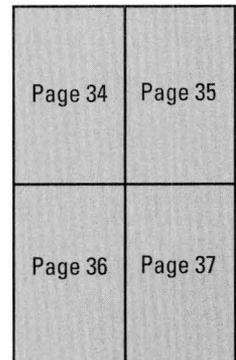
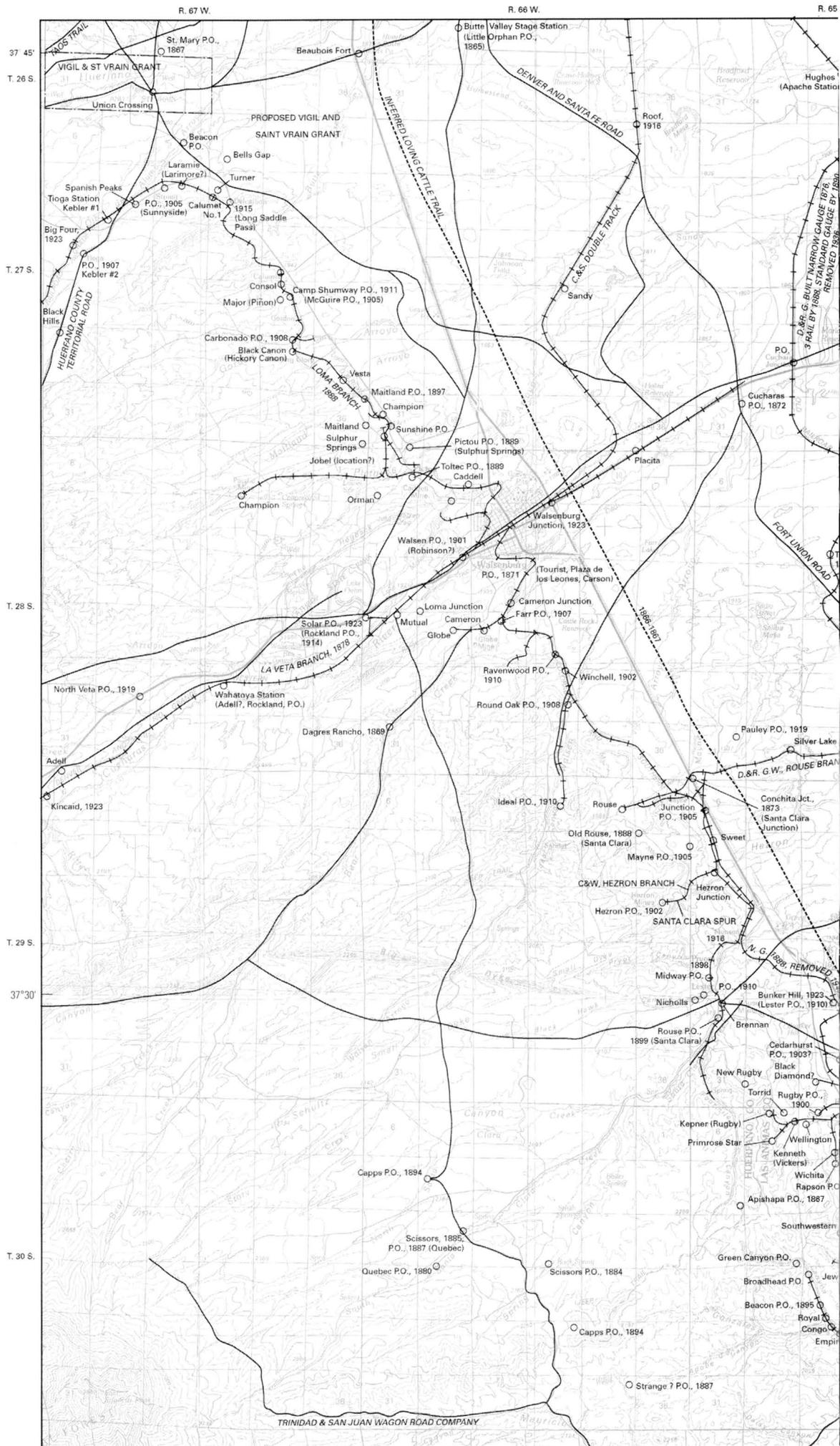


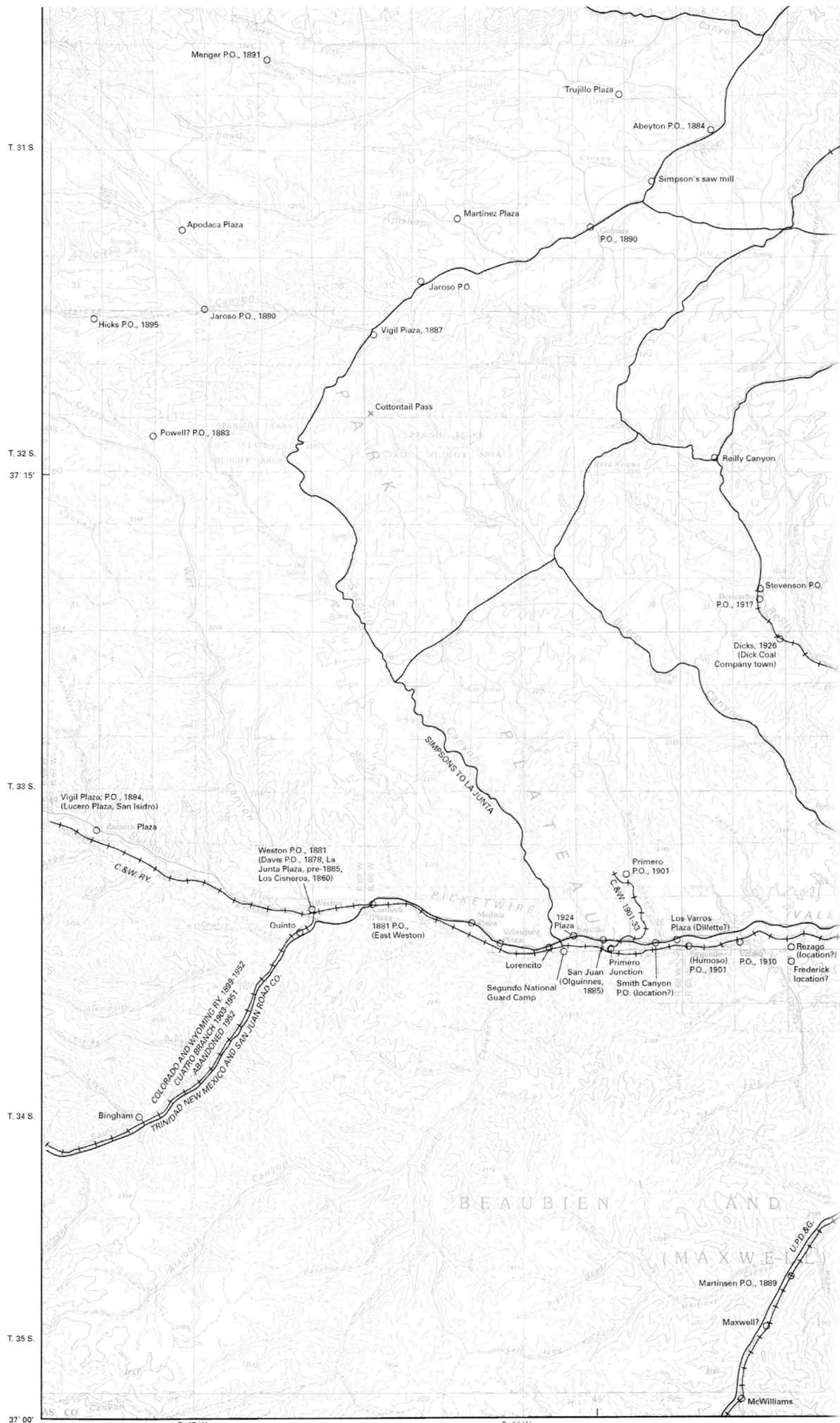
FIGURE 3 MAP AREA



Page 34	Page 35
Page 36	Page 37

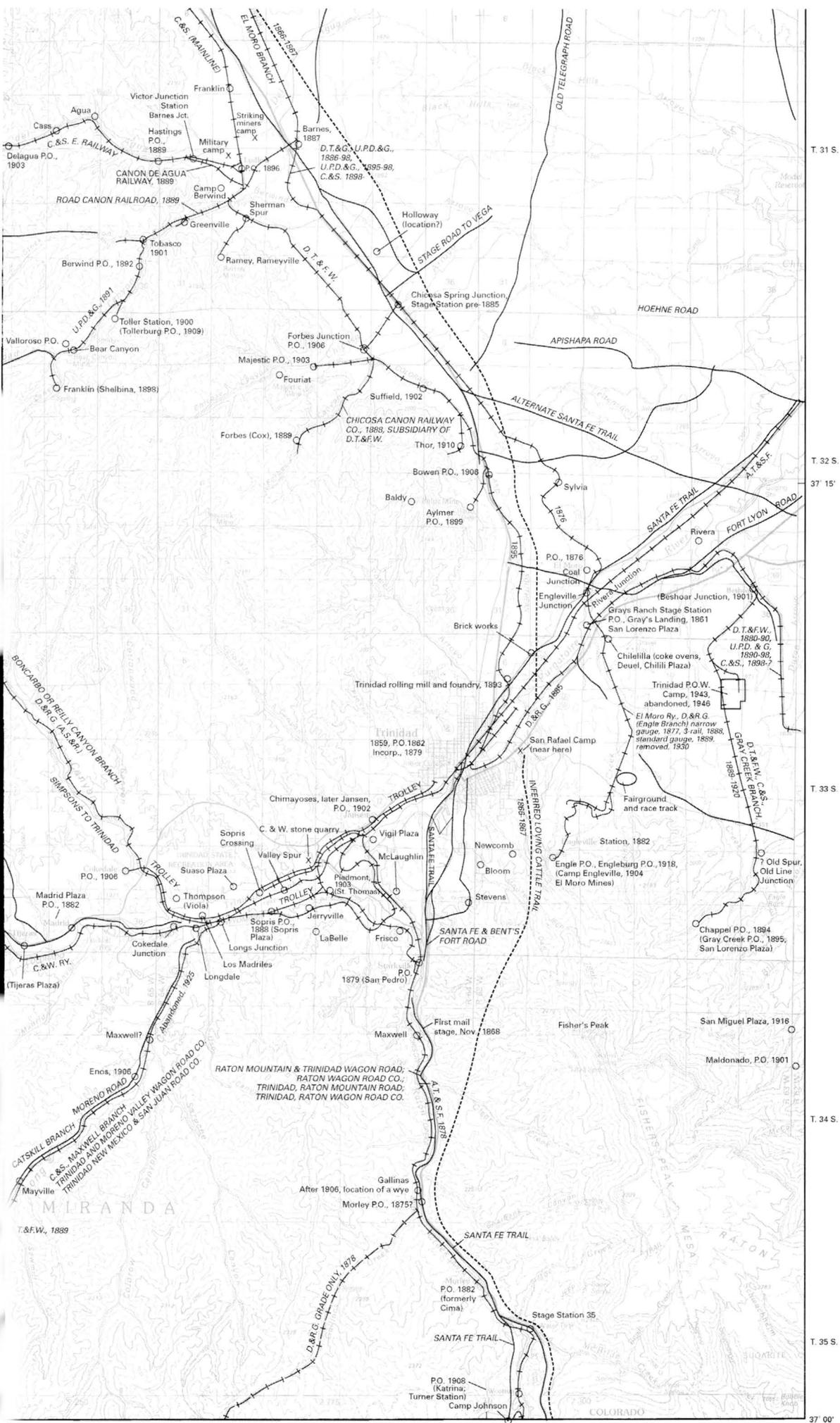
FIGURE 3 MAP AREA





Page 34	Page 35
Page 36	Page 37

FIGURE 3 MAP AREA



Page 34	Page 35
Page 36	Page 37

FIGURE 3 MAP AREA

cost of open-pit extraction. In addition, labor problems caused many of the mines to close down. As a result, all of the coal mines in the Trinidad and Walsenburg fields are now closed. The last mine to close was the Golden Eagle mine [formerly the Maxwell mine] which opened in 1976, but closed on Friday April 19, 1996. It formerly was owned and operated by the Colorado Fuel and Iron Corporation (C.F. & I.).

The coal crops out from the headwaters area of the Purgatoire River eastward to Trinidad, then northwestward past Walsenburg. Most of the old mines lie along this trend. Movable coal still is available along this belt; however, the greatest potential for coal is in the large area to the west of Walsenburg and deep under the surface. Extraction of this coal will be possible only by the use of shaft mining. The presence of igneous rock in the subsurface near the two Spanish Peaks may have made some of the deep coal unusable, but on the other hand the heat from igneous rocks might have raised some of the coal to the rank of coking coal.

Most of the coal mines had small settlements associated with them. These settlements were connected to each other by roads, and some later were connected by railroads, which facilitated hauling coal to market. The settlements had been laid out in an attractive manner. Waterworks, sanitary facilities, electric lights, and other amenities of that time were available. The companies also provided churches, schools, and clubhouses. In some camps the buildings were constructed with concrete. Some of these communities are still active and still have post offices and schools. Many of the place names in the following list are the names of coal camps.

## Place Names in the Trinidad Quadrangle

Names were compiled from various maps and reports in the Western History Department, Denver Public Library, and from many maps and lists of post offices provided by William H. Bauer, an authority on the post offices of Colorado (written communications, 1997-1998). Most of the names are those of coal mining camps; however, some of the more recent coal mines did not have mining camps, and the miners commuted to nearby towns. Most of the earliest settlements along the Purgatoire River near Trinidad and along the Rio Grande near Conejos were short-lived because the Ute Indians repeatedly drove the new settler families away. To find a more complete list and discussions of military and civilian camps, forts, posts, and bases in the Trinidad quadrangle see the "Historic trail map of the Denver quadrangle, Central Colorado" (U.S. Geological Survey Geologic Investigations Series I-2639; Scott, 1999), which presents a comprehensive treatment of those features for all of Colorado. In the following list, most of the cited sources of information are shown in parentheses, like this: (source: Rizzari, 1968). To prevent confusion with alternate place names, many of which are also shown in parentheses, the word "source" indicates that it is a reference, not an alternate

place name. Alternate place names, with or without year of usage, are mostly shown in parentheses, like this: (Sherman) or this: (Nunda, 1883).

