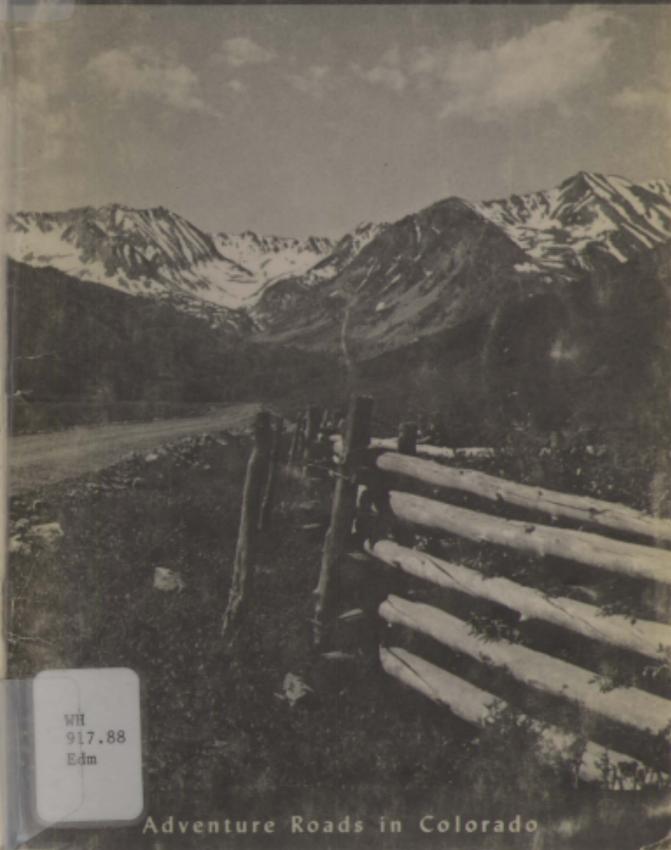


MOUNTAIN

PASSES



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MOUNTAIN PASSES

LOCATION AND INFORMATION
ABOUT MOUNTAIN PASSES,
INCLUDING ADVENTURE ROUTES,
SCENIC DRIVES AND PLACES
OF INTEREST IN COLORADO
COLORADO

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The Printing Co.
Gunnison, Colorado

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MOUNTAIN
PASSES

The State of Colorado has a wide variety of mountain passes, many of which are of scenic interest. This book is a guide to these passes, including information on the roads leading to them, the scenery to be seen, and the places of interest in the vicinity. It is a must for anyone who wishes to explore the mountains of Colorado.

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Printed by
Estey Printing Co.
Boulder, Colorado

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P.O. BOX 101, LONGMONT, COLORADO



THE STATE OF COLORADO
EXECUTIVE CHAMBERS
DENVER

January, 1963

JOHN A. LOVE
GOVERNOR

The people of Colorado are among the most fortunate in the world in having a wonderful, beautiful state of magnificent scenery and climate. It is possible that we tend to overlook our good fortune in our pre-occupation with our daily routines.

The authors of this book, a transplanted Iowa couple, did not join us here in Colorado under they were forty-five years old, but they have looked for and found in full measure the beauty we of longer residence sometimes take for granted. In their travels, the authors have concentrated on a study of our mountain passes. Mr. Lewis R. Cobb, Executive Director of the Advertising and Publicity Department of the State of Colorado, has said "it would be my guess that the Edmondson's were the state's best informed persons on passes."

This book is not primarily written about the usual scenic attractions although the Edmondsons do include a complete account of their travels. They have the ability to see the beauty of Colorado and I sense that they have enjoyed their adventures.

I am sure this book will help us all appreciate "Colorful Colorado" more.

John A. Love
John A. Love

DEDICATION

We wish to dedicate this work to the many worthy organizations who are spending their time and money on projects to preserve and restore the many scenic attractions in Colorado. These clubs and groups have placed picnic tables along the highway for the benefit of the traveling public. They have erected road markers, planted trees after forest fires, have restored old landmarks and painted others. It is work they are engaged in for the benefit of others. The people of Colorado, as well as the visitors to the state appreciate their efforts.

When we have crossed the mountains for the last time, we have directed that all future rights and proceeds from this publication be donated to one of the existing organizations engaged in the beautification of Colorado and the preservation of its many natural treasures.

Clyde and Chloe Edmondson
Authors and Publishers

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CENTER SECTION

SECTIONAL MAPS AND PHOTOGRAPHS

ILLUSTRATIONS

Center Section—Six sectional maps and photographs of Four Corners Area, Trail Ridge Road, Lake San Cristobal, Terrace Reservoir and La Plata Canyon. Also photographs of the following passes: Ohio, Pearl, Georgia, Cumbres, Cottonwood, Douglas, Baxter, Mosquito, Jones, Ophir, Troublesome, San Francisco, Rollins or Corona, Tincup, Argentine, Schofield and Marshall.

