

The Rocky Mountain Railroad Club's
Florence & Cripple Creek Tour
August 3, 2013

**THE FLORENCE & CRIPPLE CREEK:
A BRIEF HISTORY**



The story of the Florence & Cripple Creek really begins with the discovery of gold in the Cripple Creek district back in 1886. Bob Womack struck gold ore that assayed for \$250/ton at a claim known as the “El Paso Lode”. Womack wasn't an instant success, however. With no way to bring it to market and a history for being a little off his rocker, he couldn't manage to commercialize it and no one really took his claims of riches seriously anyway. By April of 1891, however, enough locals had seen the evidence and taken an interest that the mining camp of Cripple Creek was founded, and by May the prospectors started showing up in force. By the beginning of 1892, it was clear that the mining district wasn't going to bust, and the race was on to build the infrastructure to support large scale mining.

The City of Florence, CO, had graded a free road (meaning non-toll) from Florence to Cripple Creek in 1892 in order to lure mining traffic to pass through town. David Moffat, ever the Colorado railroad visionary, and his associate William Johnson saw the potential in improving this dirt path to a railway, connecting directly into the Denver & Rio Grande. There was a concern from Moffat that forces of the Santa Fe, acting through the Colorado Midland, would be the first to reach the region through their new subsidiary, the Midland Terminal. The MT was planning to build a standard gauge line south from Divide, CO, on the CM mainline.

On December 27, 1893, the first rails were laid in Florence, starting from the Rio Grande mainline and heading north. By New Years, the bridge across the Arkansas was built, and shortly thereafter a diamond was placed in the Santa Fe mainline to allow the new narrow gauge to cross.

Rails reached Robinson (soon to be renamed Adelaide – the first one) in mid-April 1894, Wilbur by May 3, Alta Vista by May 20, and Victor on May 23.

Construction on the line to Cripple Creek was somewhat delayed due to the scourge of the F&CC – torrential rains and flash flooding in the lower canyons. The F&CC suffered its first track damage from a flood on May 30, and then another five days later. Fortunately, construction crews were still on the railroad, and were easily repositioned to rebuild the damaged line in short order. Once repairs were made, the railhead could finally be extended into Cripple Creek, with the line being put in to service late on June 30, 1894. The first train – an inspection and officer train – arrived on July 1, and regular service began the following day. The F&CC had beaten the Midland Terminal into the District by eighteen months, and would enjoy every bit of that monopoly.

The next major expansion of the F&CC was via the Golden Circle Railroad, a wholly-owned subsidiary narrow gauge. The line would be built north and up from Victor to reach the mines higher on Battle Mountain and Bull Hill. Construction started in August 1896, and took two and a half years to finish

the 5.7 mile branch to the loop at Vista Grande.

Meanwhile, at the other end of the line, booming business meant that the railroad would need bigger terminal facilities. Moffat, somewhat incensed by Florence's unwillingness to sell additional land to his Metallic Extraction Company for tailings storage or donate downtown land for terminal facilities (and encouraged by a Canon City proposal), convinced the F&CC's board in June 1899 to build a proposed branch to Canon City and relocate the road's headquarters there.

The new line would again be built under a wholly-owned subsidiary - this time incorporated as the Canon City & Cripple Creek Railway. The route, to be 7.3 miles in length, would extend from dual gauge trackage at the Rio Grande depot in Canon City east through a junction near 11th Street, through new yard facilities, over the D&RG line on a bridge, and then northwesterly until it met the existing mainline at Oro Junta (old milepost 6.8). Construction started on August 1899, and the line was placed into operation on February 14, 1900. Somewhere in the summer of 1901, the corporate headquarters were relocated, and new mileposts took effect starting from Canon City. This had the effect of adding approximately 0.4 miles to all of the original mileposts from Oro Junta north.

Colorado's temperamental weather and the flash floods that come with it would besiege the line throughout its existence. Only weeks after going into operation through the canyons, parts of the line were washed away – twice! - within the course of a week by floods. The 1895 flood tore out ten miles of track, took six weeks to repair, and cost a quarter million dollars in line relocations. Throughout its short life, the F&CC was continually plagued by the effects of raging floods and their ilk – mudslides, rockslides, washouts, and the like.