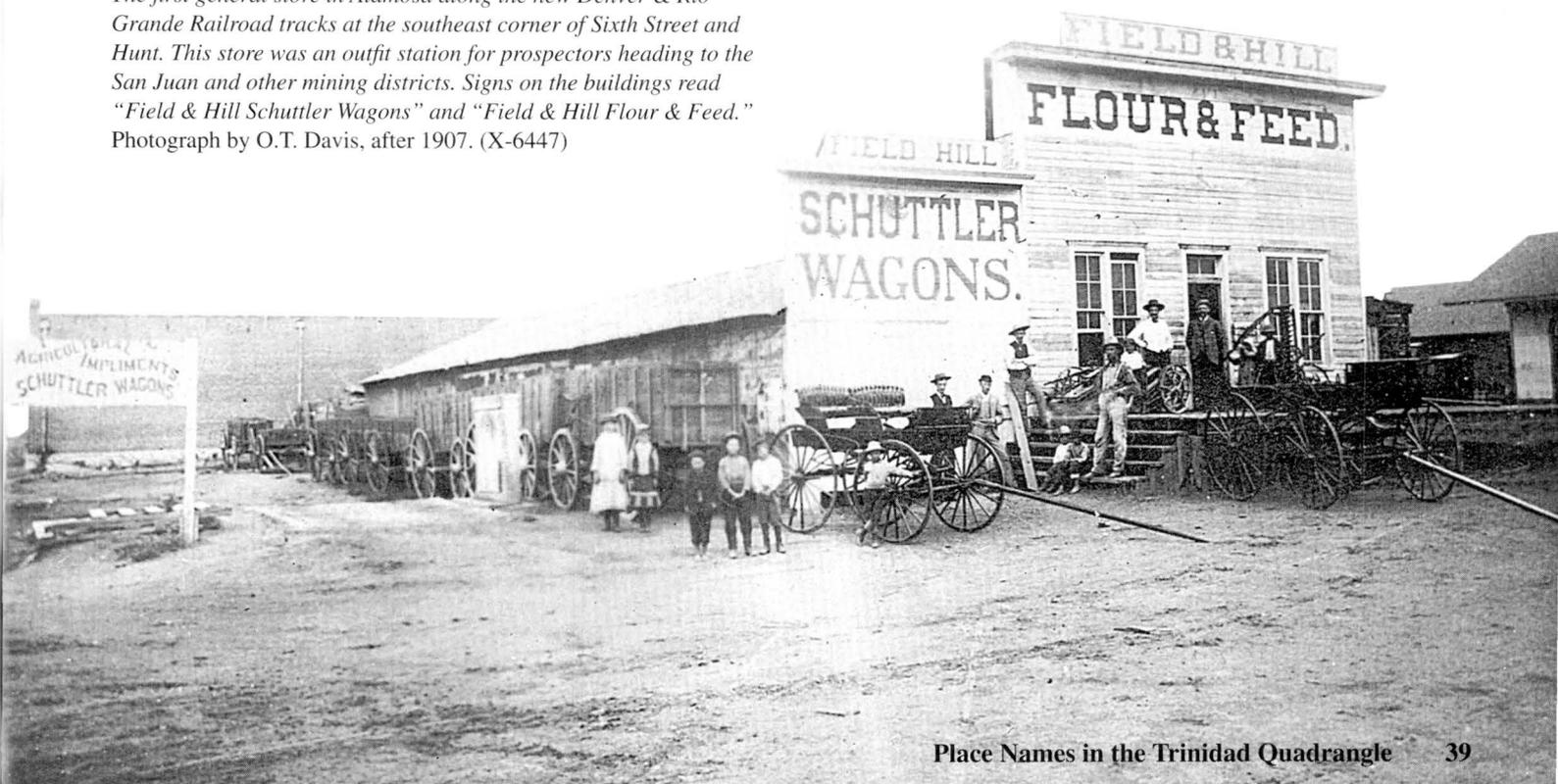
The Sangre de Cristo land grant, which now constitutes Costilla County, never was surveyed by the U. S. General Land Office, but later was surveyed by Costilla County. The locations of some places given here as in Costilla County are based on that county survey; however, the coordinates I give may be somewhat inaccurate. P.O. = Post Office.

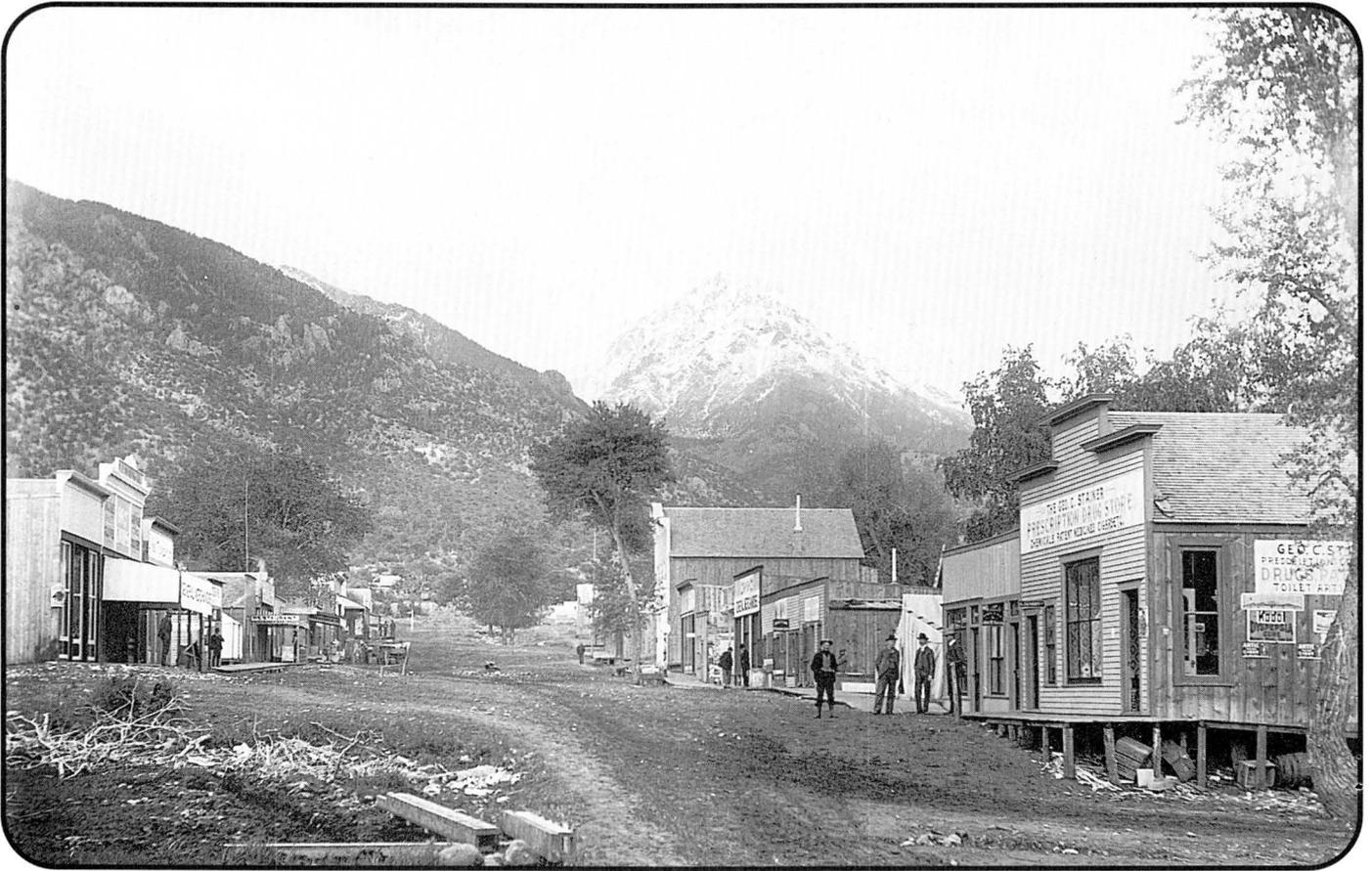
- Abbey, 1891, post village east of railroad in the NW 1/4 sec. 3, T. 24 S., R. 66 W.
- Abeyta, 1914, P.O., SE 1/4, sec. 13, T. 34 S., R. 61 W.
- Abeyton [Abeton?], 1884, P.O., early name of P.O. at Gulnare (Colorado Magazine v. 18, p. 70), in SW 1/4 sec. 18, T. 31 S., R. 65 W., 3 miles below Gulnare
- Acme, on C. & S. between Rugby and Forbes Junction in the SE 1/4 sec. 23, T. 30 S., R. 65 W.; also known as Acme Junction railroad station
- Adair, 1916, (also see Nola or Laub), former railroad station on U.P.D. & G., altitude 5,750 feet, in the SW 1/4 sec. 15, T. 34 S., R. 60 W. (also Rito Seco)
- Adams, NE 1/4, sec. 6, T. 26 S., R. 67 W.
- Adell, NW 1/4 sec. 5, T. 29 S., R. 67 W.
- Agua (Canon del Agua), NE 1/4 sec. 14, T. 31 S., R. 65 W.
- Aguilar, P.O., 1894. In 1867 an early trading post for Indians and Spanish-Americans; it was called "Schulter Plaza," and it was west of Acme at Green Canyon. SE 1/4 sec. 27, T. 30 S., R. 65 W. (Gonzales)(source: Boyd and Carson, 1985)
- Alamo, 1923, P.O., SW 1/4 sec. 36, T. 27 S., R. 68 W., moved to Butte Valley
- Alamos Aptos (Alamos Altos?) (Huerfano), SW 1/4 sec. 10, T. 26 S., R. 66 W.
- Alamosa, 1876, P.O., called River Bend in 1874, sec. 10, T. 37 N., R. 10 E.
- Alamosa Junction, center sec. 11, T. 37 N., R. 10 E.
- Alfalfa, 1886 or 1881, first called Raton, NE 1/4 sec. 1, T. 33 S., R. 61 W. or NW 1/4 sec. 32, T. 32 S., R. 60 W.
- Alkali Springs, NE 1/4 sec. 26, T. 39 N., R. 11 E.
- Alta, NW 1/4 sec. 21, T. 30 S., R. 65 W.
- Apache, 1878, center sec. 29, T. 25 S., R. 66 W.; also SW 1/4 sec. 26, T. 25 S., R. 67 W. in 1894; or SW 1/4 sec. 29, T. 25 S., R. 66 W., 1874; or NE 1/4 sec. 24, T. 25 S., R. 67 W., also SW sec. 2, T. 25 S., R. 66 W.
- Apache Junction, 1894, NW 1/4 sec. 3, T. 27 S., R. 65 W.
- Apishapa Stage Station, 1867, P.O., NW 1/4 sec. 20, T. 30 S., R. 64 W., on D. & R.G. where it crossed Apishapa River. Also in SE 1/4 sec. 7, T. 30 S., R. 65 W. (source: Taylor, 1963, p. 283)
- Apodaca Plaza, 1860's, center sec. 28, T. 31 S., R. 67 W., early Mexican plaza in Upper Purgatory Valley
- Augusta, P.O., former railroad station on D. & R.G., in the NE 1/4 sec. 29 or in sec. 20, T. 30 S., R. 64 W., at Apishapa P.O.
- Austin Ferry, SW 1/4 sec. 35, T. 36 N., R. 11 E.

- Aylmer, 1899, P.O., former name for Bowen P.O.; NW 1/4 sec. 19, T. 32 S., R. 63 W., or SE 1/4 sec. 24, T. 32 S., R. 64 W.
- Badito, P.O., 1861, SE 1/4 sec. 5, T. 27 S., R. 68 W.
- Baldy, 1881, SE 1/4 sec. 15, T. 37 N., R. 12 E., and SE 1/4 sec. 23, T. 32 S., R. 64 W.?
- Barela, 1861, P.O., SW 1/4 sec. 32, T. 33 S., R. 61 W., first called San Francisco
- Barnes, 1887, SE 1/4 sec. 16, T. 31 S., R. 64 W.
- Barnes Junction, NE 1/4 sec. 19, T. 31 S., R. 64 W.
- Beacon, 1895, P.O., SW 1/4 sec. 21, T. 30 S., R. 65 W., on D. & R.G., also center sec. 4, T. 27 S., R. 67 W.?
- Bear Canon, middle S 1/2 sec. 2, T. 32 S., R. 65 W.
- Beaubois Fort, SE 1/4 sec. 25, T. 26 S., R. 67 W., 1/4 mile NW of Huerfano Butte (also called S.R. Boyce ranch?)
- Bells Gap, SW 1/4 sec. 3, T. 27 S., R. 67 W. (Longsaddle Pass SW 1/4 sec. 10, T. 27 S., R. 67 W.)
- Bernice, 1901, P.O., NW 1/4 sec. 21, T. 29 S., R. 70 W., Costilla County on Wagon Creek
- Berwind, 1888, P.O., a C.F. & I. camp, NE 1/4 sec. 36, T. 31 S., R. 65 W., on C. & S. and U.P.D. & G. (Road Canon Railroad)
- Beshoar, 1890's, NW 1/4 sec. 36, T. 32 S., R. 63 W., on C. & S.
- Beshoar Junction, 1901, NW 1/4 sec. 36, T. 32 S., R. 63 W.
- Big Bend, NE 1/4 sec. 14, T. 37 N., R. 10 E.
- Bigelow Stage Station, SE 1/4 sec. 3, T. 29 S., R. 65 W.
- Big Four mine, 1923, middle sec. 18, T. 27 S., R. 67 W., on C. & S. R.R. 1 mile SW of Tioga
- Big Hill, 1895, NW 1/4 sec. 27, T. 29 S., R. 71 W., on railroad 6 miles below Russell (source: Crofutt, 1881), between Placer & Trinchera
- Bingham, NE 1/4 sec. 20, T. 34 S., R. 67 W.
- Birmingham, 1883, SW 1/4 sec. 12, T. 25 S., R. 70 W., (see Williams)
- Black Canon, mouth in NE 1/4 sec. 26, T. 27 S., R. 67 W., on C. & S. R.R.
- Black Diamond, NW 1/4 sec. 33, T. 29 S., R. 65 W., mine camp in Las Animas County at end of C. & S.
- Blanca, 1894, SE 1/4 sec. 14, T. 30 S., R. 73 W., on U.S. Highway 160
- Blanca #1, 1895, SW 1/4 sec. 20, T. 28 S., R. 70 W.
- Blanca #2, 1895, P.O., in SW 1/4 sec. 18, T. 29 S., R. 70 W., on D. & R.G. Blanca was early name for Sierra
- Blanca #3, NE 1/4 sec. 20, T. 27 S., R. 73 W.
- Bloom, NW 1/4 sec. 30, T. 33 S., R. 63 W.
- Boaz Station, 1895, NW 1/4 sec. 7, T. 30 S., R. 64 W., on D. & R.G.
- Boncarbo, 1917, P.O., NW 1/4 sec. 32, T. 32 S., R. 65 W.
- Bonito, SW 1/4 sec. 14, T. 28 S., R. 63 W.
- Bountiful, 1895, SW 1/4 sec. 34, T. 35 N., R. 9 E., on D. & R.G.
- Bowen, 1906, P.O., NE 1/4 sec. 24, T. 32 S., R. 64 W. (see Aylmer), on C. & S. Bowen Coal mine had a disaster on Aug. 7, 1902; 13 men died (source: Rizzari, 1968)
- Bradford P.O., 1889, NE 1/4 sec. 16, T. 25 S., R. 71 W. (Muddy)
- Brazil, P.O., 1895, SE 1/4 sec. 11, T. 35 S., R. 60 W., on El Moro 7.5-minute quadrangle near New Mexico line (see Trinchera Plaza, Grinnell, and San Jose)

# Alamosa

*The first general store in Alamosa along the new Denver & Rio Grande Railroad tracks at the southeast corner of Sixth Street and Hunt. This store was an outfit station for prospectors heading to the San Juan and other mining districts. Signs on the buildings read "Field & Hill Schuttler Wagons" and "Field & Hill Flour & Feed." Photograph by O.T. Davis, after 1907. (X-6447)*





*Main Street in Crestone, June 1901, in the San Luis Valley at the foot of the Sangre de Cristo Mountains. Photographer unknown. (X-7575)*

# Crestone

Brazos, before 1858, T. 33 N., R. 9 E. On Conejos River (see Los Brazos)

Breen, railroad station, SW 1/4 sec. 5, T. 28 S., R. 66 W., 2 miles west of Walsenburg on D. & R.G.

Brennan, NE 1/4 sec. 30, T. 29 S., R. 65 W.

Brodhead, 1895, P.O., C.& S., NW 1/4 sec. 21, T. 30 S., R. 65 W.

Bull Corral, SE 1/4 sec. 3, T. 25 S., R. 65 W.

Bunker Hill station, NE 1/4 sec. 28, T. 29 S., R. 65 W. (see Lester P.O.), on D.& R.G.

Burns Ranch, SE 1/4 sec. 15, T. 31 S., R. 62 W. (Hogback Stage Station)

Butte Valley, P.O., 1864; Butte Valley Stage Station, 1862, NE 1/4 sec. 29, T. 26 S., R. 66 W., and SW 1/4 sec. 36, T. 27 S., R. 68 W. (see Alamo, Mustang)

Buzzard Roost Ranch (Tom Sharp's Post), NE 1/4 sec. 25, T. 26 S., R. 71 W.; W.T. Sharp established a trading post on the Ute Indian Trail over the Sangre de Cristo Mountains in 1870 along Pass Creek. The post was about one mile from Malachite and near the Huerfano River crossing of the Gardner-Red Wing road

Caddell, SE 1/4 sec. 5, T. 28 S., R. 66 W.

Calumet no. 2, SW 1/4 sec. 14, T. 27 S., R. 67 W., C. & S. R.R. station. The Calumet mine No. 2 closed in 1966, the last mine along the Loma Branch

Cameron, NW 1/4 sec. 21, T. 28 S., R. 66 W., at south edge of Walsenburg. In 1945 there was a cave-in at the Cameron mine

Cameron Junction, SE 1/4 sec. 16, T. 28 S., R. 66 W.