Cover Picture

South of Aspen, just past the ghost town of Ashcroft. This road dwindles to a trail before it reaches Pearl Pass. Other passes in this area include East and West Maroon, Triangle, Electric and Taylor.

CURIOSITY AND CHALLENGE

"The bear went over the mountain to see what he could see" and like the bear in the old time song many car loads of people go over the mountain every opportunity they have. Most of the bears continued on to Yellowstone but the people come back to go another day "to see what they can see."

In the winter they head for the forty different ski areas scattered around the state. In the summer they pull a boat to a lake or reservoir. But it is not only the sportsmen, for the grandeur of the Rockies attracts everyone. The picnicker, the camper, the climber, the rock hound, the camera devotee and the bird watchers are all enjoying the view of glacier topped mountains. Even in the most remote "get-away-from-it-all" places we have seen painters and nature lovers, as well as hunters and fishermen.

The mountains are unique in that they can offer something for everyone, even the ones with special interests. The luxury hotels, motels and dude ranches can offer the best of everything. Some of the ski lodges are tops for accommodations. You will find the old and the new in the restored "ghost towns" or you can retire under the stars in a sleeping bag.

The variety was appalling to us because we had never seen Colorado until we moved to the state. The scenic attractions were well publicized and we were anxious to see everything. At first we were the usual tourists and took the scenic bus trips as well as driving our own car. One definition we have read is that a tourist is a person who travels thousands of miles to have his picture taken standing beside his car! And we were tourists.

The main paved highways were first. Later we realized people had ranches and lived off the main roads, the mailman, the school bus and others used these roads daily. We started exploring and before long our curiosity and the challenge of the more remote roads led us to never forgotten adventures.

In our travels we soon realized we were crossing many mountain passes and were developing a new "hobby." Our trips to the libraries for information were fruitless. For a history conscious state this was surprising but true—no one had written about the passes or even compiled a list.

The oil company maps located about fifty passes for us but only about three dozen corresponded with a different filling

station map printed by another company. Even the state folder, which is very informative, varied in the passes they listed even more than the other maps. Of course all the main passes are contained on these three maps, but being nonconformists with a desire to explore, we wanted more information.

Automobiles used in our exploring included a Hudson, then an Oldsmobile and ninety thousand miles in a Pontiac. We are now on our second Volkswagen that will probably be replaced this year. Now we want to share the information accumulated in seventeen years so that other people can enjoy Colorful Colorado as we have. The list of passes was compiled to give a "check list" for those who wish to keep a record of passes they have crossed. Naturally we have not finished with our "hobby of collecting" mountain passes but from now on the ones to conquer will have to be crossed by walking. That will be a different story! We have something to look forward to as we remember a quote from a Forest Service folder "To really see the virgin forest, its wild flowers and the inspirational beauty, take some of the trails and walk."

INFORMATION AND MAPS

Colorado is a large state. Jokingly, it has been said it would be larger than Texas if it were flattened out. This may or may not be true, but the state is **larger** than New York, New Jersey and Pennsylvania combined. Many of the roads are in the mountainous section which comprises 75% of all the land above 10,000 feet in the United States, excluding Alaska.

If you are new to the state, or a visitor on vacation your travels may be confined to the main highways that are open all year. Twenty-four of the most important passes are kept open and many scenic attractions never close. Trail Ridge, Mt. Evans and a few other roads are closed in winter.

If you want help contact the Chamber of Commerce close to where you expect to go or stop at the Denver Hospitality Center. There are numerous pamphlets that contain scenic and historical information.

The roads are busy because Colorado has a population of almost two million, with five million visitors every year. All of these people, if they were on the roads at the same time, would have to be on the 4,850 miles of city streets, the 8,716 miles of state roads or the 64,300 miles of county roads. With the largest mileage and the fewest cars on the county roads, we avoid a lot of traffic by "heading for the hills" on Sundays and holidays. With eight hundred million gallons of gasoline sold annually in Colorado, it is the only way we have found to avoid the heavy traffic. Obviously, the secondary roads are not high speed highways so you will have more time to see and enjoy the scenery.

Information on the passes and back roads in Colorado cannot be found all in one place and definitely not on one map. The research for information took several years, much study and quite a collection of maps. Driving our own car to all the passes that have roads has given us an opportunity to see most of the state. All of this information is contained on the following pages.

Curiosity, we've learned, is one of the essentials to take along on a trip. Also, a map is advisable. There are several good map services. The State Highway Department distributes a vacation folder full of information with a relief map and a highway map. Most of the "Service Station" maps are printed by Rand McNally or H. M. Gousha Co. These free maps are all you will need to see the main places of interest in the state.

However, if you wish to explore the "roads without numbers" you will need more detailed help, and you may want some of the following maps.