It should come as no surprise, then, that the story of the Florence & Cripple Creek ends in a torrent of rainwater and debris. Late on the night of July 21, 1912, another cloudburst above Adelaide turned Eightmile Creek into a wall of destruction. Flood waters were reported to be 30 feet high in places, and with that mass of water racing down the canyon, once again the rails, bridges, and grade went with it. Twelve bridges were missing, five miles of track and grade were either missing or damaged, and Tunnel 1 was once again full of debris.

After much wrangling over abandonment-vs-rebuilding, the F&CC shareholders voted to dissolve the line on April 27, 1915, and the petition to abandon from Victor to Florence and Canon City was accepted by the Public Utilities Commission. Removal started in the summer 1915, and was completed shortly afterward.

Meanwhile, the lines within the Cripple Creek District – the Golden Circle and the F&CC mainline – were converted to the Cripple Creek & Colorado Springs Railroad, which was then conveyed to the standard gauge Colorado Springs & Cripple Creek District Railway. They continued to operate them as a narrow gauge system to standard gauge transfer points until 1917. At that point, some of the track near the Mary McKinney Mine and Beacon Hill was converted to standard gauge, as was part of the Golden Circle between Bull Hill and Vista Grande, and the rest was abandoned.

SURVIVING RELICS OF THE F&CC

Today, very little of the F&CC infrastructure survives. Phantom Canyon road has been built over the top of the old grade. Two tunnels and one bridge survive from the railroad era. The only building, the Alta Vista station, was only saved because it was sold to a local rancher before preservation interests in Victor purchased it in the 1970s.

Rolling stock has fared better. Four engines have survived.

- F&CC 2-8-0 #3, “Elkton”, became D&RGW 315, which is now restored and operational in Silverton.
- F&CC 2-8-0 #8, “Goldfield”, became D&RGW 318, which was sold to the Colorado Railroad Museum and is in Golden.
- F&CC 2-8-0 #10, “Independence”, was sold to the Eureka-Nevada RR, and wound up at the Nevada State Railroad Museum in Boulder City, NV.
- F&CC 4-6-0 #20, “Portland”, was sold to the Rio Grande Southern as their #20. The Rocky Mountain Railroad Club purchased 20 from the RGS, and later sold it to the Colorado Railroad Museum in Golden. CRRM is currently rebuilding the engine to operating status.
- Five boxcars have survived, all of which were sold to the Montana Southern Railway. F&CC 588 (MS 500) was sold back to the Colorado Railroad Museum and has been restored. The other four – F&CC 522 (MS 504), F&CC 547 (MS 505), F&CC 627 (MS 502), and F&CC 638 (MS 501) are preserved at Nevada City, MT.

DRIVING THE FLORENCE & CRIPPLE CREEK – A GUIDE

This route guide assumes that you're starting from the Cripple Creek end of the line and working south / downhill through Phantom Canyon to Florence.

Abbreviations used in the guide:

- **OMP** – Original milepost as the line was built, starting in Florence (1894-1901)
- **NMP** – New milepost, once corporate headquarters were moved to Canon City in 1901 and the Canon City & Cripple Creek was constructed between Canon City and Oro Junta.
- **OD** – Odometer reading, going southbound. If you reset your vehicle trip odometer when the trip guide tells you to, and follow prescribed routes, your trip odometer should roughly match the guide (vehicles will differ slightly) and help you follow along.
- **STATION NAME (OMP, NMP, OD)** - Station names, along with their old, new, and odometer mileposts
- **Route** - Notes about the roads to follow, where to turn, etc.
- **POI** - Point of Interest. Not an actual station on the F&CC, but some interesting location along the route or a landmark to use for navigation / milepost synchronization.

CRIPPLE CREEK (OMP 40.3, NMP 40.7, OD 0) - Cripple Creek was the northern terminus of the 41 mile F&CC, with rails originally reaching town in 1894. The railroad had only a few facilities here:

a depot, freight station, wye, car shop, coal dock, and a handful of spurs. The facilities were located to the west of Highway 67 about a block south of Warren Ave, where there's a large RV parking area today. South of Warren Ave, Hwy 67 follows the F&CC grade.