Camp Berwind, 1904 and 1913, National Guard camp one mile from Ludlow in the SW 1/4 sec. 20, T. 31 S., R. 64 W., Las Animas County, during coal mine strike (source: Nankivell, 1935, p. 17)

Camp Chapin, a group of cabins in a mining camp about 3 miles from the mouth of Sand Creek Canyon having both lodes and placers, SE 1/4 sec. 15, T. 25 S., R. 73 W.

Camp Crockett, resort, SW 1/4 sec. 21, T. 24 S., R. 68 W., on North Muddy Creek

Camp Engleville, 1904, Colorado National Guard, center south edge sec. 29, T. 33 S., R. 63 W. (source: Nankivell, 1935, p. 171)

Camp Hastings, 1904, Colorado National Guard camp to protect mines and miners from mine strikers. Northwest corner of sec. 24, T. 31 S., R. 64 W. (source: Nankivell, 1935, p. 171)

Camp Johnson, 1936, a Colorado National Guard camp on north side of Raton Pass near source of Purgatoire River in T. 35 S., R. 63 W.

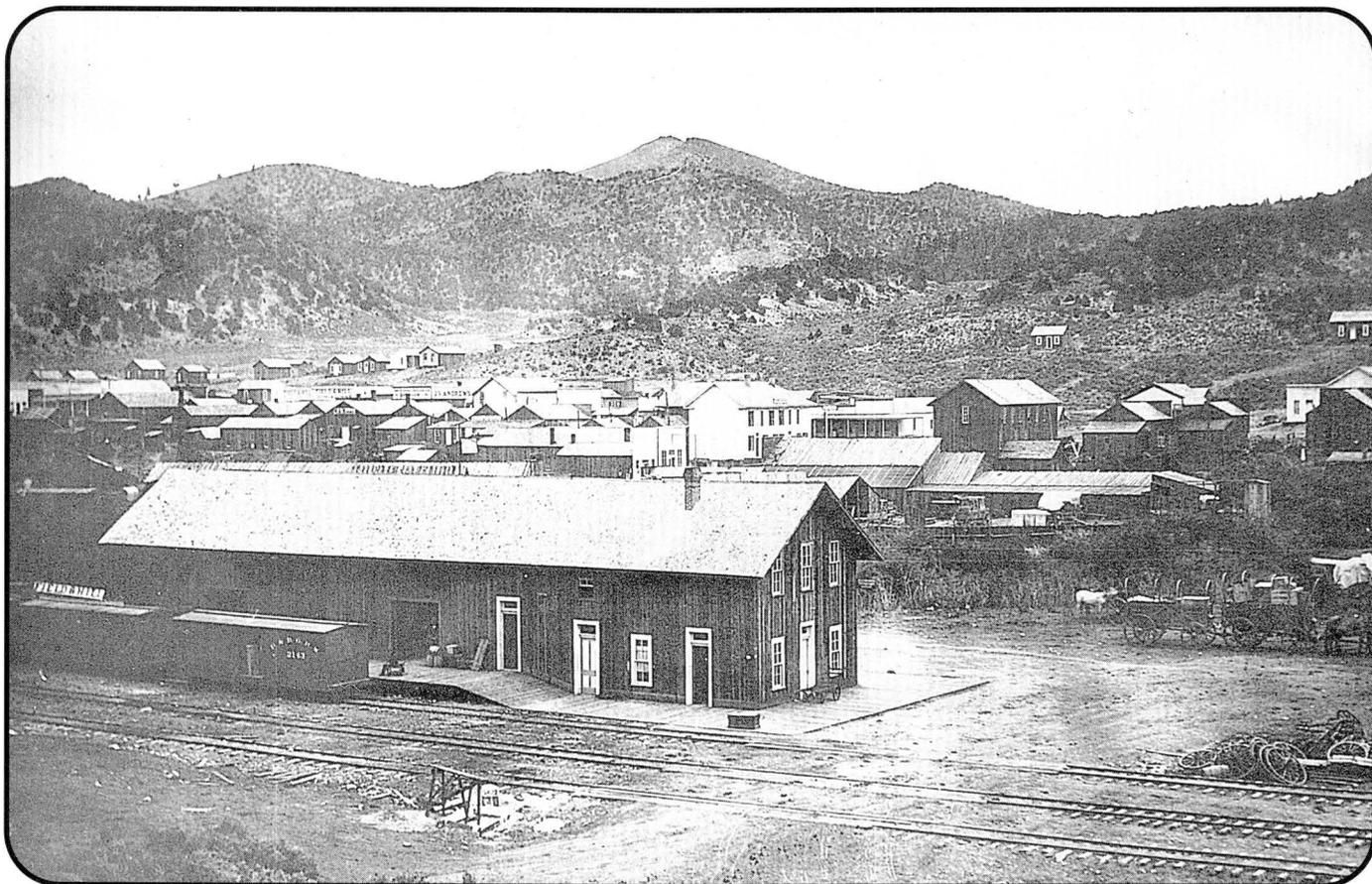
Camp Pleasant Valley, location uncertain, sec. 1, T. 33 S., R. 60 W.

- Camp San Isabel (source: Harlan, 1976), SE corner, sec. 10, T. 43 N., R. 10 E.
- Camp Segundo, Colorado National Guard Camp, SW corner sec. 35, T. 33 S., R. 66 W.
- Camp Shumway, P.O., settlement, 1895, NE 1/4 sec. 23, T. 27 S., R. 67 W., C. & S. station
- Camp Sopris, 1904, Camp of Colorado National Guard to protect the mines, the miners, and their families against coal mine strikers in the NW 1/4 sec. 33, T. 33 S., R. 64 W., Las Animas County (source: Nankivell, 1935, p. 171)
- Camp Starkville, 1904, Camp of Colorado 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 (source: Nankivell, 1935, p. 171)
- Camp Trinidad, 1943-1945(?), Trinidad prisoner of war camp (WWII) about 5 miles northeast of Trinidad at common corner of sections 1, 2, 11, & 12, T. 33 S., R. 63 W., Las Animas County (see P.O.W. camp)
- Camp Trinidad, 1913-1917, Colorado National Guard, Companies G & H in sec. 13, T. 33 S., R. 64 W., Las Animas County (source: Nankivell, 1935, p. 190)
- Camp Walsenburg, 1913, Colorado Cavalry, for protection from strikers in sec. 9, T. 28 S., R. 66 W., Huerfano County (source: Nankivell, 1935, p. 190, 196, 480-482)
- Camp Whitney, a mining camp near Liberty (source: Harlan, 1976), SW 1/4 sec. 17, T. 25 S., R. 73 W.
- Camp Wilcox, in Willow Creek Park, NW 1/4 sec. 16, T. 43 N., R. 12 E. (source: Harlan, 1976)
- Capers Spur, Pueblo County, NE 1/4 sec. 6, T. 25 S., R. 65 W., at end of branch railroad from joint lines of D. & R.G. & C. & S.
- Capps, 1894, P.O., NE 1/4 sec. 27, T. 30 S., R. 66 W., near Scissors, and NW 1/4 sec. 8, T. 30 S., R. 66 W.
- Carbonado, NE 1/4 sec. 26, T. 27 S., R. 67 W.
- Carr, D. & R.G. R.R. station, west of LaVeta, in the NE 1/4 sec. 35, T. 29 S., R. 70 W., no P.O., (see Simms, Fir)
- Carson, Huerfano County, P.O. 1868, on north side of Cucharas Creek; 10 miles south of St. Marys; 40 miles north of Trinidad, SE 1/4 sec. 9, T. 28 S., R. 66 W., (see Walsenburg)
- Carsonhart, 1917, P.O., NW 1/4 sec. 3, T. 27 S., R. 63 W.
- Cedarhurst, P.O., 1895, no railroad, NE 1/4 sec. 33, T. 29 S., R. 65 W.
- Cedarwood, 1912, P.O., SW 1/4 sec. 24, T. 24 S., R. 65 W., on D. & R.G., (Williams Station)
- Cenicero, 1894, P.O., NW 1/4 sec. 25, T. 33 N., R. 9 E., early name of Lobatos, P.O., but no railroad
- Chama, 1907, P.O., NW 1/4 sec. 5, T. 2 N., R. 71 W. (Valles)
- Champion, D. & R.G. station, SE 1/4 sec. 3, T. 28 S., R. 67 W.
- Chappell, 1894, P.O., NW 1/4 sec. 35, T. 33 S., R. 63 W. (early name of Gray Creek?)
- Chicosa, 1877, P.O., sec. 35, T. 31 S., R. 64 W. on D. & R.G. (source: Hayden, 1877), next town north from El Moro, altitude 6,145 feet (meaning: place of Chico Brush)
- Chicosa Junction, middle of the S 1/2 sec. 35, T. 31 S., R. 64 W.
- Chicosa Spring Junction Stage Station, SW 1/4 sec. 35, T. 31 S., R. 64 W.
- Chilcott, P.O., SE 1/4 sec. 3, T. 24 S., R. 68 W., on Chico Creek, no P.O., no railroad
- Chilelilla, 1882, SW 1/4 sec. 33, T. 32 S., R. 63 W., 3 miles NE of Trinidad, no P.O. (Coke Ovens). (see Colorado Magazine, v. 40, p. 282) (same as Chilili Plaza, Deuel)
- Church, middle sec. 5, T. 32 S., R. 62 W.
- Clanda, 1920, P.O., NW 1/4 sec. 30, T. 26 S., R. 62 W.
- Clover, 1912, P.O., SE 1/4 sec. 33 [or SE 1/4 sec. 26?], T. 25 S., R. 69 W.
- Coal Junction, near Trinidad(?)
- Codo, railroad station, NE 1/4 sec. 30, T. 29 S., R. 69 W., on D. & R.G.
- Cokedale, railroad station, P.O., 1906, NW 1/4 sec. 25, T. 33 S., R. 65 W., see Coke Ovens on Colo. & Wyo. R.R. Cokedale mine had a disaster on Feb. 9, 1911; 12 miners were killed (source: Rizzari, 1968)
- Cokedale Junction, railroad station, NW 1/4 sec. 31, T. 33 S., R. 64 W.
- Coke Ovens, NW 1/4 sec. 4, T. 33 S., R. 63 W., on Colo. & Wyo. R.R.
- Colon's Ferry, NW corner sec. 2, T. 1 N., R. 75 W., or SE 1/4 sec. 22, T. 33 N., R. 11 E.
- Colonias, NE 1/4 sec. 19, T. 2 N., R. 71 W. (Lavalley)
- Colorado City, 1964, P.O., SE 1/4 sec. 26, T. 24 S., R. 67 W.
- Columba, on southeast slope of Mt. Blanca (on Snowslide Mountain)
- Commodore Camp, 1889, at foot of Mt. Blanca, first mail from Zapata, SW 1/4 sec. 25, T. 28 S., R. 73 W. (source: Harlan, 1976)
- Conchita Junc., SE 1/4 sec. 36, T. 28 S., R. 66 W.
- Concord, NE 1/4 sec. 35, T. 25 S., R. 66 W., on railroad (see Lascar)
- Concrete, NW 1/4 sec. 13, T. 29 S., R. 69 W.
- Conejos Ferry, SW 1/4 sec. 35, T. 36 N., R. 11 E. (also see Austin Ferry)
- Congo, just north of Empire in the NE 1/4 sec. 28, T. 30 S., R. 65 W.
- Consol, NW 1/4 sec. 23, T. 27 S., R. 67 W., on C. & S.
- Consolidated, 1905?
- Cordillera, center, sec. 19, T. 3 N., R. 73 W.
- Cordova Plaza, 1881, P.O., NW 1/4 sec. 31, T. 33 S., R. 66 W., early settlement on Purgatoire River on wagon road west of Madrid.
- Corlett, 1887, settlement & railroad station in SE 1/4 sec. 34, T. 39 N., R. 10 E.
- Cornell, 2.5 miles northwest of Tercio(?), NW 1/4 sec. 20, T. 34 S., R. 68 W.
- Costilla Ferry, 1889, SE 1/4 sec. 22, T. 33 N., R. 11 E., or SW 1/4 sec. 35, T. 2 N., R. 75 W. (see Colon's Ferry)
- Cottontail Pass, NW 1/4 sec. 18, T. 32 S., R. 66 W.
- Cottonwood, 1880, NE 1/4 sec. 33, T. 43 N., R. 12 E.
- Creston, mail to Aguilar, SW 1/4 sec. 13, T. 30 S., R. 64 W.

- Crestone, P.O., NW 1/4 SW 1/4 sec. 7, T. 43 N., R. 12 E., railroad station D. & R.G.
- Crow, 1885, P.O., SE 1/4 sec. 18, T. 24 S., R. 66 W., near Greenhorn. First post office in Colorado in 1847
- Cuatro, 1903, P.O., end of track, 4th of C.F. & I. mining camps, altitude 7,994 feet, SW 1/4 sec. 29, T. 34 S., R. 68 W., beyond end of C. & W. R.R. at Tercio. An accident on Apr. 22, 1906, killed 19 miners (source: Rizzari, 1968)
- Cuatro Junction, SW 1/4 sec. 21, T. 34 S., R. 68 W.
- Cuchara Junction, 1872, P.O., NE 1/4 sec. 29, T. 27 S., R. 65 W., on D. & R.G. 6 miles NE of Walsenburg
- Cuchara Camps, 1915, P.O., SE 1/4 sec. 4, T. 31 S., R. 69 W. (Nunda, 1883), moved to Cuchara
- Cuchara 2, 1871, (La Veta, Francisco Plaza), SW 1/4 sec. 21, T. 29 S., R. 68 W.
- Cuerno Verde Park, NW 1/4 sec. 35, T. 24 S., R. 68 W.
- Culebra, (see San Luis, 1876; San Luis de Culebra, Plaza del Medio) (source: Brand Book Denver, 1947, p. 74), SE 1/4 sec. 23, T. 3 N., R. 72 W.
- Culebra, SW 1/4 sec. 16, T. 3 N., R. 72 W.
- Dagres Rancho, 1869, just south of Cucharas River, center N 1/2 sec. 31, T. 28 S., R. 66 W.
- Davis, 1878, P.O., NE 1/4 sec. 35, T. 33 S., R. 67 W., on the Purgatoire
- Dean, 1900, P.O., NE 1/4 sec. 1, T. 32 S., R. 69 W., a post village
- Delagua, 1903, P.O., SW 1/4 sec. 15, T. 31 S., R. 65 W. At the Delagua coal mine a serious explosion on Nov. 8, 1910, killed 79 coal miners (source: Rizzari, 1968)
- Delcarbon, 1915, SW 1/4 sec. 10, T. 27 S., R. 67 W., railroad station, altitude 8,995 feet (Turner)
- Delhi, 1908, P.O., NW 1/4 sec. 4, T. 28 S., R. 59 W., railroad station, altitude 5,050 feet
- Deuel, SW 1/4 sec. 33, T. 32 S., R. 63 W.
- Diamond mine
- Dicks, 1921, P.O., NE 1/4 sec. 5, T. 33 S., R. 65 W., later Dix
- Dickson, P.O., 1879, sec. 35, T. 25 S., R. 71 W., near Muddy Creek and Dixon
- Dodsonville, 1873, P.O., SW 1/4 sec. 8, T. 32 S., R. 61 W., near Purgatoire River
- Downing, 1886, P.O., SE 1/4 sec. 21, T. 32 S., R. 61 W.
- Dresden, NW 1/4 sec. 24, T. 25 S., R. 66 W., D. & R.G. station
- Duncan, 1890(?), P.O., NE 1/4 sec. 23, T. 42 N., R. 12 E., on Pole Creek
- Dune, 1891, P.O., NW 1/4 sec. 4, T. 41 N., R. 10 E., D. & R.G. station (see Gibson), altitude 7,549 feet
- Dupont Junction, NE 1/4 sec. 18, T. 30 S., R. 64 W., north of Trinidad near Dupont Powder Works, D. & R.G. station, mail to Aguilar
- Dupont Powder Works, SW 1/4 sec. 18, T. 30 S., R. 64 W.
- Earl, 1895, P.O., NW 1/4 sec. 19, T. 31 S., R. 61 W., A.T. & S.F. R.R. station, altitude 5,681 feet
- Great dike of igneous rock on the north side of West Spanish Peak, probably in the late 1890's. Dike is about 50-100 feet tall. Fort Stevens was near here in 1866. (U.S. Geological Survey Photographic Library, G.W. Stose 677.)*