The 18 x 30 inch county maps printed by the Highway Department are easy to read and sell for 25 cents each. A small county can be covered on one map but the larger area counties require four sheets. Eighty-five maps will cover everything from Denver west.

Topographic maps are printed by the U.S. Department of Interior and sell for 30 cents each. These Geological Survey maps show contour lines, rivers, roads, towns, lakes and almost everything. Most of the state has been surveyed and the maps are available by mail or at the offices in the New Custom House in Denver. They also have a contour map compiled from the Army Corps of Engineers on a 1:250,000 scale.

The eleven Forest Service maps show an area extending beyond the Forest border and to some extent overlap each other. These maps are more complete in that they show and name the rivers, lakes, peaks etc. The roads, towns, trails, campgrounds and much of the information you are looking for is contained on them. They are printed by the U.S. Department of Agriculture and are available free of charge from your Forest Ranger or at the Federal Center west of Denver.

Now that you have information about maps showing where the passes can be found, — what is a pass? It definitely is not the highest place, in fact it is the lowest place you can cross a range of mountains. Passes are sometimes called divides, gaps or notches but **the basic characteristic of a pass is that it divides two major watersheds.** The Continental Divide separates the water flow from east to west, however, there are many passes not on the Continental Divide.

Even with maps we seldom know for sure what to expect when we start out in search of another mountain pass, and not knowing is part of the fun. We have never actually been lost, but we have been confused. Some of the roads are only dotted lines on a map with very few markers to show the way. In your travels, you too, may get "lost" but it is not the same as a hiker that becomes lost. A hiker could misjudge a trail, or lose his sense of direction. In a car you simply turn around and go back the way you came on the same road. We had to make two trips to the Glenwood Springs-Carbondale area before we found Cottonwood Pass. The first time we ended up visiting a sheepherder miles from where we wanted to be. We have made three trips over Pass Creek Pass and were "confused" twice. The first time was in the rain and the last time a sympathetic rancher was good enough to let us open two gates to reach the right road, only a half mile away.

When you encounter a "Y" on a back road you may find

the most traveled branch "dead ends" at a ranch and the other one is the road you really should have taken. To make the whole thing more interesting — or more confusing, depending on the viewpoint, there are three Cottonwood Passes, three Yellow Jackets and four Ute Passes. Cordova Pass is really Apishpa and Rollins Pass is also called Corona. We spent one morning driving to Celeste Pass; at the summit a sign announced "Stunner Pass." A rancher who lived nearby told us that in thirty-five years, he had never heard it called Celeste — yet all the maps that list it carry that name. At Manassa we talked to a man who had been over La Veta Pass hundreds of times, but did not know there is a road from La Veta Pass north over Pass Creek Pass. Another uncertain thing is altitude. Don't bet on it being marked right on all maps. If there is a sign at the top of a pass put there by the Highway Department, the chances are it will be nearly correct.

When Lt. Zebulon M. Pike measured the height of Pikes Peak in 1806 he did not realize that the elevation of the ground at the base was considered to be 4,471 feet higher than it really is. His report on the "Grand Peak" was 18,581 feet when it is actually 14,110 feet.

There could also be human or topographical errors as we noted in one pamphlet about Leadville. Mosquito Pass was listed as 13,780 feet. Could it be a coincidence that Mosquito Peak is only a short distance from the pass and has this altitude? We can't explain why a Fairplay booklet used 13,182 feet for Mosquito because in the same publication is a map showing the pass as 13,188 feet.

Both the mountains and the passes have been measured many times, and as new methods develop the more accurate elevation is given. In 1874 Mosquito Pass was considered to be 13,438 feet. Later it was changed to 13,188 and sometime after 1950 it was changed to 13,180 feet, the same as the marker now at the top.

The exact altitude is unimportant to the average traveler and we know of no reason why we should worry about a few feet when we can't prove it one way or another. The important thing is, did you have a good trip and enjoy yourself?

Many interesting things have happened on our travels that we shall always remember. The half day we spent going to the top of Baxter Pass was memorable. Northwest from Grand Junction and back (120 miles) we did not see another person or car. Our presence on this back road must have seemed unusual to two tiny chipmunks. They started across the road from opposite directions, became intrigued in watching our car, and collided head-on in the middle of the road! After a few rolls they both continued on their way. See Baxter Pass, No. 11 on the list.

Stopping at the side of the road and changing to shorts when it was hot and dusty did not seem amusing at the time but—making the change into shorts required considerable disrobing. Just a short distance from where we had stopped the road started one of the steepest climbs we had ever been on. Only then did we realize we could not have seen another car coming and our privacy could easily have been disrupted without warning.

In all our travels we have seen only one bear and he was some distance from us. But you can see almost every species from wild turkeys to big horn mountain sheep. On the west slope of Vail Pass, a doe and her fawn started across wet, slippery pavement ahead of us. The doe had no difficulty, but the fawn could not get traction, and although its legs churned frantically, it made no forward progress. We stopped, and with the immediate peril past, the fawn managed to scamper across the pavement.