ODOMETER RESET! Please reset your odometer at the intersection of Warren Ave and 2nd Street (Colorado Highway 67) leaving Cripple Creek.

Route: *Follow 2nd Street (Colorado Highway 67) south out of Cripple Creek towards Victor. Through this section, the road was originally built atop the old F&CC grade. As the mine has expanded, entire valleys have disappeared, and parts of the old grade and entire stations are now buried under hundreds of feet of rock.*

POI (OD 1.1) – The grade visible up the hillside to the east is the old Midland Terminal standard gauge grade that connected to Victor and then on north to the Colorado Midland mainline at Divide. It's now used by the Cripple Creek & Victor narrow gauge. This grade will be visible, off and on, until Anaconda.

POI (OD 1.8) – The F&CC originally spanned this small gulch with a 4-section trestle. On 2 Jul 1894, the first revenue passenger train to depart Cripple Creek derailed here due to a faulty truck on a leased D&RG baggage-mail car. Three cars went over onto their sides, killing one.

ANACONDA (OMP 38.4, NMP 38.8, OD 2.1) - Anaconda, originally known as Barry, was a boom town that ran up and down the gulch (mostly below the road), and site of a small depot and a loadout for the Mary McKinney Mine. An old log retaining wall from the mine (above the road, and currently being removed) can be seen on the east side of the highway.

AngloGold Ashanti's Cripple Creek & Victor mine is now expanding into this valley, building the new Squaw Gulch Valley Leach Facility. This will reroute Hwy 67 by the end of 2013 and bury Anaconda within a few years. Get your pictures now!

POI (OD 2.5) – A spur broke off to the right (as you travel towards Victor) to serve the mines of Beacon Hill and Rosebud Hill – including the El Paso Mine and the Gold Dollar Mine. The branch lasted until 1917. Today, the grade is a small gravel road.

POI (OD 2.8) – The valley was buried by the mine in one of its earlier expansions.

ELKTON (OMP 36.9, NMP 37.3, OD 2.8) – Originally named Arequa, renamed to Elkton in 1895. This was the location of the F&CC's Elkton station and 2 sidings. The actual townsite of Elkton was some distance to the west (now under the leach pile), and the Elkton Mine was reached via a spur off the main that started at Eclipse.

The road departs from the old grade at this point due to a mine expansion in the 1990s. The grade continued to the left and into the valley below Elkton.

ECLIPSE (OMP 36.1, NMP 36.5 – OD n/a) – Deep under the tailings pile, Eclipse was the junction between the F&CC mainline and a spur that ran up the hill to serve the Elkton Mine.

COLUMBINE (OMP 35.4, MP 35.9, OD n/a) – On the east side of the valley was a large ore processing facility owned by the Economic Gold Extraction Company. Wilkins (p.165) notes that it had nearly 4100 feet of private 3' trackage.

POI (OD 4.5) – Rejoin the F&CC grade coming in from the left side. The cut at the west end of Victor (OD 4.8) that the road passes through was made by the railroad.

VICTOR (OMP 34.6, NMP 35.0, OD 5.1) – The other major and enduring town in the Cripple Creek district, Victor was the more industrial of the two towns. Victor was a major point on the F&CC, with significant passenger and freight depots, a water tank, 5 track yard, connection with the standard gauge Midland Terminal, and ore loading for the Strong Mine on the north side of town. Victor was also the connection between the F&CC mainline and the wholly-owned Golden Circle Railroad, which ran 6 miles up Independence (to the northwest) and connected with many of the district's mines.

The F&CC mainline came into the west end of Victor through the cut that Highway 67 uses, but then it immediately swung north and followed where 7th Street is today. Upon crossing 4th Street, it ran along Diamond Avenue to the east end of town. There, it made a sharp u-turn in the valley to the north of the junction between Diamond Ave. and Phantom Canyon Road.

The Victor depot was located on the west side of 3rd Street north of Diamond Avenue – just to the southeast of the Midland Terminal depot. The property is now somebody's parking lot and storage building.