- Eastdale, 1894, P.O., NE 1/4 sec. 22, T. 1 N., R. 74 W.; this Mormon settlement also known as East Dale, on wagon road on Costilla Creek
- East Weston, NE corner sec. 36, T. 33 S., R. 67 W., on C. & W. R.R., also called Cordova
- East Yard, SE 1/4 sec. 12, T. 37 N., R. 10 E.
- Edwest (or West), 1916, P.O., SE 1/4 sec. 5, T. 28 S., R. 59 W.
- Elk Horn station(?), NE 1/4 sec. 9, T. 30 S., R. 73 W.; also known as Elkhorn Ranch
- El Moro, 1876, P.O., SW 1/4 sec. 33, T. 32 S., R. 63 W., Junction of D. & R.G. and A. T. & S.F.
- El Ojito, (Little Spring), 1869, SE 1/4 sec. 35, T. 30 S., R. 72 W., about 3 miles SE of Fort Garland
- El Rito, SE 1/4 sec. 28, T. 2 N., R. 71 W. (see Lavalley)
- El Vado (see Colon's Ferry), NW 1/4 sec. 26, T. 1 N., R. 11 E., El Vadito
- Empire, NE 1/4 sec. 28, T. 30 S., R. 65 W., just south of Congo
- Engle (Engleville), 1882, P.O., coal camp in the NW 1/4 sec. 29, T. 33 S., R. 63 W., on D. & R.G. A coal mine accident on May 5, 1907, killed 5 miners (source: Rizzari, 1968)
- Engleburg, P.O., 1918, same as Engle
- Enos, 1906, NE 1/4 sec. 13, T. 34 S., R. 65 W. (Pels?)
- Ephraim, 1879, P.O., NW 1/4 sec. 5, T. 34 N., R. 10 E.
- Espinoza, 1905, P.O., SW 1/4 sec. 1, T. 33 N., R. 9 E. (Los Fuertecitos)
- Estrella, NW 1/4 sec. 18, T. 36 N., R. 10 E.
- Fairground and race track, sec. 16, T. 33 S., R. 63 W.
- Fairview, P.O., NE 1/4 sec. 12, T. 24 S., R. 69 W.
- Farisita, 1923, P.O., SE 1/4 sec. 35, T. 26 S., R. 69 W., (Fort Talpa, Huerfano Canyon, 1888)
- Farr, 1907, P.O., SE 1/4 sec. 10, T. 29 N., R. 65 W., and NW 1/4 sec. 21, T. 28 S., R. 66 W.
- Fir, NE 1/4 sec. 35, T. 29 S., R. 70 W.
- Fishers Crossing, SW 1/4 sec. 16, T. 32 S., R. 61 W.
- Fishers Peak, NW 1/4, sec. 32, T. 33 S., R. 63 W., on wagon road
- Focus, 1921, P.O., NW 1/4 sec. 6, T. 24 S., R. 71 W.,
- Foothills, P.O., SE 1/4 sec. 18, T. 25 S., R. 62 W.
- Forbes, 1889, SE 1/4 sec. 16, T. 32 S., R. 64 W. (Cox)
- Forbes Junction, 1906, P.O., SE 1/4 sec. 3, T. 32 S., R. 64 W.
- Fort Francisco, 1861 (see La Veta 1876), center sec. 21, T. 29 S., R. 68 W.
- Fort at Gardner, circa 1863, people would go to this fort when the Indians went on the war path. NE 1/4 NW 1/4 sec. 24, T. 26 S., R. 70 W. "Originally the fort had five rooms in a straight line with the door in the north, a window in the south and windows and one door in the east. Two of these rooms have been removed and an ell to the east built on. The adobe walls are two feet thick and then a stockade was built to the east for stock and wagons. Since Captain Deus had fought Indians and knew of their customs I think it quite rational to consider that he built this fort to protect his spread"(source: Owens, 1975, p. 145). Fort located on maps in Owens (1975), pages 144 and 179
- Fort Garland, 1858, P.O., NW 1/4 sec. 22, T. 30 S., R. 72 W. Fort built by Co. B, U.S. Mounted Riflemen, and Co. A, 3rd Inf. under Capt. Thomas Duncan. The fort was commanded by Brigadier General Kit Carson from 1865 to 1866; closed 1883; a cluster of adobe buildings sitting on the margin of the San Luis Valley and at the foot of the Sangre de Cristo Mountains. Post Office established Feb. 25, 1862; now a Colorado Historical Monument
- Fort Holly, NE 1/4 sec. 27, T. 23 S., R. 42 W., near eastern border of Colorado (source: Anonymous, Nov. 1975)
- Fort Massachusetts, 1853, was about 6 miles north of Fort Garland on Ute Creek in the NW 1/4 sec. 24, T. 29 S., R. 72 W.
- Fort Sangre de Cristo, 1819, center sec. 36, T. 27 S., R. 70 W. Owens (1975, p. 128) stated that the fort actually was about 7 miles down Oak Creek from Sangre de Cristo Pass
- Fort Sherman, 1867-1868, a "jacal-type" hotel, whose walls were made of upright wooden slabs or posts chinked with adobe mud; was on the southeast corner of Main and Beech Streets in Trinidad and served as a fort during a sharp fight between Mexicans and the local people (De Busk, 1963. SE 1/4 sec. 13, T. 33 S., R. 64 W., Las Animas County, Colorado
- Fort Stevens. On July, 26, 1866, a small post was ordered to be built on "a plateau at the foot of the Spanish Peaks." Colonel Ceran St. Vrain and Brigadier General Kit Carson were asked to pick a good site for the new installation. The exact location has not been cited by section, township, and range in any article about the fort, but at least 9 places have been suggested by various authors as the probable final site of the fort: (1) on the Apishapa River near present Aguilar (source: Roberts, 1988, p. 114), (2) on the Santa Clara, a tributary of the Cucharas (sources: Spurr and Spurr, 1994; Rocky Mountain News, Oct. 10, 1866, p. 4), (3) on the upper Huerfano River in the area of the Spanish Peaks (source: Beckner, 1975, p. 34), (4) according to a written communication from Nancy Christofferson, Aug. 10, 2000, Mrs. Andrew Alexander, the wife of Capt. Alexander, stated that the site was on a plateau (not in a valley) between two stone dikes framing the West Spanish Peak about 5 miles south of La Veta and on the Cucharas River. Christofferson suspects that the location was on School Creek about 4-5 miles due south of La Veta, (5) on a site near the base of the Spanish Peaks (source: Taylor, 1972, p. 145), (6) at some point within the region of the Upper Huerfano or the Cucharas [General Field Order No. 5, July 26, 1866] (source: Taylor, 1966a, p. 304), (7) on a plateau at the foot of the Spanish Peaks (source: 1966b, p. 295), (8) most probably on the Cucharas River (source: Rocky Mountain News, Sept. 5, 1866, p. 4, col. 2), (9) on or near the Upper Huerfano, where it issues from the mountains and near to the several passes through which the Utes descend to the plains



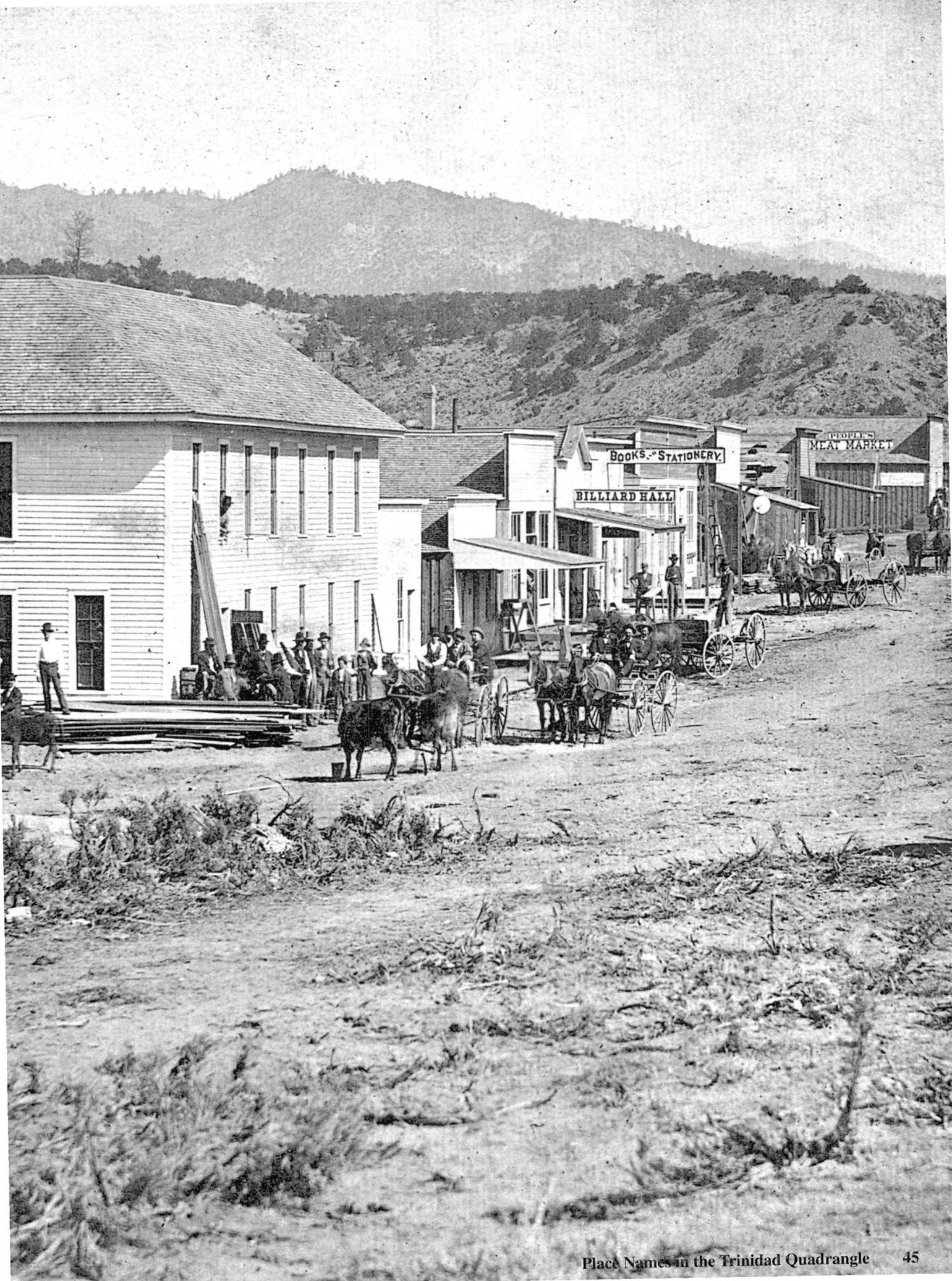
(Above) Garland City in 1877 or 1878, a Denver & Rio Grande Railroad construction camp south of Blanca Peak at the time the railroad was being built over nearby La Veta Pass. Later, the entire town moved to the new town site of Alamosa in May 1878. Photographer unknown. (X-8585)

## Garland City

(Facing Page) Garland City in 1877 or 1878. Drivers have lined up carriages and wagons full of people on the main street. The large building on the left is probably the Perry House. Signs on the street read "Billiard Hall," "Books and Stationery," and "People's Meat Market." Photograph by F.C. Warnky. (X-8588)

(source: 39th Congress, House of Representatives, 2nd Session, 1866). Three military companies were assigned to the new Fort Stevens: Co. G, U.S. Third Cavalry, and Companies F and H, 57th U.S. Colored Troops. R.C. Taylor (1963) stated that in 1866, because of marauding Ute Indians, Trinidad settlers were preparing to abandon their homes when Captain Andrew J. Alexander and part of his military force from Cantonment Stevens on the Santa Clara engaged Ka-ne-ha-che and his Ute warriors who were driven into the mountains. An overstated version of this engagement is in Forrest (undated). On Sept. 26, 1866, General Order No. 24 was issued to stop construction (Rocky Mountain News, Oct. 10, 1866, p. 4, col. 3), and in October 1866 the fort was abandoned. Fort Stevens had the shortest activity (Sept. 4 to Oct. 11, 1866) of any fort in Colorado, and, unfortunately, its exact location is still uncertain

Fort Talpa, 1878, in Huerfano Canyon, settler fort at Farisita for protection from the Indians, SE 1/4 sec. 35, T. 26 S., R. 69 W., Huerfano County  
 Fouriat, NW 1/4 sec. 9, T. 32 S., R. 64 W.  
 Francisco, SW 1/4 sec. 14, T. 29 S., R. 69 W.  
 Francisco Plaza, 1861, later La Veta, 1876, near center sec. 21, T. 29 S., R. 68 W.  
 Franklin, NW 1/4 sec. 11, T. 32 S., R. 65 W., at west end of Berwind R.R.  
 Franklin, SW 1/4 sec. 8, T. 31 S., R. 64 W.  
 Fraserville Station(?), 1876, NE 1/4 sec. 3, T. 32 S., R. 62 W.  
 Frederick, NW 1/4 sec. 4, T. 34 S., R. 65 W.  
 Frisco, NW 1/4 SE 1/4 sec. 35, T. 33 S., R. 64 W.  
 Frosts's Stage Station at Hoehne, 1876, SW 1/4 sec. 5, T. 32 S., R. 62 W.  
 Fuertecito, 1871, the little fort at Espinoza, SW 1/4 sec. 1, T. 33 N., R. 9 E.  
 Gallinas, NE 1/4 sec. 26, T. 34 S., R. 64 W.