The mountain flowers are also worthy of a few words in passing. In the spring, the mountain meadows are filled with the blue of the wild iris; a little later, the delicate columbine is worth looking for. Summer brings the blossoming of great clumps of purple asters and the yellow coneflowers. Just before frost, the purple gentian makes its appearance. On one trip out of Crested Butte we thought the columbine especially beautiful above Gothic. It was here we met a lady who was just as thrilled at the rock specimens she had found. She even insisted we take some home with us. We wonder if she ever did notice the columbines?

A most amusing incident happened as we were looking at the "Glory Hole" just outside of Central City. A group of out of state people stopped, looked for a few minutes, then one of them went back to the car. When asked "Why" his answer was "I want to look in the guide book to see what we are looking at!"

IN THE BEGINNING

The story about the Colorado Mountain Passes must begin with the American Indians. They lived off the land, and on their hunting expeditions and other travels, they naturally found the most feasible location to cross the mountains. We do not know much about the pre-historic man that lived here 20,000 years ago but the early American Indians that were known as the Basket Weavers lived here from 100 B.C. to 100 A.D. The Cliff Dwellers of Mesa Verde lived in south-western Colorado from 1276 to 1299. All of these people traveled extensively and left many trails to follow. For the most part, the Western Indian led a nomadic life; he crossed the Rockies many times, and often the whole tribe was involved. In some locations the Indian trails had been used so much the ground was packed down to a distance of two feet. A good example of an early trail is Ute Pass just west of Colorado Springs. The Indians from the plains used this pass to get to the hunting grounds. They also needed poles for their wigwams as there were few trees on the "desert." Part of this trail is now U.S. No. 24. Another example, and a much longer trail is now U.S. No. 34 over Trail Ridge Road from Estes Park to Grand Lake.

After the Indians, the first white men came to Colorado from New Mexico about fifty years after Columbus discovered America. Francisco Vasquez Coronado and his band of Conquistadors were probably the first Europeans to trod on Colorado soil, in their search for the seven fabled Cities of Cibola. There are records that La Veta Pass was crossed by Spanish padres in the late 1500's. The French also sponsored exploration of Colorado. Then came the mountain men, the hunters and trappers and men like Kit Carson who served as guides for the military expeditions. Even Lt. Zebulon Pike in 1806 followed the trails of the Indians, as did many other explorers.

The gold rush of the middle 1800's necessitated roads be built to bring supplies and equipment to the mining camps. A poll tax was levied to help defray the expense, but it was not nearly enough and many roads were privately built. Another important development in the growth of Colorado was the toll roads. The Territorial Government did not have enough funds to construct all of the needed roads, so permits were issued (at \$5.00 each) for individuals or corporations to build roads

and charge for their use. Between 1860 and 1870 there were 43 toll roads in operation. Among the first to be issued in 1860 were two wagon road companies; the Denver and Aurora Company and the St. Vrain and Golden City Co. Otto Mears built his first toll road over Poncha Pass, a distance of seven miles in 1865. He controlled a total of 383 miles of roads, the longest being 200 miles. He also built railroads which were the forerunners for some of our present roads over passes. Toll road charges depended on the distance but ran from 50 cents to \$1.00. Additional spans of horses or oxen were 25 cents, riding animals 10 cents and sheep were charged at 1 cent a head. Usually persons attending church or going to and from a funeral were exempt from the toll charges. Before the roads were improved there were accounts of travelers stopping for the night and when they looked back down the hill they could see the remains of the previous night's campfire. Today there is only one toll road (between Denver and Boulder) in all of Colorado.

The railroads were very important in the early development of Colorado and many books have been written about this colorful era. When the narrow gauge roads were abandoned many of them were converted to scenic auto roads. All of these roadbeds were constructed with a gradual grade and usually had to wind and twist around to avoid any steep climb. Rollins or Carona Pass follows the old roadbed quite closely, using the tunnel and trestles that were used by the Moffat Railroad until 1928. The old water tower, snow fences and remains of buildings still stand on the Boreas Pass road. Other present day automobile roads that were once railroads include Marshall, Baxter, Argentine and many others.

When the Colorado Highway Department was organized in 1910 it was allowed to spend \$300.00 but not more than \$5,000.00 per mile on the state's roads. Today the cost to build our roads is figured in millions. Mountain roads are not only expensive to construct and maintain, but the season is short for road work. In recent years there has been cooperation between adjoining counties and some of the old pass roads have been reopened and new ones made. The Forest Service has also opened up new roads and improved old ones so you may now drive a car where only a jeep would go a few years ago. Many county roads are now numbered and the Forest Service has erected many new markers.

On our travels throughout the state we have seen many unusual roadside signs, but probably the oddest one was a homemade sign nailed underneath a "No Trespassing" sign. It said "Use of this road permissive, but not adverse." We suppose they meant it was permitted but not advised!