Little original remains of the F&CC in Victor, but the only surviving structure from the line was relocated here in 1976. The Alta Vista depot is now restored and sits on the north side of Victor Avenue between 3rd and 2nd Streets.

Other things in Victor to see: The old Midland Terminal depot survives (and is privately owned – please respect this) at the corner of 4th Street and Granite. There's a 4-wheel trolley car next to the old Alta Vista station downtown.

ODOMETER RESET! At the east end of Victor, Phantom Canyon Road splits off to the right, and there's a small dirt parking area and sign about the history of the area. Please reset your odometer back to zero at this point. This reset will help keep differences in mileage recorded between vehicles small.

Route: From here, we'll head down Phantom Canyon Road, built overtop the old F&CC grade a hundred years ago. It's gravel nearly all the way to US 50, but in generally good shape and passable by normal cars. As we head down through the canyon, most of the property to the sides of the road on the north end is private. Please respect private property and don't trespass.

HOLLYWOOD (OMP 34.1, NMP 34.4, OD 0.2) – 925 ft. Siding and former townsite (mostly on the hill to the north). Also formerly known as South Victor.

Route (OD 0.8) – Stay right – follow Phantom Canyon Road, **not** the Skaguay Reservoir Road.

POI (OD 1.0) – Crossing South Fork, Wilson Creek. On the right, a single trestle bent end sticks out from under the west side of a fill, near the base of a pine tree. Probably one of many still buried in the

highway fills, but the only one visible.

On March 23, 1895, the southbound passenger train #6 was held up at this spot by armed bandits. The passengers were robbed of their valuables, but the mail and express freight were left unharmed. No one was hurt in the robbery, and the five robbers were eventually apprehended in Victor, having already spent most of the money.

ALTA VISTA (OMP 31.4, NMP 31.7, OD 3.2) - Alta Vista was the north end of the grueling 4% grade up the canyon, and served as a staging area for freight going in and out of the district. At one time, it had four yard tracks, a wye, a depot, and a water tank. Today, nothing remains on site, but the depot is restored and sits downtown Victor.

Because it sat at the north end of the severe grades, it was the end of the helper district. Helper engines would be turned, watered, and sent back light.

LOOP (OMP 27.6, NMP 28.0, OD 6.3) - Site of a 909 ft. siding and a phone booth. The siding sat on the long downhill stretch between the upper and lower horseshoe curves, with the phonebooth at the bottom end (near the BLM sign).

Route (OD 6.52) – BLM Gold Belt Tour sign.

POI (OD 6.54) – Road makes sharp turn to the right, leaving the grade. The F&CC went a bit further into the canyon and crossed the creek on a trestle. Road will rejoin the grade at OD 6.81.

POI (OD 7.5) – Road crosses creek on bridge, with a large pillar of rock off to the east side. This is “Lone Tree Rock”, and this S-curve/bridge was made famous in several early photos of the F&CC.

WILBUR (OMP 25.3, NMP 25.7, OD 8.7) - Site of a depot, 872ft. siding, water tank, and coaling dock. The foundations of some of these features can be found on the right (northwest) side of the road on the other side of the fence. A small sign marks the location on the east side of the road.

GLENBROOK (OMP 22.4, NMP 22.8, OD ~11.5) – Originally named Collins, Glenbrook was renamed in 1895. Site of a 1051 ft siding.

WILDERS SPUR (OMP 21.0, NMP 21.4, OD ~13.9) - Appears on some later timetables, nothing known.

DALE (OMP 20.4, NMP 20.8, OD ~13.5) - Site of an 852 ft. siding.

POI (OD 16.1) – The road crosses a curved three segment steel trestle, built in April 1894 with the original construction of the railroad. Out of 160 bridges in the original construction (10 wooden bridges, 7 combination wood/steel, 1 all steel, and 142 trestles), this was the only all-steel one. It's also the only original bridge still standing. The bridge was decked and converted to highway use when the railroad was abandoned in 1912.