- Garcia (# 1), 1915, NE 1/4 sec. 21, T. 33 S., R. 62 W.
- Garcia (# 2), P.O., SE 1/4 sec. 34, T. 1 N., R. 73 W. (Manzanaras)
- Gardner, 1871, SE 1/4 sec. 13, T. 26 S., R. 70 W. Gardner was the site of a stagecoach stop. An annual cattle roundup was started near Gardner in 1868 and ended in 1942 (source: Taylor, 1963)
- Gardner Fort, 1863, NE 1/4 NW 1/4 sec. 24, T. 26 S., R. 70 W. (source: Owens, 1975). Originally started by Herbert Gardner as a trading post, but was later used for protection from the Indians. A stockade was built to the east for stock and wagons
- Garland City, P.O., NW 1/4 sec. 9, T. 30 S., R. 71 W., 4 miles east of Fort Garland. The town was short-lived because it was the end-of-track for only a short time
- Garland Junction, SE 1/4 sec. 11, T. 37 N., R. 10 E. (or Garland Station)
- Garnett, 1888, P.O., NW corner, sec. 16, T. 40 N., R. 9 E.
- Garrison, 1891, P.O., NE 1/4 sec. 4, T. 40 N., R. 10 E.
- Gibson, 1911, P.O., NW 1/4 sec. 4, T. 41 N., R. 10 E., formerly Wabash
- Glenham, P.O. 1873, settlement, SW 1/4 sec. 2, T. 34 S., R. 61 W.
- Globe, NE 1/4 sec. 20, T. 28 S., R. 66 W.
- Gonzales, 1876, NW 1/4 sec. 25, T. 30 S., T. 65 W.
- Goodnight Ranch, 1868, built in the SW 1/4 sec. 20, T. 28 S., R. 61 W., along the Apishapa River. Charles Goodnight drove cattle thru Raton Pass, along the Greenhorn foothills and across the Arkansas River at Pueblo, then to Colorado City and Denver. Later Goodnight used the Trinchera Pass route into Colorado
- Gordon, 1924, P.O., SE 1/4 sec. 23, T. 27 S., R. 67 W.
- Graneros Flats, 1889, P.O., SW 1/4 sec. 19, T. 24 S., R. 65 W.
- Graneros Station, 1889, P.O., SW 1/4 sec. 19, T. 24 S., R. 65 W.
- Grayback, NW 1/4 sec. 24, T. 28 S., R. 71 W. Grayback Branch of D. & R.G. Ry., built 1881, sold to Trinchera Estate in 1906, and abandoned in 1917
- Gray Creek, 1895, P.O., NW 1/4 sec. 35, T. 33 S., R. 63 W. (Rito de Gray?)
- Grays Ranch [Farm] Stage Station, 1861, P.O., SW 1/4 sec. 33, T. 32 S., R. 63 W. (Grays Landing)
- Green Canon, 1909, P.O., SE 1/4 sec. 17, T. 30 S., R. 65 W., terminus of C. & S. from Acme via Aguilar
- Greenhorn, P.O., 1866 (Thirty Mile House stage station on Barlow and Sanderson stage line), NW 1/4 sec. 2, T. 25 S., R. 67 W. (also called Hicklin). Greenhorn was on the Taos Trail which went up the Huerfano Valley, over Sangre de Cristo Pass, across the Sangre de Cristo Mountains and south to Taos, New Mexico Territory. Greenhorn also was on the Barlow & Sanderson Stage Line. The battle between the Indians led by Chief Greenhorn [Cuerno Verde] and the successful Spaniards led by Governor Juan B. Anza took place near here on Sept. 3, 1779 [monument on U.S. Highway 85 near Greenhorn Creek]
- Greenville, NW 1/4 sec. 30, T. 31 S., R. 64 W., at end of rail spur
- Griffith, NW 1/4 sec. 2, T. 34 N., R. 9 E.
- Grimaldi, middle sec. 12, T. 24 S., R. 62 W.
- Grinnell, 1878, P.O., now Trinchera Plaza, 2 miles southwest of Trinchera and near Rito Azul Creek in NW 1/4 sec. 26, T. 34 S., R. 60 W.; called San Jose in 1866 and 1873, but later renamed in 1878 as Grinnell and in 1895 as Brazil P.O., SW 1/4 sec. 6, T. 35 S., R. 59 W.
- Gulnare, 1890, P.O., NW 1/4 sec. 26, T. 31 S., R. 66 W., on Apishapa River 3 miles above Abeyton
- Halfway, SE 1/4 sec. 16, T. 30 S., R. 73 W., on D. & R.G. west of Fort Garland
- Hamburg, 1909, SW 1/4 sec. 30, T. 3 N., R. 73 W. (later Mesita)
- Hartner, SE 1/4 sec. 6, T. 36 N., R. 10 E., railroad station
- Hastings, 1893, P.O., NE 1/4 sec. 24, T. 31 S., R. 65 W., Coal Camp, Victor station 1889, C. & S. R. R. station west from Victor Junction until 1923. The Hastings number 2 coal mine suffered a disastrous methane gas explosion on April 27, 1917; 121 coal miners were killed; an earlier accident in 1912 had killed 12 miners
- Hayes Siding, station, 1895, SW 1/4 sec. 8, T. 37 N., R. 11 E.
- Henry, 1889, P.O., NW 1/4 sec. 5, T. 36 N., R. 10 E., D. & R.G. station
- Herard, P.O., NW 1/4 sec. 7, T. 26 S., R. 72 W., on Medano Pass road
- Hermanes Ulaza, very early settlement near Walsenburg. Location?
- Hermosillo, P.O., 1867, SE 1/4 sec. 31, T. 23 S., R. 63 W., on Huerfano River
- Hezron, 1902, P.O., NE 1/4 sec. 13, T. 29 S, R. 66 W., railroad station
- Hezron Junction, SW 1/4 sec. 7, T. 29 S., R. 65 W., D. & R.G., altitude 4,999 feet, northeast of Hezron
- Hicklin's Rancho, at Greenhorn, 1859, NW 1/4 sec. 2, T. 25 S., R. 76 W., a few miles south of the border of the Pueblo quadrangle
- Hickory Canon, mouth in NE 1/4 sec. 26, T. 27 S., R. 67 W. (Black Canon)
- Hicks, 1895, P.O., NE 1/4 sec. 6, T. 32 S., R. 67 W., or NE 1/4 sec. 31, T. 31 S., R. 67 W., or NE 1/4 sec. 15, T. 32 S., R. 68 W., altitude 7,420 feet (see Powell)
- Higgins, 1911, P.O., SW 1/4 sec. 15, T. 30 S., R. 65 W.
- Hirst, 1899, P.O., SE 1/4 sec. 4, T. 29 S., R. 73 W., a village, no railroad
- Hoehne, early 1860's, P.O., SE 1/4 sec. 6, T. 32 S., R. 62 W., A.T. & S.F. station on Purgatoire River, altitude 5,640 or 5,711 feet, 6 miles NE of El Moro. Frost's Stage Station was southeast of the later town?
- Hogback Station, pre-1876, near Van Bremer Creek in SW 1/4 sec. 27, T. 30 S., R. 60 W., altitude 5,430 feet, on "Denver & New Orleans" R.R. (A.T. & S.F.); a former stage station, about 4 miles east of A.T. & S.F. at Van Bremer Creek

- Hole-in-the-Prairie, 1866, stage station and watering hole on the Mountain Branch of the Santa Fe Trail, in the NW corner sec. 10, T. 30 S., R. 61 W., near Timpas Creek and the Goodnight Trail
- Hole-in-the-Rock (first name for Thatcher), 1847, spring where stagecoach horses watered; watering place on the Mountain Branch of the Santa Fe Trail in the NE 1/4 sec. 4, T. 29 S., R. 60 W.
- Holloway, SW 1/4 sec. 26, T. 31 S., R. 64 W., on Colorado railroad map
- Holly, 1881, located near the west flank of the Sangre de Cristo Mountains in the upper part of the San Luis Valley
- Hooper, 1896, P.O., NE 1/4 sec. 4, T. 40 N., R. 10 E., on railroad
- Houck, 1883, NW 1/4 sec. 9, or SW 1/4 sec. 17, T. 25 S., R. 70 W.
- Houghton, SW 1/4 sec. 20, T. 28 S., R. 59 W.
- Huajatolla (the Spanish Peaks), T. 30 S., and T. 31 S., R. 67 W., and R. 68 W.
- Huerfano (Alamos Aptos?), SE 1/4 sec. 10, T. 26 S., R. 66 W.
- Huerfano Butte (Little Orphan P.O.), 1865, on the Huerfano River in the SE corner sec. 25, T. 26 S., R. 67 W., a now-forgotten hamlet near Huerfano Butte [now marked by a monument] (source: Colorado Magazine, v. 18, p. 154)
- Huerfano Canon, 1888, in the SE 1/4 sec. 35, T. 26 S., R. 69 W., early settler fort for protection from the Indians near Farisita between Gardner and Badito; 150 yards north of Huerfano River and half a mile west of Turkey Creek
- Huerfano Canyon, 1871, NW 1/4 sec. 24, T. 26 S., R. 70 W., on the north side of the Huerfano River at the point where Rio Porco Creek joins the Huerfano River
- Huerfano Station (Ute P.O.), 1883, in center SE 1/4 sec. 2, T. 26 S., R. 66 W., altitude 5,667 feet; about 300 feet west of the Huerfano River, 100 feet west of the crossing of D. & R.G. R.R., 5 miles northeast of Huerfano Butte and 3 miles northwest of Orlando
- Hughes, NE 1/4 sec. 33, T. 26 S., R. 65 W.
- Humoso, later Segundo, C. F. & I. Coke and Coal Co., NW 1/4 sec. 6, T. 34 S., R. 65 W.
- Ideal, 1910, P.O., SE 1/4 sec. 3, T. 29 S., R. 66 W., at east end of C. & S. R.R. spur southwest of Round Oak
- Indian Trail (See Mosca Pass), NE 1/4 sec. 5, T. 27 S., R. 72 W.
- Jacksons Stage Station, NW 1/4 sec. 28, T. 38 N., R. 10 E.
- Jansen, 1902, P.O., NW 1/4 sec. 23, T. 33 S., R. 64 W., altitude 6,166 feet, on A.T. & S.F., C. & S., and Colo. & Wyo. (Jansen Stone Quarry nearby), formerly Pacheco Plaza, 1869; also earlier called Chiyayoses)
- Jarosa, 1890, P.O., SE 1/4 sec. 33, T. 31 S., R. 67 W.
- Jaroso, NE 1/4 sec. 33, T. 1 N., R. 12 E., at New Mexico State line on the San Luis South R.R.
- Jerryville, NE 1/4 sec. 33, T. 33 S., R. 64 W., near Sopris on railroad
- Jewell, NE 1/4 sec. 21, T. 30 S., R. 65 W., mail to Aguilar
- Kadrew, SE 1/4 sec. 33, T. 31 S., R. 62 W., A.T. & S.F. station, no P.O.
- Katrina, P.O., 1910, on A.T. & S.F. 3,000 feet north of New Mexico in the SE 1/4 sec. 8, T. 35 S., R. 63 W.
- Kenneth, NE 1/4 sec. 5, T. 30 S., R. 65 W. (see Rugby), C. & S. R.R. station
- Kepner, NW 1/4 sec. 5, T. 30 S., R. 65 W.
- Kincaid, SW 1/4 sec. 6, T. 29 S., R. 67 W., railroad station
- Knights, SE 1/4 sec. 25, T. 29 S., R. 65 W., on D. & R.G.
- La Belle, NW 1/4 SW 1/4 sec. 34, T. 33 S., R. 64 W.
- La Florida, SE corner, sec. 30, T. 33 N., R. 10 E.
- La Fruta, SE 1/4 sec. 29, T. 37 N., R. 10 E., D. & R.G. station
- La Garita, SE 1/4 sec. 5, T. 42 N., R. 10 E., P.O. on D. & R.G. Ry. 10 miles east of La Garita, altitude 7,561 feet
- La Isla, SE corner sec. 1, T. 33 N., R. 9 E., on an interfluvium between the Conejos River and the Rio San Antonio
- La Jara, 1880, SW 1/4 sec. 14, T. 35 N., R. 9 E. (El Tanque)
- La Junta Plaza, NE 1/4 sec. 35, T. 33 S., R. 67 W., no railroad (later Weston P.O.)
- Lanark, NE 1/4 sec. 28, T. 43 N., R. 12 E.
- La Plaza de los Leones (Walsenburg), sec. 9, T. 28 S., R. 66 W.
- Larimer, 1907, NW 1/4 sec. 7, T. 25 S., R. 65 W., later Mustang
- Laramie (Larimore?), SE 1/4 sec. 9, T. 27 S., R. 67 W.
- Lasauces, 1882, P.O., SW 1/4 sec. 14, T. 35 N., R. 11 E.
- Lascar, NE 1/4 sec. 35, T. 25 S., R. 66 W.
- Laub, 1916, P.O., SW 1/4 sec. 15, T. 34 S., T. 60 W.
- Lavalley, 1903, P.O., NE 1/4 sec. 19, T. 2 N., R. 71 W., and SE 1/4 sec. 28, T. 2 N., R. 72 W. (see San Francisco, Martinez, El Rito)
- La Veta, 1862, 1876 (Spanish Peak, Cucharas 2, Fort Francisco Plaza), S 1/2 sec. 21, T. 29 S., R. 68 W., settled by Colonel J.M. Francisco in early 1860's. In 1865 La Veta was sort of a headquarters of the Vigil & St. Vrain Land Grant
- La Veta Pass Station, 1904, SE 1/4 sec. 22, T. 28 S., R. 70 W.
- Lebanon, P.O., SW corner sec. 32, T. 24 S., R. 67 W.
- Leon, SW 1/4 sec. 23, T. 34 S., R. 68 W.
- Lester, 1910, P.O., SW 1/4 sec. 19, T. 29 S., R. 65 W., and NE 1/4 sec. 28, T. 29 S., R. 65 W.
- Liberty, P.O., NW 1/4 sec. 19, T. 25 S., R. 73 W. (Short Creek)
- Link, 1910, P.O., NW 1/4 sec. 26, T. 31 S., R. 68 W.
- Linwood (Dodsonville), 1876, SW 1/4 sec. 8, T. 32 S., R. 61 W.
- Little Orphan, P.O., 1865, SE corner sec. 25, T. 26 S., R. 67 W.
- Lobatos, 1902, P.O., SW 1/4 sec. 24, T. 33 N., R. 9 E., formerly Cenicero
- Lobatos Bridge, SW 1/4 sec. 22, T. 33 N., R. 11 E. (see Colonas Ferry)
- Lockett, 1889, P.O., NE 1/4 sec. 27, T. 41 N., R. 9 E.
- Logan, SW 1/4 sec. 18, T. 36 N., R. 10 E.
- Loma Junction, SW 1/4 sec. 17, T. 28 S., R. 66 W., altitude 6,204 feet, at D. & R.G. station
- Longdale, NE 1/4 sec. 31, T. 33 S., R. 64 W.
- Longs Junction, NW 1/4 sec. 32, T. 33 S., R. 64 W.
- Lorencito, SW 1/4 sec. 34, T. 33 S., R. 66 W. (Velasquez Plaza, Olguinnes)