Other interesting signs are: "Danger, bear traps"; "Open range — yield to cattle and horses"; "Yes you can, a million others have"; "Travel at your own risk"; "Enter on the hour, exit on the half hour"; "Travel beyond this sign not recommended for passenger cars"; "One way logging road. Not open to public travel"; "Do not overestimate road width"; "Do not straddle ridge"; "Danger, hazardous mountain road"; "U.S. Forest Service does not assume liability in case of accident"; "Confine all vehicle traffic to established roads"; "Single track road with turnouts"; "Radiator Water"; and "Don't drive like Hell through God's country."

A MOUNTAIN TRIP

Our list is not scientific or technical. It was compiled to answer only one question—Where shall we go?

We have avoided the exact mileage in this book. Roads are always being changed, shortened and straightened, but the basic location has been the same since the early white men drove a team of oxen over the passes. We think it foolish to say "turn right at 4.7 miles, go 16.4 miles, then 3.9 etc." With that kind of instructions you are not exploring, you are driving by a speedometer. Most of our thrills came because we did **not** know what was going to happen next.

As an illustration, one weekend we left Longmont on Saturday noon. After crossing Loveland and Hoosier Passes we found ourselves at Alma late in the afternoon. We had planned to go on to Fairplay for the night, crossing Mosquito and Weston Passes the next day. But we changed our minds and went over Mosquito Pass with the glow of the setting sun. It was our first trip over and a beautiful drive. We were so glad we had changed our minds, as the sunset on Leadville was something to remember. So we ended up in Leadville with reservations in Fairplay (which was lucky, as Leadville was full). To get to Fairplay we crossed Weston Pass after dark. Everything we had planned for Sunday was done—and we had a whole day with nothing to do! So-o-o first we went back to Alma, on up past Park City and on to the top of Pennsylvania Mountain where a friend has a gold mine. Later we drove to Hartsel and over La Salle Pass to Jefferson. From here to the top of Georgia Pass and back to the highway. Then to Como and over Boreas Pass to Breckenridge. Another crossing of Loveland Pass took us back to Denver in the first traffic we had seen all day. The 470 mile trip gave us a nice weekend even if we did not know what we were going to do. The total was eight passes we shall never forget.

MOUNTAIN DRIVING

We are convinced that mountain roads are the safest place to drive and accident statistics will prove this fact. Just be sure your car is not too long, low, wide or under-powered to go where you wish to travel. Even in southwestern Colorado, where there are so many jeep-truck roads, there are many places you can drive with an ordinary car. True, you could leave your muffler or poke a hole in a gas tank but most people are cautious, and this seldom happens. They know it would be a long walk to the closest telephone and that tow trucks are expensive.

Just a word or two about mountain driving. Many passes in Colorado are on paved highways but side roads and back roads will vary a lot as to condition. The variation is with drivers to some extent. Many people will drive over roads that other folks would never attempt, but there are points to remember. On down hill roads never use overdrive but keep your car in gear, using the engine compression to hold you back. Where brakes are needed always use them **before** you get to a curve. Develop a habit of staying on your side of the road—even when you are certain no other car is within miles of you. If it is necessary to turn around in a tight place, cramp your wheels before you move the car. On a shelf road always keep the back wheels to the inside bank, in turning around. On narrow roads with "pull-outs" for passing, remember the world wide rule that the car going up has the right-of-way. However, the Colorado Law states that the car going down has the right-of-way only if it is more practical. In other words, remember the Golden Rule. We are sure you will see more courtesy on Class B roads than you will ever see in city driving.

Crossing passes is a good "hobby," but it is also an excuse to see the state. For example, if you cross Independence Pass from the east, you're certain to pass the crumbling and decaying remains of the old mining town of Independence near the top. You will arrive in Aspen, a culture center during the summer and ski-capital of Colorado during the winter. Other trips will take you to other interesting places, and if you cross Cumberland Pass from the south, or Cottonwood from the east you will arrive at the ghost town of Tincup. In recent years we have seen more and more out of state cars exploring the back roads. What a thrill the visitors must get if they find a "check for a short beer" or some other souvenir at an

old abandoned ghost town to take home with them. Just remember there is a vast difference between souvenirs and vandalism!

The remains of ghost towns, mining camps and stage stops help to make back road travels even more intriguing. There are many books available and the information and colorful history is invaluable for full enjoyment. The many books and history of narrow gauge railroads is also interesting.

As you stand on the top of a mountain pass viewing God's country and marveling at the ingenuity of the early pioneers who built the roads without equipment, you are recalling the past. Then if you look to the sky you may see the vapor stream of a jet airliner that could be in Europe in a matter of hours. What a contrast!