ORIGINAL ADELAIDE (OMP 17.4, NMP n/a, OD 17.0) – Originally the site of Robinson, renamed Adelaide in 1894, and had a siding, a two story boarding house (known as the “Great Elk Hotel”), and

water tank. This was the first site of Adelaide. The station was located on the west side of the track, while the tank was further north on the east side. There was also a pumphouse on the creek, manned twenty-four hours a day, to keep the stationary steam engine running that transferred creek water into the tank.

On July 30, 1895, a late afternoon cloudburst opened up near old Adelaide. The effect on Eightmile Creek was dramatic, changing it from its normal tiny self into a torrent within minutes. A helper crew running light barely stayed ahead of the wall of water, and estimated running down the canyon at nearly 30 miles per hour.

The after-effects were dramatic – Adelaide was simply gone, as were most of the ten miles of track and bridges from there to Russell. Both tunnels were plugged with mud and debris. All of Adelaide's inhabitants at the time (five men and one woman) were killed, and the bodies eventually found far downstream near Russell and Vesta Junction. The storm had hit so quickly that no one had the time to flee to higher ground before the creek rose.

It took until September 7 to restore service after the flood. From milepost 9 to milepost 12, the grade was improved, stream crossings were reduced, and the grade was raised some 10-20 feet above the streambed. From milepost 12 to milepost 18, the line was originally hastily rebuilt along the canyon floor, but plans for an improved grade were started immediately. On June 27, 1986, the new “High Line” between 12 and 18 opened for service, placing the new track far above the reach of Eightmile Creek.

Repairs from the flood ran a total of \$238,351.

ADELAIDE (OMP 17.1, NMP 17.5, OD 17.3) – Site of an 1192 ft siding, large depot, 2 story section house, and small house track. The water tank and depot were on the right (north/west) side of the track, and their foundations are still visible. A deep cistern, constructed to hold water for the facility, is still visible in the valley floor to the left (south/east).

TUNNEL 2 (OMP, NMP, OD 18.7) – Tunnel 2 is 215 feet long and the second tunnel going northbound. Construction was started on Feb 21, 1894. As an interesting historical note, RMRRC VP Pat Mauro's great grandfather was killed in a blasting accident during the construction of Tunnel 2.

MCCOURT (OMP 13.6, NMP 14.0, OD 20.2) – McCourt was the site of a small telegraph office and 1128 ft. siding. It was named after Peter McCourt, a miner from Cripple Creek and younger brother of Elizabeth “Lizzie” McCourt, otherwise known as Baby Doe Tabor. McCourt tried through a dozen claims around the McCourt station to strike it rich, but never managed to find more than minimally profitable amounts of precious metals. The on-site mill was destroyed in the 1895 flood, and the mines were thus abandoned.

Today, the location is marked with a small sign on the left side of the road. (I'm not sure about the McCourt sign as placed by the USFS. While mileposts were undoubtedly out of sync when the “High Line” from 12 to 18 was completed in 1896, this location doesn't seem to match pictures of McCourt.)

Route (OD 21.7) - BLM Rest Area.

POI (OMP ~12, OD ~22.3) - Twin Bridges. The railway originally crossed the creek twice here on a pair of wooden pony truss bridges. Famously pictured in many Weeks photos of the line.

TUNNEL 1 (OMP 11.3, NMP 11.7, OD 22.4) – Tunnel 1 is 314 feet in length and all natural rock – no lining, no portals. The flood of 1895 would fill it with mud and debris washed down the canyon, and crews would have to dig it out when rebuilding the line. The small bridge just south of the tunnel, while definitely narrow enough to be of railroad origin, was not the F&CC bridge for this site. The F&CC bridge was a wooden pony truss.

Route (OD 23.7) - Northbound BLM Gold Belt sign.

Route (OD 24.7) - Pavement starts southbound, ends northbound.

RUSSELL (OMP 8.4, NMP 8.8, OD 25.3) - Originally named Alabaster and renamed in 1895, Russell was the site of a water tank and small siding at the southern mouth of the canyon. Russell was named for a section foreman. The short siding was used to hold helper engines when not in use. In 1902, Cramer was laid out half a mile to the south on open flatlands for an expanded helper base and Russell was abandoned.