- Los Barros Plaza, see Los Varros, SE corner, sec. 36, T. 33 S., R. 66 W., just west of Segundo; (Dillette?)
- Los Brazos, NW 1/4 sec. 14, T. 33 N., R. 9 E. (El Brazo)
- Los Cerritos, 1870, 1888, P.O., NE 1/4 sec. 31, T. 34 N., R. 10 E., (La Plaza de los Serritos)
- Los Fuertes, on Vallejos Creek in the NW 1/4 sec. 17, T. 2 N., R. 71 W., Costilla County, soon after 1853 on Sangre de Cristo Grant (San Isidros, Vallejos)
- Los Madriles, NE 1/4 sec. 31, T. 33 S., R. 64 W.
- Los San Jose, SE 1/4 sec. 10, T. 33 N., R. 9 E. on Rio Conejos (see San Jose)
- Los Sauces, P.O., SE 1/4 sec. 22, T. 35 N., R. 11 E., P.O. on west bank of Rio Grande in sec. 14 (The Willows)
- Los Varros, SE 1/4 sec. 36, T. 33 S., R. 66 W. (see Varros)
- Lower Culebra (Plaza Abajo = Lower Plaza), on Culebra River in sec. 32, T. 32 S., R. 72 W.
- Lucero Plaza, 1873, NE 1/4 sec. 24, T. 33 S., R. 68 W. (San Isidro, Vigil)
- Ludlow, 1896, P.O., SW 1/4 NE 1/4 sec. 20, T. 31 S., R. 64 W., coal mining town and station on the C. & S. Ry. (Battle of Ludlow 1913-1914 is commemorated by a monument; two women and eleven children suffocated in a dugout under a tent).
- Lynn, NW 1/4 sec. 23, T. 30 S., R. 65 W., on C. & S
- Madrid Plaza, P.O., 1864, SW 1/4 sec. 35, T. 33 S., R. 65 W. (Tijeras, earlier Madrid Plaza)
- Main, NE 1/4 sec. 21, T. 34 N., R. 9 E.
- Maitland, 1898, P.O., sec. 36, T. 27 S., R. 67 W. An accident in the Maitland mine on Feb. 19, 1906, killed 14 miners
- Majestic, 1900, P.O., NE 1/4 sec. 9, T. 32 S., R. 64 W.
- Malachite, 1880, P.O., SW 1/4 sec. 30, T. 26 S., R. 70 W.
- Maldonado, 1901, P.O., SW 1/4 sec. 7, T. 34 S., R. 62 W.
- Manassa, 1879, sec. 24, T. 34 N., R. 9 E.
- Manassa Station, 1879, sec. 21, T. 34 N., R. 9 E.
- Manzanares, 1901, P.O., SW 1/4 sec. 26, T. 35 S., R. 73 W. (La Plaza de los Manzanares)
- Margaret, 1899, P.O., center NW 1/4 sec. 23, T. 29 S., R. 71 W.
- Martinez, SE 1/4 sec. 28, T. 2 N., R. 71 W. (see Lavalley)
- Martinez Plaza, 1860, NE 1/4 sec. 29, T. 31 S., R. 66 W.
- Martinsen, 1889, P.O., NE 1/4 sec. 5, T. 35 S., R. 65 W., on C. & S. R.R.
- Maxwell, NE 1/4 sec. 8, T. 35 S., R. 65 W., in Longs Canyon, C. & S. R.R., or SE 1/4 sec. 12, T. 34 S., R. 65 W.
- Mayne, 1905, P.O., NE 1/4 sec. 12, T. 29 S., T. 66 W.
- Mayville, NW 1/4 sec. 27, T. 34 S., R. 65 W., on railroad(?)
- McBride, NE 1/4 sec. 36, T. 34 S., R. 61 W.
- McClintock, 1906, SE 1/4 sec. 22, T. 30 S., R. 73 W., about 0.5 mile south of Blanca
- McGinty, 1895, SW 1/4 sec. 11, T. 38 N., R. 10 E., D. & R.G. R.R. station
- McGuire, 1905, P.O., NE 1/4 sec. 23, T. 27 S., R. 67 W.
- McLaughlin, 1912, SE 1/4 sec. 26, T. 33 S., R. 64 W.
- McMillan, 1900, P.O., NW 1/4 sec. 25, T. 28 S., R. 72 W.
- McNally, just west of Caddell in the NW 1/4 sec. 8, T. 28 S., R. 66 W.
- McWilliams, 1913, NW 1/4 sec. 17, T. 35 S., R. 65 W., on C. & S. in Longs Canyon
- Medano Springs, 1874, P.O., center sec. 17, T. 40 N., R. 12 E. (Sand Springs)
- Medina Plaza, 1860's, NW 1/4 sec. 33, T. 33 S., R. 66 W. (Davis)
- Melville or Baldy Station, 1878, SE 1/4 sec. 15, T. 37 N., R. 12 E.
- Menger, 1891, P.O., NW 1/4 sec. 11, T. 31 S., R. 67 W.
- Mercier, 1906, P.O., SE 1/4 sec. 13, T. 25 S., R. 60 W.
- Mesita, 1910, P.O., SW 1/4 sec. 30, T. 2 N., R. 73 W. (Hamburg)
- Meyer Ferry, 1875, NW 1/4 sec. 2, T. 1 N., R. 75 W., or SE 1/4 sec. 22, T. 33 N., R. 11 E (see Colon's Ferry)
- Midway (pre-1906), SW 1/4 sec. 19, T. 29 S., R. 65 W.
- Mill, NW 1/4 sec. 34, T. 43 N., R. 12 E., D. & R.G. R.R. station pre-1895, near Cottonwood
- Model, 1912, P.O., NW 1/4 sec. 4, T. 31 S., R. 61 W. (first Poso or Roby)
- Moffat, pre-1895, P.O., sec. 6, T. 43 N., R. 10 E.
- Monson, pre-1895, SE 1/4 sec. 18, T. 29 S., R. 65 W.
- Montville, 1881, P.O., SW 1/4 sec. 2, T. 27 S., R. 73 W. (Orean)
- Monument Park, SE 1/4 sec. 36, T. 32 S., R. 69 W.
- Morley, 1875, P.O., SE 1/4 sec. 36, T. 34 S., R. 64 W., or NW 1/4 sec. 6, T. 35 S., R. 63 W.; or SW corner sec. 31, T. 34 S., R. 63 W., or NW 1/4 sec. 25, T. 34 S., R. 64 W. In the Morley mine, mules were used to haul coal to the surface. Consequently there were no methane explosions
- Morning Glory, NW 1/4 sec. 25, T. 27 S., R. 67 W., near Maitland
- Mortimer, SW 1/4 sec. 4, T. 30 S., R. 71 W., at west end of Indian Creek Pass Trail at Sangre de Cristo Creek
- Mosca, 1890, P.O., SW 1/4 sec. 3, T. 39 N., R. 10 E., formerly Streater; there was one Mosca at west foot of Mosca Pass east of Great Sand Dunes National Monument, and another Mosca equals Orean in NW 1/4 sec. 2, T. 27 S., R. 73 W.
- Mosco, 1880, in SW 1/4 sec. 2, T. 27 S., R. 73 W., on the west foot of Sangre de Cristo Range on Mosca Creek (source: Crofutt, 1885, p. 122)
- Mountain Home, pre-1895, NW 1/4 sec. 32, T. 30 S., R. 71 W., on Trinchera Creek 4 miles east southeast of Fort Garland
- Mulshoe, pre-1895, NE 1/4 sec. 26, T. 28 S., R. 70 W.
- Muriel, 1903, NW 1/4 sec. 34, T. 28 S., R. 65 W. (Rouse Junction)
- Music City, NW 1/4 sec. 29, T. 25 S., R. 73 W.
- Mustang, pre-1903, SW 1/4 sec. 8, T. 25 S., R. 65 W., it was first Larimer
- Mutual, coal camp, pre-1906, sec. 18, T. 28 S., R. 66 W., railroad station 2 miles southwest of Walsenburg
- Nemo, NW 1/4 sec. 7, T. 24 S., R. 65 W., D. & R.G. Ry. station north of Salt Creek
- Newcomb, NE 1/4 sec. 30, T. 33 S., R. 63 W.
- New Muddy, at Bradford, NE 1/4 sec. 16, T. 25 S., R. 71 W.



Tellers at the La Veta Bank in La Veta, Huerfano County, in 1912 or 1913. A typical bank of the period. Photographer unknown. (X-11937)

Nicholls (or Nichols), SW 1/4 sec. 19, T. 29 S., R. 65 W., station on D. & R.G., (Lester, 1910)

Nola, SW 1/4 sec. 15, T. 34 S., R. 60 W. (see Laub or Adair; C. & S. R.R. station)

North Veta, 1920, P.O., SE 1/4 sec. 29, T. 28 S., R. 67 W.

Nunda, 1883, P.O., SE 1/4 sec. 4, T. 31 S., R. 69 W., near head of Wahatoya Creek, near Cuchara Pass

Oakdale Station, SW 1/4 sec. 10, T. 29 S., R. 69 W., on D. & R.G., same as Oakdale P.O. (Tropic)

Oakton, SW 1/4 sec. 9, T. 33 S., R. 62 W., C. & S. station

Oakview, 1907, P.O., center sec. 20, T. 29 S., R. 69 W., on D. & R.G. 3 miles east of Ojo Station (Tropic)

Occidental, NE 1/4 sec. 21, T. 29 S., R. 69 W., on D. & R.G., no road

Officers Bar Placer, 1881, NE 1/4 sec. 21, T. 28 S., R. 71 W., at junction of Grayback and Placer Creeks

Ojito, NE 1/4 sec. 28, T. 31 S., R. 73 W., S.L.V.S. station (Ojito de la Trinchera)

Ojo Station, 1880, NE 1/4 sec. 6, T. 29 S., R. 69 W. (named for Ojo Spring)

Old Line Junction, SE 1/4 sec. 24, T. 33 S., R. 62 W.

Old Rouse, SW 1/4 sec. 1, T. 29 S., R. 66 W.

Old San Acacio (Viejo San Acacio), SW 1/4 sec. 1, T. 3 N., R. 73 W., or center S. 1/2 sec. 23, T. 3 N., R. 73 W., or SW 1/4 sec. 24, T. 3 N., R. 73 W., on south side of Culebra Creek

Old Spur, SE 1/4 sec. 24, T. 33 S., R. 62 W. (Old Line Junction)

Olguinnes, 1889(?), sec. 35, T. 33 S., R. 66 W., east of mouth of Zarcillo Canyon; Los Varros east of site

Omer, NE 1/4 sec. 5, T. 25 S., R. 59 W., on Apishapa River

Orean, 1881, P.O., NW 1/4 sec. 2, T. 27 S., R. 73 W., see Mosca (Montville, 1881)

Orlando, NE 1/4 sec. 19, T. 26 S., R. 65 W., D. & R.G. station

Orman, SW 1/4 sec. 6, T. 28 S., R. 66 W., D. & R.G. station (Alamo Branch)

Oso, 4 miles west of Walsenburg. Not far west was Hermanes Ulaza

Parras Plaza, NE 1/4 sec. 14, T. 33 S., R. 68 W.

Patches, 1917, P.O., NE 1/4 sec. 14, T. 27 S., R. 62 W.

Patterson, SW 1/4 sec. 15, T. 39 N., R. 10 E.

Patterson Crossing, NW 1/4 sec. 35, T. 32 S., R. 61 W.

Pauley, 1919, P.O., NE 1/4 sec. 31, T. 28 S., R. 64 W.

Peerless, SW 1/4 sec. 27, T. 30 S., R. 65 W.

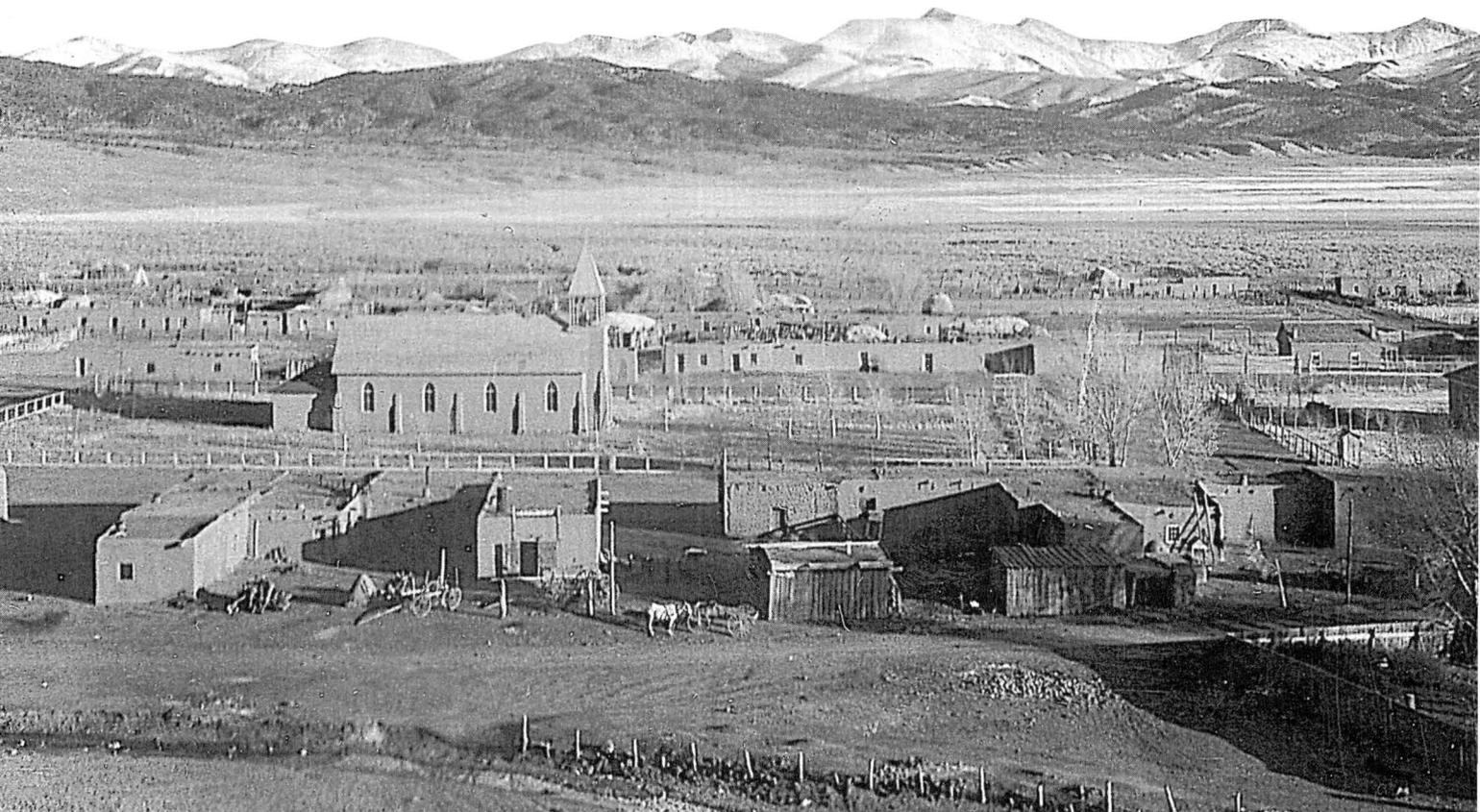
- Pictou, 1889, P.O., SE 1/4 sec. 31, T. 27 S., R. 66 W., on D. & R.G.
- Piedmont, SW 1/4 sec. 27, T. 33 S., R. 64 W. (see St. Thomas); on the C. & W., southwest of Trinidad. An accident in the Piedmont mine on Aug. 27, 1912, killed 120 miners
- Pikes Stockade, 1807, NW 1/4 sec. 7, T. 35 N., R. 11 E., temporary military post of Zebulon Pike
- Pinon, location, NW 1/4 sec. 23, T. 27 S., R. 67 W.
- Placer, NW 1/4 sec. 1, T. 29 S., R. 71 W. The D. & R.G. train reached Placer in 1878
- Placita (Placito?), SE 1/4 sec. 10, T. 30 S., R. 63 W., on Apishapa River about 10 miles northeast of Apishapa
- Placita (Placito?), NE 1/4 sec. 2, T. 28 S., R. 66 W., altitude 6,188 feet, on Cucharas River and D. & R. G. Ry., 3 miles SE of Walsenburg
- Placita de los Cordovas, center sec. 10, T. 1 N., R. 73 W.
- Placita de los Madriles, NE 1/4 sec. 15, T. 1 N., R. 73 W.
- Plaza Arriba (Upper Plaza), 1868(?), SE 1/4 sec. 2, T. 2 N., R. 72 W., also called Upper Culebra on Culebra River (Colorado Magazine, v. 19, p. 222, and Denver Brand Book, 1947, p. 74)
- Plaza Chalifou, 1900(?), on west bank of Costilla Creek in the SE 1/4 SE 1/4 sec. 21, T. 1 N., R. 73 W.
- Plaza de los Leones, an early name for Walsenburg
- Plaza de los Manzanares, 1849, 1901, on west side of county bridge across Costilla Creek in the SW 1/4 NW 1/4 sec. 35, T. 1 N., R. 73 W.
- Plomo, secs. 20 and 21, T. 32 S., R. 71 W., an early mineral deposit 15 miles south of Fort Garland
- Point of Rocks, 1864 (Red Wing), NW 1/4 sec. 1, T. 27 S., R. 71 W., west of Malachite on Huerfano River
- Pole Creek, sec. 23, T. 42 N., R. 12 E.
- Poso, NW 1/4 sec. 4, T. 31 S., R. 61 W. (Roby, P.O.), later called Model; A.T. & S.F. station
- P.O.W. Camp, WWII, 1943-1946, secs. 1, 2, 11, and 12, T. 33 S., R. 63 W. (Camp Trinidad)
- Powell, 1883, NE 1/4 sec. 17, T. 32 S., R. 67 W., near Wet Canyon; see Hicks P.O. in San Pablo Canyon(?) in NE 1/4 sec. 15, T. 32 S., R. 68 W.
- Primero, 1901, P.O., NE 1/4 sec. 26, T. 33 S., R. 66 W., railroad station (first of six C.F. & I. coal camps; the others numbered Segundo, Tercio, Cuatro, Quinto, and Sexto). An accident in the Primero coal mine on Jan. 23, 1907, killed 22 miners. On Jan. 31, 1910, another explosion at the Primero coal mine operated by C.F. & I. killed 75 coal miners
- Primrose, SE 1/4 sec. 5, T. 30 S., R. 65 W., at end of C. & S. line west of Rugby; a tramway (Star)
- Pryor [Prior?], 1897, P.O., NW 1/4 sec. 19, T. 29 S., R. 65 W., D. & R. G. station
- Pulaski, 1874, P.O., NW 1/4 sec. 9, T. 32 S., R. 62 W., on Purgatoire River
- Pura y Limpia, 1871, NE 1/4 sec. 8, T. 33 N., R. 10 E. Purgatoire or Purgatory River; (Spanish name is El Rio de Las Perdidas en Purgatorio; also known as Picketwire River or Las Animas River
- Quarry, 1880, SW 1/4 sec. 22, T. 34 S., R. 68 W.
- Quebec, P.O., NW 1/4 sec. 20, T. 30 S., R. 66 W., on Santa Clara Creek
- Quinto, fifth of C.F. & I. coal camps, 1900, SE 1/4 sec. 35, T. 33 S., R. 67 W., railroad station (Weston P.O.)
- Rameyville, on the Sherman Spur in the northwest corner of sec. 32, T. 31 S., R. 64 W.
- Rapson, 1911, P.O., NE 1/4 sec. 9, T. 30 S., R. 65 W., C. & S. R.R. station
- Raton, 1878, P.O., NE 1/4 sec. 28, T. 32 S., R. 61 W. (later Alfalfa, 1886)
- Rattlesnake Buttes, 1918, P.O., NE 1/4 sec. 24, T. 26 S., R. 64 W., or NE 1/4 sec. 31, T. 26 S., R. 63 W., or NW 1/4 sec. 18, T. 26 S., R. 63 W.
- Ravenwood, 1910, P.O., SE 1/4 sec. 21, T. 28 S., R. 66 W., named by R.C. Hills
- Red Wing, 1914, P.O., NW 1/4 sec. 1, T. 27 S., R. 71 W. (Point of Rocks, 1864)
- Reilly Canyon, SE 1/4 sec. 18, T. 32 S., R. 65 W.
- Reliance Junction, west of La Veta(?) on D. & R.G. R.R., center NW 1/4 sec. 20, T. 29 S., R. 68 W.
- Rezago, SE 1/4, sec. 33, T. 33 S., R. 65 W., on C. & W.
- Richfield, 1887, NW 1/4 sec. 13, T. 35 N., R. 9 E., northeast of La Jara
- Rincon, SE 1/4 sec. 28, T. 34 S., R. 68 W. (Tercio), railroad station
- Rincones, 1905, near San Antonio Creek in the NE 1/4 sec. 8, T. 33 N., R. 10 E
- Rio Bravo, sec. 10, T. 37 N., R. 10 E. (early name of Alamosa)
- Rio Grande, 1874, P.O., SE 1/4 sec. 32, T. 37 N., R. 11 E., or NW 1/4 sec. 28, T. 37 N., R. 11 E., or SW 1/4 sec. 9, T. 36 N., R. 11 E.
- Rito de los Indios, NW 1/4 sec. 10, T. 30 S., R. 71 W.
- Rivera, 1895, NW 1/4 sec. 26, T. 32 S., R. 63 W.
- River Bend (see Big Bend), just southeast of Alamosa, NE 1/4 sec. 14, T. 37 N., R. 10 E.
- Robinson, NE 1/4 sec. 17, T. 28 S., R. 66 W., near Robinson coal mine 1 mile west from Walsenburg
- Roby, 1911, P.O., SW 1/4 sec. 33, T. 30 S., R. 61 W., railroad station
- Rockland, 1914, P.O., NW 1/4 sec. 27, T. 28 S., R. 67 W. (Wahatoya, Adell), and NW 1/4 sec. 19, T. 28 S., R. 66 W.
- Rolling Mill, SE 1/4 sec. 6, T. 33 S., R. 63 W.
- Romeo, 1901, P.O., SE 1/4 sec. 21, T. 34 N., R. 9 E. (Manassa Station, 1879; Sunflower, 1888), station on three-rail D. & R.G. Ry. (earlier Romero)
- Roof, NE 1/4 sec. 2, T. 27 S., R. 66 W., on joint railroad track (D. & R.G. and C. & S.)
- Rosita Cordova Ranch, SW corner sec. 14, T. 28 S., R. 63 W.
- Roubidoux Trading Post, NW 1/4 sec. 2, T. 27 S., R. 73 W.
- Round Hill, SE 1/4 sec. 27, T. 28 S., R. 66 W., on C. & S. R.R. (?)
- Round Oak, 1908, P.O., SE 1/4 sec. 27, T. 28 S., R. 66 W., C. & S. R.R. station
- Rouse, 1889, P.O., NW 1/4 sec. 30, T. 29 S., R. 65 W., on railroad near Pryor