Pilots on the airlines refer to the mountains as "the rock pile" and the description is fairly accurate. This is an advantage for back country travel because the terrain is usually sandy; and mud as we knew it in the midwest is seldom encountered. The afternoon thunderstorms are not a big problem.

Many trips can be made on a Sunday, but a three day holiday is ideal. This gives you a day to get there, lots of time there, and a day to get home. It is wise to carry food and drink, remember restaurants are few and far between on back roads. If you expect to camp out, take plenty of clothes and covers as most of the campgrounds are in the National Forests and are high up. This means it will be cool in the morning. All the Forest Rangers are very helpful and you will find campgrounds with fireplaces, toilets, water and sometimes firewood.

The steepest grade we can remember was on Douglas Pass. It has since been remade, but it did have a 29% grade with so many abrupt switchbacks that trucks and buses could not turn sharp enough to use the road. This is on the gravel road from Grand Junction to Rangely. On our first trip over some of the passes we were quite surprised to find the ground wet and swampy at the top. Until last year Mosquito Pass, 13,180 feet; could not be driven over in an ordinary car, but is now improved. Another high one is Cottonwood Pass from Buena Vista to Taylor Reservoir. This 12,126 foot pass was improved and reopened by the counties with the help of inmates from the State Reformatory. As a training mission some of the soldiers from Fort Carson were used to build bridges on Boreas Pass between Como and Breckenridge. Another high pass is Ophir, 11,789 feet, where the top is entirely slide rock. Ophir, Tincup and several other passes have registration boxes at the top. Schofield, Jones, Balam and many others might have snow blocking the road at the top until late July or early August.

We are still novices when it comes to jeeps or horses. Even walking or hiking is out of our line, but the people who go this way see more of the country than we do. We expect to learn to walk before long, then we can enjoy the trails like so many others do. Mountain climbing may come later. We have heard the expression: "You walk into Paradise or you never get there." It must be a pleasure because every hiker we have ever talked to thinks it is the only way to see the mountains. There are miles and miles of marked trails in Colorado, but the experienced hiker never goes alone.

Most resort areas in the state can furnish horses, pack animals and competent guides for those who prefer this type of mountaineering. You can travel faster by this method than afoot — whether you do it in comfort depends on if you are accustomed to riding horseback!

There are several Wilderness Areas where motor driven vehicles are not permitted. The forest is preserved and no buildings, roads or timbering is allowed. If you wish to make a trip into one of these areas, you should contact the Forest Ranger in that district.

The many makes of four-wheel-drive vehicles are popular now and there are quite a few Jeep Clubs. If you are interested, contact the Rocky Mountain Jeep, Inc. in Denver. They organize many tours that stay on the established roads and trails. The Forest Service recommends that there be no promiscuous off-road driving, because the ruts cause erosion and eventual damage to the soil and vegetation.

Regarding the cost of this "hobby," the mountains are free. What you spend on a trip to see them will vary as much as any activity, sport or entertainment. The expenditure will be quite different if you stay at the most luxurious hotel or camp out and cook your own meals. It could even cost less than staying home, or as much as you wish to spend.

CAMP AND PICNIC SITES

The people of Colorado and their guests are fortunate in having the National Forests, Monuments and Parks to provide picnic and camping facilities. No charge is made for their use and new ones are added as funds are available. Overnight camping is not permitted in picnic areas; but they usually contain tables, benches, grates and a central parking area. The campgrounds have individual parking spurs with tent or trailer space adjoining. These sites can be used for either picnicking or camping. You are privileged to select your own campsite (outside the designated areas) but you would then have a special responsibility to leave a clean camp and a dead fire!

In 1905 supervision of the National Forests was delegated to the Agriculture Department, but the history dates back to President Benjamin Harrison, who in 1891 established the White River National Forest. This was the first for Colorado and the second to be founded in the United States. Since then, President Theodore Roosevelt, who hunted in Colorado in 1890, and other Presidents following him set aside land for "Forest Reserves" as they were originally called. There are now 155 National Forests in the United States but the number is changed periodically. In Colorado the Uncompahgre and the Grand Mesa were recently consolidated under one supervisor but there are two separate maps available.

San Isabel National Forest has the highest average elevation of any in the nation, and the Pike National Forest has the heaviest recreation use of any forest in Colorado. All of them are large, containing from one to two million acres of land. Gunnison Forest alone has 440 miles of forest roads and 1,500 miles of trails. More than 400 recreation, picnic and campgrounds, some large enough for trailers, are in Colorado's National Forests. Many are located close to the highway, but others are off on side-roads and occasionally many miles back in the seclusion of the forests.

In addition to the National Forests, Colorado has several National Monuments, including Dinosaur, Black Canyon of the Gunnison, Great Sand Dunes and the Colorado National Monument. All of these and both National Parks (Rocky Mountain and Mesa Verde) have picnic or campground facilities.