CRAMER (OMP 7.9, NMP 8.3, OD 25.8) - Built in 1902 to replace Russell, as the flatlands to the south provided more space. Cramer had a telegraph office, section house, bunk and tool houses, a 1514 ft. siding, wye, and 3 small spurs. Prior to 1910, it was used as the south end of the helper district. The small facility would turn and service helper engines waiting to work northbound trains to Alta Vista.

ORO JUNTA (OMP 6.8, NMP 7.3, OD 27.0) - Connection between Florence Branch and Canon City & Cripple Creek Railroad (post-1901 F&CC mainline to Canon City). Facilities included a 927 ft. siding and a water tank. There's a small sign on the right marking Oro Junta. The Canon City & Cripple Creek (constructed in 1901) diverged to the west at this point. The road continues south on the original F&CC mainline grade for another 1.2 miles.

Route (OD 28.1) – Crosses County Road (CR) 123. If you want to follow the original mainline, just keep going straight south on Colorado Highway 67. If you want to follow the Post-1901 Canon City & Cripple Creek mainline, turn right (west), zero your trip odometer, and follow the section under “Post-1901 Canon City & Cripple Creek Mainline”.

ORIGINAL FLORENCE & CRIPPLE CREEK MAINLINE

The original mainline of the Florence and Cripple Creek started in Florence and was constructed north to Oro Junta and eventually the goldfields of Victor & Cripple Creek.

In 1901, the F&CC built a direct connection to Canon City, through their subsidiary, the Canon City & Cripple Creek. When completed, it became the mainline and the route from Oro Junta to Florence was relegated to branch status.

Route (OD 28.2) - From here southward, the highway departs from the old grade significantly. The Florence & Cripple Creek diverges to the west and will wind downhill along the east side of the gulch,

whereas the highway sticks to the flatlands on top of the hill.

Route (OD 29.8) – Cross US Highway 50.

POI (OD 29.9) – A few bents from an abandoned F&CC trestle are visible in the distance to the west of the road. This will give you some idea where the grade was located.

VESTA JUNCTION (OMP 2.1, OD n/a) – Connection to the 1.85 mile Vesta Branch, built in 1895, which served the Union, Beam, and Dorcas ore reduction mills on top of the mesa.

CYANIDE (OMP 2.0, OD n/a) – Site of a 1413 ft. siding, depot, and 7428 feet of storage tracks. Provided service to the Metallic Extraction Company's cyanide reduction mill. The MEC mill was also partially owned by David Moffat.

POI (OD 32.0-32.2) – Cross the Vesta Branch and other remnants of milling on top of the hill. The Beam and Union mills were located to the west of the road, whereas the Dorcas mill was located to the east.

FLORENCE (OMP 0.0) – Connection between the F&CC and the Denver & Rio Grande. Was the operating headquarters of the line until 1901, when it was moved to Canon City. Originally had an L-shaped depot, a car shop, and a four stall enginehouse.

Route (OD 33.4) – At the stoplight where CO Highway 67 meets CO Highway 115, The old D&RG(W) depot is directly ahead. Turn right on CO Highway 115 west to finish the F&CC trip.

Route (OD 33.6) – Where CO Highway 115 makes a sharp bend to the right (onto Church Street) is where the F&CC terminated. Originally, there was a wye here, along with a machine shop, four stall engine house, and small depot. The engine house was roughly where Willie's Antiques is today. Where the main highway bends back to the left (west), keep going north on Church Street.

Route (OD 33.9) – Church Street will end at a junction with West 5th Street. The railway followed along the east side of Church Street and the ditch. From here, it kept going straight north to cross the AT&SF standard gauge line (at grade, via a diamond) and then the Arkansas River on its way to Cyanide and Vesta Junction. Little to nothing remains of these features today, and the area is inaccessible from public roads.

POST-1901 CANON CITY & CRIPPLE CREEK MAINLINE

The Canon City & Cripple Creek was constructed in 1901, and when completed, because the new main line. The Oro Junta-Florence segment was then relegated to branchline status.