Rouse Junction, NW 1/4 sec. 34, T. 28 S., R. 65 W. (Spanish Peaks, 1920)  
 Royal, SW 1/4 sec. 21, T. 30 S., R. 65 W.  
 Rugby, 1906, P.O., NW 1/4 sec. 4, T. 30 S., R. 65 W. (east of Kepner), C. & S. R.R. station  
 Rugby Station, SW 1/4 sec. 34, T. 29 S., R. 65 W.  
 Russell, 1904, P.O., NW 1/4 sec. 1, T. 29 S., R. 71 W., D. & R.G. station on Sangre de Cristo Creek south of the confluence with Placer Creek (Placer, 1885)  
 Russell Station, 1915 (Russell Junction, Wagon Creek Junction), on Sangre de Cristo Creek in the NE 1/4 sec. 23, T. 29 S., R. 71 W., at the junction of D. & R.G. tracks; earlier to La Veta Pass and later to Veta Pass; also the junction of Sangre de Cristo Creek and Wagon Creek (New Russell)  
 Russell, 1876, NW 1/4 sec. 30, T. 28 S., R. 70 W.  
 Rye, 1880, P.O., sec. 31, T. 24 S., R. 67 W.  
 Saint Mary [Mary's], 1867, P.O., SW 1/4 sec. 28, T. 26 S., R. 67 W., altitude 6,067 feet, on Huerfano River

Saint Thomas, other name for Piedmont (see Piedmont)  
 Salt Creek, 1895, P.O., NW 1/4 sec. 9, T. 24 S., R. 65 W., on D. & R.G.  
 San Acacio, 1911, P.O., NE 1/4, sec. 21, T. 3 N., R. 73 W., near station of the San Luis Valley Southern Ry.  
 San Antonio, NE corner, sec. 1, T. 32 N., R. 9 E.  
 San Antonio Plaza (now Aguilar), P.O., 1875, sec. 27, T. 30 S., R. 65 W. (Gonzales, 1854?)  
 Sandy, NE 1/4 sec. 22, T. 27 S., R. 66 W., on C. & S. and D. & R.G.  
 Sanford, 1888, P.O., sec. 20, T. 35 N., R. 10 E., airfield, a Mormon town  
 San Francisco, SE 1/4 sec. 28, T. 2 N., R. 71 W., on San Francisco Creek at Lavalley  
 San Francisco, P.O., SE 1/4 sec. 28, T. 34 S., R. 68 W., on South Fork of Purgatoire River near terminus of C. & W. Ry. (Tercio, Rincon)  
 San Francisco Plaza, 1860's, SW 1/4 sec. 32, T. 33 S., R. 61 W., later Barela, an early Mexican plaza southeast of the Purgatoire valley  
 Sangre de Cristo, 1876, P.O., NE 1/4 sec. 33, T. 43 N., R. 12 E., (Cottonwood, 1875; Lanark, 1898)  
 Sangre de Cristo Station, NW 1/4 sec. 21, T. 28 S., R. 70 W.  
 San Isabel, 1880, P.O., an agricultural settlement in the SE 1/4 sec. 10, T. 43 N., R. 10 E.  
 San Isidro, 1914, SW 1/4 sec. 12, T. 34 S., R. 61 W. (near Abeyta), a station on the C. & S. Ry. or on the U.P. Denver and Gulf(?) on San Isidro Creek  
 San Isidro, 1894, in NE 1/4 sec. 24, T. 33 S., R. 68 W., at confluence of North Fork and Middle Fork of Purgatoire River (Vigil and Lucero)

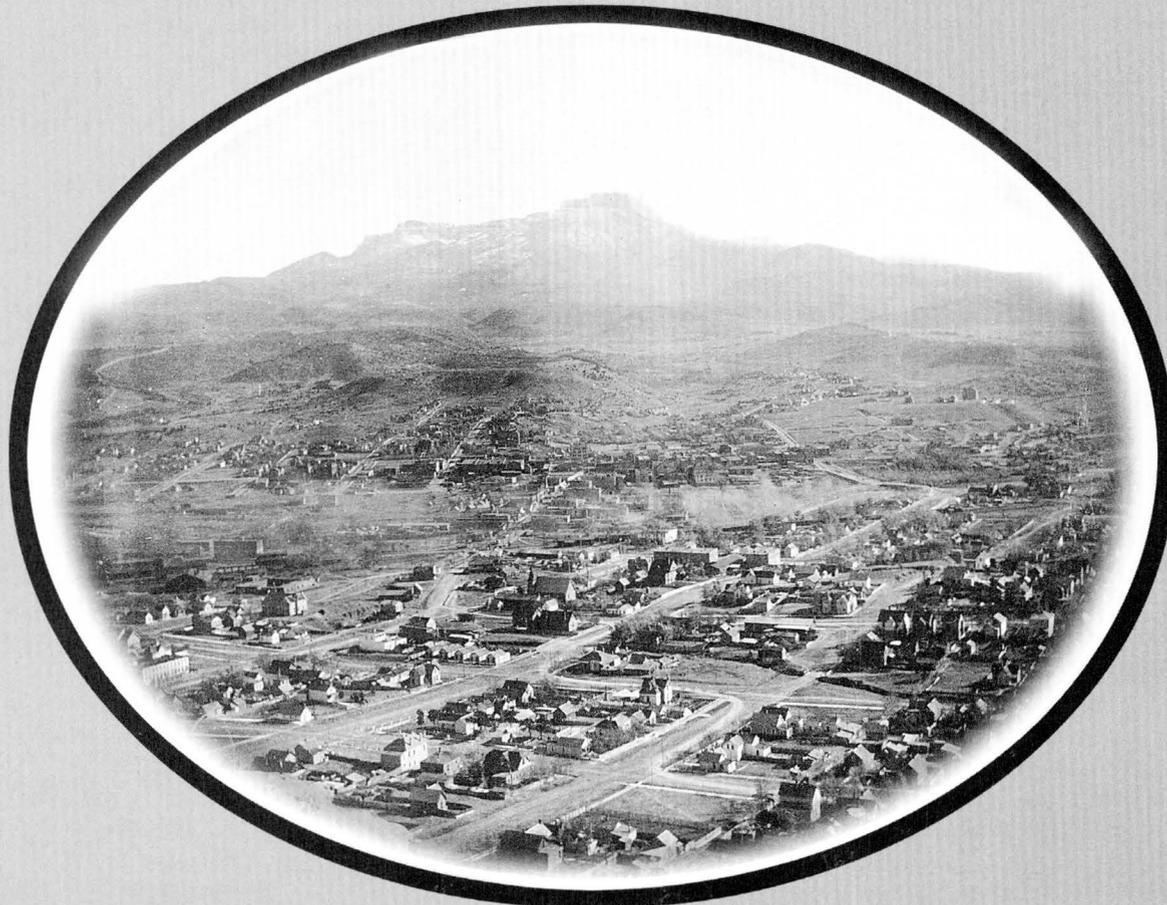
# San Luis

*View of the town of San Luis in the San Luis Valley in about 1900. San Luis is the oldest town in Colorado, founded in 1851. In the background is the Culebra Range. (U.S. Geological Survey Photographic Library, C.E. Siebenthal 67.)*



- San Jose, 1856, SE 1/4 sec. 10, T. 33 N., R. 9 E., on Conejos River about 5 miles northeast of Conejos
- San Jose, 1873, P.O., now Trinchera Plaza, 2 miles southwest of Trinchera near Rito Azul Creek in SE 1/4 sec. 2, T. 35 S., R. 60 W. (later called Grinnell P.O., 1878, and Brazil P.O., 1895)
- San Juan, SW 1/4 sec. 35, T. 33 S., R. 66 W.
- San Lorenzo Plaza, 1865, now called Grey Creek (Rito de Grey), in the NW 1/4 sec. 35, T. 33 S., R. 63 W. (sources: Rogers, 1967; Ebert, 1865, 1866)
- San Luis (Plaza de Medio=Central Plaza), 1851, P.O. established Feb. 25, 1862, SE 1/4 sec. 23, T. 3 N., R. 72 W. (San Luis de Culebra)
- San Margarita, 1865, Conejos County (sources: Ebert, 1865, 1866), near Romeo in the SE 1/4 sec. 21, T. 34 N., R. 10 E.
- San Miguel Plaza, NE 1/4, sec. 12, T. 34 S., R. 63 W., on Frijole Creek
- San Pablo, 1893, P.O., on North Fork, Culebra Creek, NE 1/4 sec. 12, T. 2 N., R. 71 W. or R. 72 W., one mile south of San Pedro (Valles)
- San Pedro, 1851, P.O., 1879, SE 1/4 sec. 1, T. 2 N., R. 72 W., and NE corner sec. 2, T. 34 S., R. 64 W. (Starkville)
- San Rafael Camp, an "established camp at San Rafael Heights east of Trinidad" and near San Rafael Hospital, according to Trinidad newspapers. The headquarters for General Chase and the Colorado Militia during the Coal Strikes of 1913-1914
- Santa Clara, 1873, P.O., SW 1/4 sec. 1, T. 29 S., R. 66 W. (Old Rouse)
- Santa Clara P.O., 1899, Rouse, NW 1/4 sec. 30, T. 29 S., R. 65 W
- Santa Clara, 1879, P.O., SE 1/4 sec. 3, T. 29 S., R. 65 W. (Tioga on D & R.G. Ry., and Bigelow Stage Station)
- Santa Clara Junction, 1873 (Conchita Junction), SW corner sec. 31, T. 28 S., R. 65 W., on the D. & R.G. Ry. (source: Rogers, 1967)
- Santa Clara Station, P.O., SE 1/4 sec. 15, T. 29 S., R. 65 W., altitude 6,308 feet, on D.&R.G.
- Santa Clara Spur, on C. & S. Ry., goes to Hezron mines, secs. 12 & 13, T. 29 S., R. 66 W.
- Sarcillo Plaza, SE 1/4 sec. 34, T. 33 S., R. 66 W., former C. & W. R.R. station on upper Purgatoire River
- Scissors, 1884, P.O., NE 1/4 sec. 17, T. 30 S., R. 66 W. on Santa Clara Creek or SW 1/4 sec. 15, T. 30 S., R. 66 W., on Spring Canyon
- Segundo, 1901, P.O., Second C. F. & I. coal camp; town in the SW corner sec. 31, T. 33 S., R. 65 W., on C. & W. R.R., altitude 6,597 feet. First called Los Baros in 1860's, also Humoso
- Seguro, 1895, P.O., SE 1/4 sec. 23, T. 27 S., R. 72 W.
- Servieta, 1852, (or Servilleta), SW 1/4 sec. 9, T. 33 N., R. 9 E.
- Sexto, sixth of C.F. & I. coal camps, in Sarcillo Canyon in the NW 1/4 sec. 27, T. 33 S., R. 66 W.
- Sharpsdale, 1906, P.O., SE 1/4 sec. 29, T. 27 S., R. 72 W., or in 1875, SW 1/4 sec. 7, T. 27 S., R. 71 W., also 1886, NW 1/4 sec. 1, T. 27 S., R. 72 W., altitude 8,887 feet, and 1924, in the NW 1/4 sec. 10, T. 27 S., R. 72 W.; also Tom Sharp's post in the NE 1/4 sec. 25, T. 26 S., R. 71 W.
- Shelbina, NW 1/4 sec. 11, T. 32 S., R. 65 W., near Berwind(?) Sherman Spur, NE 1/4 sec. 29, T. 31 S., R. 64 W., on C. & S. R.R. (Sherman)
- Shumway (Camp Shumway), NE 1/4 sec. 23, T. 27 S., R. 67 W., on D. & R.G. and C. & S.
- Siding number 1, NE 1/4 sec. 28, T. 38 N., R. 9 E.
- Sierra, SW 1/4 sec. 18, T. 29 S., R. 70 W. (Sierra Blanca?), on D. & R.G.
- Silvia, NE 1/4 sec. 17, T. 32 S., R. 63 W., on D. & R.G.
- Silver Lake, 1895, NE 1/4 sec. 32, T. 28 S., R. 65 W., on Rouse Branch of D. & R.G., altitude 6,054 feet
- Simms, NE 1/4 sec. 35, T. 29 S., R. 70 W. (Carr), on D. & R.G.
- Simpson, NW 1/4 sec. 30, T. 29 S., R. 60 W., see Wormington, on A.T. & S.F., altitude 5,612 feet
- Simpsons saw mill, center sec. 24, T. 31 S., R. 66 W.
- Smith Canyon, 1892, P.O., probably near the mouth of Smith Canyon in sec. 36, T. 33 S., R. 66 W
- Soda City, between the Sand Dunes highway and the Medano Ranch
- Solar, 1915, P.O., NW 1/4 sec. 19, T. 28 S., R. 66 W., on D. & R.G. R.R.
- Sopris, 1914, P.O., NW 1/4 sec. 33, T. 33 S., R. 64 W., 4 miles southwest of Trinidad
- Sopris Plaza, settlement, mail to Sopris, population 35, also called La Vesas
- Southwestern, NE 1/4 sec. 16, T. 30 S., R. 65 W.
- Spanish Creek City, 1898; (source Harlan, 1976, located Spanish in the NW 1/4 sec. 28, T. 43 N., R. 12 E.) (Lucky)
- Spanish Fort, center sec. 36, T. 27 S., R. 70 W. (Fort Sangre de Cristo, Malagres Fort, built in 1819 by Governor Don Facundo Malagres about 3(?) miles northeast of Sangre de Cristo Pass). Fort said to have overlooked the Taos Trail
- Spanish Peak, 1871, P.O., SW 1/4 sec. 21, T. 29 S., T. 68 W. (La Veta)
- Spanish Peaks, 1871 (Muriel), NW 1/4 sec. 34, T. 28 S., R. 65 W., west of Santa Clara Creek, at Rouse Junction Station
- Spanish Peaks, SE 1/4 sec. 8, T. 27 S., R. 67 W.
- Spaulding Stage Station, NE 1/4 sec. 3, T. 38 N., R. 9 E.
- Springvale, 1874, P.O., NW 1/4 sec. 4, T. 33 S., R. 68 W. (Spring Valley)
- Stage Station 35, on Raton road in the SW 1/4 sec. 5, T. 35 S., R. 63 W.
- Stamford, 1883, P.O., SE 1/4 sec. 24, T. 32 S., R. 69 W., or NE 1/4 sec. 29, T. 32 S., R. 68 W., on road up North Fork of Purgatoire River between Vigil and Stonewall and Cuchara Pass (source: Rogers, 1967)
- Stanley, 1890, P.O., NW 1/4 sec. 9, T. 39 N., R. 9 E., on D. & R.G.
- Starkville, P.O., NE 1/4 sec. 2, T. 34 S., R. 64 W., first called San Pedro in 1879, on A.T. & S.F. R.R. on Raton