Many towns throughout Colorado own and maintain recreation areas far removed from the city limits, in addition to their city parks. These are primarily picnic areas, rather than campgrounds, and all are designed for recreational use. Denver is unique in its park system and owns almost three thousand acres within the city, in addition they maintain fifty-one mountain parks scattered to the west as far as sixty-seven miles from Denver.

The state is willing and anxious to help with any vacation plans, and the Colorado Department of Public Relations, the State Fish and Game Department as well as the Hospitality Center in Denver can offer much information. During the winter, contact the Ski Information Center in Denver.

A complete list of "Camp and Picnic Sites" has been published by the U.S. Department of Agriculture. The number of units, water supply, notes on how to get there, what to expect regarding lakes or streams and even the elevation is given. Commercial publishers have also compiled detailed guidebooks describing private, city, state and federal accommodations. For those who do not wish to camp out, motels and meals are available in resort areas and in towns near the forests.

No matter what your favorite pastime may be, there is plenty of area available for everyone in Colorado. The National Forests alone contain fifteen million acres of forested playground. Because you will be using these forests and may want one of their maps showing the location of camp and picnic sites, a list is included of the National Forests and the town with the supervisor's headquarters.

Arapaho, Golden
Grand Mesa and Uncompahgre, Delta
Gunnison, Gunnison
Pike, Colorado Springs
Rio Grande, Monte Vista
Roosevelt, Fort Collins
Routt, Steamboat Springs
San Isabel, Pueblo
San Juan, Durango
White River, Glenwood Springs

PLACES OF INTEREST

The well known attractions in the Centennial State are so well publicized they need not be repeated in our writing. What we are attempting to accomplish is the mention of places you have either forgotten or never knew existed. Colorado abounds in scenic drives, deserted canyons and unusual roads. These side trips are almost entirely for leisure driving. Confine your travels to the main roads if you have a deadline to meet, but if you have the time, the striking beauty of the third and fourth class roads will justify a visit to the back country. Other roads, not necessarily primitive are also included if they lead to places not always mentioned in other guides.

In northwest Colorado, new roads north from U.S. No. 40 will soon be improved to the Dinosaur National Monument, affording an unusual side trip. The new oiled road from Cortez to the Four Corners Area is now finished. It is the only place in the United States where you can stand in four states without moving. Between Cortez and Durango, turn north at Mancos for an excellent picnic site at Transfer Park. You can leave the Colorado National Monument road west of Grand Junction and take the No Thoroughfare Canyon road through Glade Park to the "Miracle Rock," the worlds largest balanced rock. Unaweep Canyon is also south of Grand Junction. Mesa Verde is on all travel guides, but on your way up be certain to stop your car for a magnificent view to the west.

On your travels, be sure to notice the scars left by the narrow gauge railroad between Georgetown and Silver Plume. You can visualize just where the famous Georgetown Loop was located on the south side of U.S. No. 6. We also enjoy watching for the roadbed of the old Stagecoach Road across the Arkansas River as we drive south on U.S. No. 24 from Leadville to Buena Vista. When U.S. No. 24 turns east to Colorado Springs, be alert for a turn-off about two miles east of the overpass. This dirt road going north over the Old Midland R.R. Scenic Drive is worth the short trip. West from Boulder some of the back roads follow the old railroad grades that were nicknamed "The Switzerland Trail" and "The Whiplash Route." Some of these drives include Sugar Loaf, Magnolia and Sunshine Canyon. In this area leave Lefthand Canyon and climb the steep grade called Lick Skillet to Gold Hill. Also from Boulder, take the Flagstaff Drive and come back via Boulder Canyon.

For a short drive, staying close to town include the Spiral Drive up Tenderfoot Mountain at Salida; the Blackmer Drive at Steamboat Springs; Reservoir Hill at Durango and Lookout Mountain at Glenwood Springs. Two other drives that are different than all others are the one-way Skyline Drive over the hogback near Canon City and a Roller Coaster drive at Kremmling. At Canon City there is also a dirt road called the Tunnel Drive.

The twisting road from Golden to Lookout Mountain rewards the traveler with an excellent view of Denver, especially after dark. Bath Coal Creek and The Golden Gate Canyon will take you west from the Boulder-Golden road to the Peak to Peak road. The highest automobile road winds to the top of Mt. Evans and the scenic toll road to the summit of Pikes Peak offers a panoramic view of Colorado Springs.

These and many more are noted on all literature printed about the state, however, there are still a few you may overlook. Rampart Range road for example, from Colorado Springs to Sedalia and Denver. Also from Colorado Springs, the Gold Camp Road to Victor and Cripple Creek is outstanding. This road follows the old railroad grade and the highest point is 10,000 feet. From Cripple Creek and Victor another railroad grade converted to auto use is the Phantom Canyon road south to Florence. West from Trinidad you will find many canyon roads to explore. Virginia Canyon from Idaho Springs to Central City has sometimes been called the "Oh my God road" and although it is narrow and gravel, it is not that bad. There are many scenic drives that do not go over the top of mountains, or cross passes but they do afford an interesting drive like the road to Lands End on the Grand Mesa near Grand Junction.