ORO JUNTA (NMP 7.3, OD 27.0) - Connection with original mainline from Florence to Cripple Creek.

ODOMETER RESET! Please reset your odometer when you turn west on County Road (CR) 123 from Colorado Highway 67 (aka Phantom Canyon Road).

Route (OD 0.0) – Turn left (west) on County Road (CR) 123.

Route (OD 1.3) – Cross CC&CC grade, as the old route goes from northeast to southwest.

Route (OD 3.0) – Join grade as it comes in from the left (south). From here, the grade is under the road until the US Highway 50 crossing.

Route (OD 3.7) – Left on 4 Mile Lane / MacKenzie Avenue and proceed south across US Hwy 50. The grade proceeds under the Home Depot, where it starts turning to head due west. We'll be driving current streets to try to intersect it at various notable places.

Route (OD 4.3) – Turn right on Grandview.

Route (OD 5.1) – Follow the curve right onto Steinmeier northbound.

Route (OD 5.4) – Turn left onto Sherrellwood North and go to the dead end. Sherrellwood North is directly atop the CC&CC grade.

LEWIS (NMP 2.4, OD 5.4) – Noted in Wilkins' book as “a small pavilion,” but little more information exists. I can't find any exact maps of the location, but it should have been just to the east of where the grade crosses under the intersection of Steinmeier and Sherrellwood North.

Route (OD 5.7) – The end of the Sherrellwood brings you to where the CC&CC crossed over the D&RG. The CC&CC built a trestle at this location, and went over top the standard gauge Rio Grande. Turn around, and head back for Steinmeier, as there's no way to cross the Grande here today.

Route (OD 6.0) – End of Sherrellwood North, turn left again on Steinmeier.

Route (OD 6.3) – Make a right on Grandview, cross the ex-D&RGW mainline.

Route (OD 6.6) – Right on Ash at the end of the road.

Route (OD 6.8) – Left on Ute

Route (OD 7.1) – Right on Rhodes at the end of the road.

Route (OD 7.2) – Cross CC&CC grade (nothing remains)

Route (OD 7.4) – Left on E Main St.

Route (OD 8.4) – Left on Cameron, just before crossing the ex-D&RGW again.

Route (OD 8.6) – Right on Kountz. The old grande would have crossed the road just before you crossed the ditch and turned onto Kountz. On Kountz, you'll be skirting the south end of the yard.

The old water tank would have been just to the west of Cameron, and the yard expanded to the west

from there.

Route (OD 9.1) – Right on 11th Street and up to the crossing. This was the east end of the CC&CC yards, to the south of the D&RG facilities. It was at the 11th Street crossing that the mainline came parallel to the D&RG mainline for the brief run to the depot at 9th Street.

CANON CITY (NMP 0.0) – Milepost 0 was at the D&RG depot (still standing) in downtown Canon City. The line ran east from the D&RG's depot at 9th Street to 11th Street, where it branched off to the south into a large CC&CC yard and wye. The line then made a beeline east following Kountz Ave, Railroad Street, crossing over the D&RG mainline, Sherrellwood North, until turning northeast to follow Fremont County Road 123. Approximately 1500 feet before Four Mile Parkway, it jogs to the south to climb the hill, and then makes a straight line northeast to Oro Junta.

CREDITS

The history presented here would have been darn near impossible to compile without the help of two very significant books on the F&CC. My thanks to their authors for doing most of the hard work for me. If you're interested in learning more about the Florence & Cripple Creek, I highly recommend picking up a copy of each of these books.

Wilkins, Tivis E. “A History of The Florence & Cripple Creek and Golden Circle Railroads.” *Colorado Rail Annual No. 13*. Golden: Colorado Railroad Museum, 1976.

Lewis, Allan C. *Florence & Cripple Creek Railroad – Forty Miles To Fortune*. Denver: Sundance Publications, Limited, 2002. ISBN 0-913582-72-7

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The guide was last revised at 09:10 PM on Aug 4, 2013. Additions and corrections are always welcome. Please email me at me@ndholmes.com with any comments.

The latest version is always available from: <http://www.drgw.net/info/FlorenceAmpCrippleCreek>