# Trinidad



*Trinidad in the 1890's. Fishers Peak is in the background. Photographer unknown. (X-21063)*

Creek about 5 miles south of Trinidad; also listed as St. Thomas which was 2 miles northwest of Starkville (source: Haley, 1963)

Star Ranch, SW 1/4 sec. 26, T. 42 N., R. 10 E., or SW 1/4 sec. 14, T. 41 N., R. 10 E.

State Bridge, SW 1/4 sec. 22, T. 33 N., R. 11 E. (see Colon's Ferry), altitude 7,343 feet, (Meyer Ferry or Costilla Ferry)

Stearns, SE 1/4 sec. 16, T. 29 S., R. 70 W.

Stevenson, 1888, P.O., NW 1/4 sec. 32, T. 32 S., R. 65 W.

Stockville, 1873, P.O., SE 1/4 sec. 5, T. 34 S., R. 59 W., on Trinchera Creek

Stonewall, 1878, P.O., SE 1/4 sec. 20, T. 33 S., R. 68 W.

Strange, 1881, P.O., NE 1/4 sec. 35, T. 30 S., R. 66 W.

Streator, 1888, P.O., NE 1/4 sec. 4, T. 39 N., R. 10 E.

Strong, 1905, P.O., SW 1/4 sec. 9, T. 27 S., R. 67 W.

Suaso Plaza, in the 1860's near Trinidad, NE 1/4 SW 1/4 sec. 29, T. 33 S., R. 64 W. (Suazo?)

Suffield, SW 1/4 NW 1/4 sec. 12, T. 32 S., R. 64 W., altitude 6,211 feet, railroad station on the C. & S.

Sulphur Spring, center of east edge sec. 31, T. 31 S., R. 63 W., 3 miles southeast of Chicosa

Sulphur Springs, NW 1/4 sec. 10, T. 30 S., R. 69 W.

Sunflower, 1888, P.O., sec. 21, T. 34 N., R. 9 E., D. & R.G., north of Antonito

Sunnyside, NW 1/4 sec. 9, T. 27 S., R. 67 W., see Strong Sunshine, sec. 31, T. 27 S., R. 66 W.

Sweet, NW 1/4 sec. 7, T. 29 S., R. 65 W.

Sylvia, NE 1/4 sec. 20, T. 32 S., R. 63 W.

Tabeguache, 1869(?)

Table Mountain, 1879, Crow P.O., 1870, SE 1/4 sec. 23, T. 24 S., R. 68 W., moved to Rye in 1881

Talpa, 1890, P.O., center sec. 35, T. 26 S., R. 69 W.

Tequisquite, on bluff near to, but south of Walsen mine, a few miles west of Walsenburg. Early village at large springs (source: Taylor, 1963, p. 288)

- Tercio, 1902, P.O., third of six C.F. & I. numbered coal camps, SE 1/4 sec. 33, T. 34 S., R. 68 W., see San Francisco, terminus of C. & W. R.R. on South Fork of Purgatoire River. The Tercio mine had an accident on Oct. 28, 1904, that killed 19 miners
- Teton, P.O., 1880, NW 1/4 sec. 18, T. 43 N., R. 12 E., P.O. at Crestone. Early mining camp on Luis Maria Baca No. 4 Grant
- Thatcher, 1883, P.O., SE 1/4 NW 1/4 sec. 3, T. 29 S., R. 60 W. (near Hole-in-the-Rock)
- Thompson, 1907, center S 1/2 sec. 30, T. 33 S., R. 64 W., on railroad just west of Long's Junction
- Thor, NW 1/4 sec. 13, T. 32 S., R. 64 W. (Suffield mine)
- Three Bridges, NW 1/4 sec. 8, T. 30 S., R. 68 W.
- Tie treating plant, NE 1/4 sec. 9, T. 37 N., R. 10 E.
- Tijeras Plaza, SE 1/4 sec. 34, T. 33 S., R. 65 W. (see Madrid), on C. & W. R.R.
- Tioga (Tioga Junction), SE 1/4 sec. 3, T. 29 S., R. 65 W., 17 miles northwest of Trinidad (Santa Clara, 1879; Bigelow Stage Station)
- Tioga site, 1907, SE 1/4 sec. 18, T. 27 S., R. 67 W. on Ojo de Alamo Arroyo and D. & R.G. Railway
- Tioga Station, P.O., NW 1/4 sec. 17, T. 27 S., R. 67 W., on D. & R. G. Ry.
- Tobasco, 1901, P.O., C.F. & I. coal camp, SE 1/4 sec. 25, T. 31 S., R. 65 W., station on U.P.D. & G Ry., 17 miles northwest of Trinidad
- Toller Station, NW 1/4 sec. 1, T. 32 S., R. 65 W. The Toller mine had an accident on July 6, 1909, that killed 9 miners
- Tollerburg, 1909, P.O., NW 1/4 sec. 1, T. 32 S., R. 65 W.
- Toltec, 1894, P.O., SE 1/4 sec. 6, T. 28 S., R. 66 W.
- Tom Sharps Post, 1870, NE 1/4 sec. 25, T. 26 S., R. 71 W., see Sharpsdale
- Torres Plaza, 1894, P.O., SE 1/4 sec. 24, T. 34 S., R. 69 W., an early Mexican settlement
- Tourist, 1887, Walsenburg called Tourist for a short time
- Travis, SE 1/4 sec. 1, T. 43 N., R. 10 E., former D. & R.G. R.R. station on branch to Crestone and Cottonwood, altitude 7,579 feet
- Trinchera, 1889, P.O., NE 1/4 sec. 31, T. 34 S., R. 59 W. The Spanish word Trinchera refers to trenches or ditches where settlers could protect themselves from Indians (source: Taylor, 1963, p. 548)
- Trinchera Cave, SE 1/4 sec. 16, T. 33 S., R. 59 W.
- Trinchera Iron mine, NE 1/4 sec. 26, T. 28 S., R. 71 W., terminus of branch of D. & R.G. R.R., 2.1 miles from Placer
- Trinchera Plaza, now in SE 1/4 sec. 2, T. 35 S., R. 60 W., formerly San Jose P.O., 1873, Grinnell P.O., 1878, Brazil P.O., 1895, on Rito Azul Creek, 2 miles southwest of Trinchera
- Trinchera, see Mortimer, at west end of Indian Creek Pass Trail, in the NE 1/4 sec. 8, T. 30 S., R. 71 W., altitude 8,104 feet, on Sangre de Cristo Creek
- Trinidad, settled 1859 and had a P.O. in 1862, organized 1877, incorporated 1879, in sec. 18, T. 33 S., R. 63 W., and sec. 13, T. 33 S., R. 64 W. (El Rio de las Animas; Santisima Trinidad). The first stagecoaches ran thru site of Trinidad in 1847. Railroad stations were built for C. & W., D.T. & F.W., D. & R.G., C. & S., and A.T. & S.F.
- Tropic, NW of Francisco in center sec. 20, T. 29 S., R. 69 W., station on D. & R.G.
- Tropic Junction, NW of Tropic mine in NE 1/4 sec. 19, T. 29 S., R. 68 W., D. & R.G. Ry. station at Oakview
- Tropic Spur, center sec. 14, T. 29 S., R. 69 W.
- Trujillo Plaza, SE 1/4 sec. 11, T. 31 S., R. 66 W., in Trujillo Canyon
- Tuna, SE 1/4 sec. 9, T. 28 S., R. 65 W., D. & R.G. southeast of Walsenburg
- Turner, NW 1/4 sec. 10, T. 27 S., R. 67 W., later Delcarbon on railroad
- Turner Settlement, A.T. & S.F. railroad station, Las Animas County (mail to Morley, but its location unknown)
- Tyrone, 1929, P.O., NW 1/4 sec. 22, T. 30 S., R. 61 W., earlier Yetta 1916, railroad station
- Underhill, 1872, Costilla County, P.O., (source: Colorado Business Directory, 1876)
- Union Crossing, just northeast of Huerfano Butte, in SE corner sec. 32, T. 26 S., R. 67 W.
- Upper Culebra, NE 1/4 sec. 12, T. 2 N., R. 72 W. (also San Pedro, Plaza Arriba)
- Ute P.O., 1888, SW 1/4 sec. 2, T. 26 S., R. 66 W., Huerfano County, Ute station of D. & R.G. at Huerfano River crossing (see Huerfano Station)
- Valdez, 1910, P.O., SE 1/4 sec. 31, T. 33 S., R. 65 W., on C. & W. west of Rezago
- Valdez Ferry, south edge sec. 22, T. 33 N., R. 11 E. (see Colon's Ferry)
- Valles, NE 1/4 sec. 6, T. 2 N., R. 71 W. (Chama)
- Valley Spur, SW 1/4 sec. 28, T. 33 S., R. 64 W., railroad station
- Valloroso, 1918, P.O., SW 1/4 sec. 2, T. 32 S., R. 65 W., station on C. & S. Ry., (Bear Canon, Valley of the Bear?)
- Varros, former settlement in Las Animas County, SE 1/4 sec. 36, T. 33 S., R. 66 W., (Dillette, Los Varros)
- Vega Ranch, 1916, P.O., NW 1/4 sec. 11, T. 30 S., R. 62 W.
- Velasquez Plaza, SE 1/4 sec. 33, T. 33 S., R. 66 W.
- Veta Pass, 1889, P.O., NE 1/4 sec. 35, T. 29 S., R. 70 W.
- Viejo San Acacio (Old San Acacio, Plaza Abajo, Lower Culebra), 1853, old Mexican settlement in the SW 1/4 sec. 1, T. 3 N., R. 73 W., on south side of Culebra Creek. Contains the oldest standing church in Colorado
- Vigil, SW 1/4 sec. 27, T. 31 S., R. 66 W.
- Vigil Plaza, 1894, P.O., SW 1/4 sec. 13, T. 33 S., R. 68 W. (Lucero or San Isidro)
- Viola, SE 1/4 sec. 25, T. 33 S., R. 65 W.
- Wabash, 1911, P.O.
- Wagon Creek Junction, NE 1/4 sec. 23, T. 29 S., R. 71 W.
- Wahatoya Station, middle W 1/2 sec. 27, T. 28 S., R. 67 W., D. & R.G. station
- Walnut, 1941, SW 1/4 sec. 14, T. 35 N., R. 9 E.
- Walsen, 1902, P.O., NE 1/4 sec. 17, T. 28 S., R. 66 W., on D. & R.G. On the bluff south of where the Walsen

mine later was developed was the picturesque village of Tequisquite, where large springs gushed mountain water (source: Taylor, 1963) (Solar)

- Walsenburg, 1871, P.O., sec. 9, T. 28 S., R. 66 W. Plaza built on both sides of an old Indian trail. On the river bank was an adobe fort built by early German settlers for safety from Indians where the trail crossed the Cucharas River (source: Taylor, 1963) (La Plaza de los Leones, Fred Walsen trading post)
- Walsenburg Junction, SW 1/4 sec. 3, T. 28 S., R. 66 W., on railroad
- Waremart, 1916, P.O. (Waremont), SW 1/4 sec. 5, T. 24 S., R. 60 W.
- Warner, sec. 36, T. 42 N., R. 12 E.
- Warrantsville, 1876, SE 1/4 sec. 35, T. 25 S., R. 66 W.
- Washington Spring, stage station, NW 1/4 sec. 13, T. 37 N., R. 11 E., 7.5 miles east of Alamosa
- Wayside, P.O., 1875, SW 1/4 sec. 20, T. 38 N., R. 10 E., stage station 4-5 miles northwest of Alamosa
- West, NE 1/4 sec. 30, T. 28 S., R. 59 W., A.T. & S.F. R.R. station
- Western, NE 1/4 sec. 16, T. 30 S., R. 65 W. (or Southwestern?)
- Weston, 1889, P.O., NE 1/4 sec. 35, T. 33 S., R. 67 W. (earlier La Junta)
- Whiterock, 1909, P.O., SW 1/4 sec. 21, T. 25 S., R. 60 W.
- Whitford, SW 1/4 sec. 35, T. 29 S., R. 61 W.
- Wichita, SE 1/4 sec. 4, T. 30 S., R. 65 W.
- Wilcox, SW 1/4 sec. 12, T. 38 N., R. 9 E.

- Willis, SE 1/4 sec. 27, T. 38 N., R. 9 E., 6 miles west of Alamosa, altitude 7,586 feet, D. & R.G. siding
- Williams, SW 1/4 sec. 33, T. 39 N., R. 9 E.
- Winchell, SE 1/4 sec. 22, T. 28 S., R. 66 W. (Conchita on C. & S.)
- Wootton, 1864, (1909, P.O.), on east side of highway in the SE 1/4 sec. 8, T. 35 S., R. 63 W., or NE 1/4 sec. 18, T. 35 S., R. 63 W.; tollgate was operated from 1866 until 1880. A Fort Wootton Memorial is located at First and Chestnut Streets in Trinidad
- Wormington, 1919, P.O., NW 1/4 sec. 30, T. 29 S., R. 60 W., railroad station (Simpson)
- Yellowstone Creek, 1915, P.O., SE 1/4 sec. 32, T. 27 S., R. 69 W., mouth in South Oak Creek(?)
- Yetta, 1916, P.O., NE 1/4 sec. 10, T. 30 S., R. 61 W. (name was Tyrone in 1929)
- Zamora Plaza, SE 1/4 sec. 19, T. 33 S., R. 67 W., an early Mexican plaza
- Zapata, 1879, P.O., SW 1/4 sec. 7, T. 28 S., R. 73 W. Now owned by the Nature Conservancy

*Two people among the sand dunes, now part of Great Sand Dunes National Monument and Preserve, which was established in 1932 by President Herbert Hoover. High peaks of the Sangre De Cristo Mountains are in the background. Photograph by G.L. Beam, between 1913 and 1920. (GB-7508)*



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