Southwest of Montrose, near Naturita, a good road starts through Paradox Valley, unusual because the Dolores River cuts across the valley at right angles. The oil road, No. 90, continues into Utah, where it is No. 46. One of the most photographed places in Colorado is the Maroon Bells area, south of Aspen. A few miles west of the new Blue Mesa Dam, the Big Cimarron road, south from U.S. No. 50 will take you into back-country where only a jeep could go a few years ago. For more on this road see Owl Creek Pass No. 135.

The century plus history of Colorado had many roads, towns and passes that have passed into obscurity. The places that have survived are written about in the hope we can suggest things for you to do on your next week-end, or to include with your next vacation.

To acknowledge the help given us, we would like to express our appreciation to the friends and strangers who suggested places for us to see when we first came to Colorado. The Service Stations and Chambers of Commerce in every town where we stopped were also very helpful. In fact, everyone has been wonderful, but we must admit it has been difficult to find information regarding the passes and secondary roads. We hope we have furnished some information and reminded you of the secluded roads not always mentioned in the usual travel folder. However, the fundamental purpose of this book is to name, to locate and to describe the recognized passes, gaps and divides in Colorado.

It was Olin L. Webb, manager of the Longmont Chamber of Commerce and past President of the Managers Association of Colorado, who convinced us that a booklet should be printed about the Colorado mountain passes. Whether or not we should thank him depends upon how we look back on the hours of research, the typing, drawing maps, making photos from color films and the many other details that were required.

Now that the work is finished, we sincerely thank Mr. Webb but we must also include Berlyn L. Boyles who is a member of the Rocky Mountain Railroad Club. Billy's help in checking and correcting our railroad references was invaluable. Mrs. John H. (Lorena) Darby kindly helped with our search for typographical errors and made suggestions about style. We are especially indebted to these people as well as to numerous friends for their encouragement.



Ohio Pass. West from Crested Butte to the base of Kebler Pass, then south to Gunnison. The old railroad, Marcellina Pass and the towns of Irwin, Ruby and Floresta are all gone. Only the Irwin cemetery remains.



The authors and dog at the **Four Corners Area**, southwest of Cortez. The only point in the United States common to four state corners.



Pearl Pass. South of Aspen in the same area as the cover picture. Pass is eight miles from Ashcroft, but not on a road this good.



Georgia Pass. Leave U.S. 285 at Jefferson. At lower elevation the road is good, but deteriorates on the way to timberline.



The narrow gauge Rio Grande Railroad depot and snowshed on top of **Cumbres Pass**. Highway No. 17 climbs over La Mango and Cumbres Passes between Antonito and Chama, New Mexico.



Cottonwood Pass. West from Buena Vista over one of the highest passes to Taylor Reservoir and Gunnison. Top of the pass is upper left hand corner of photo.



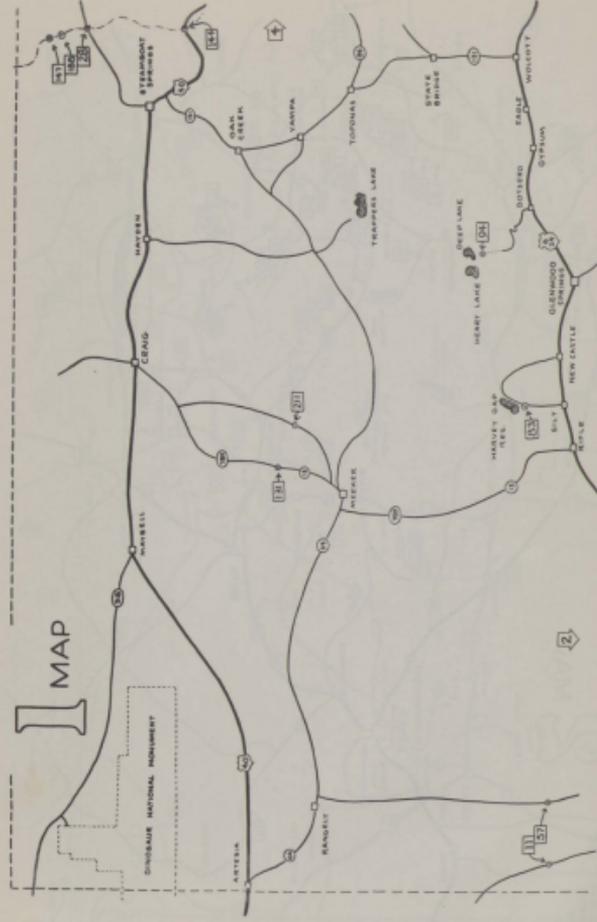
Douglas Pass. West of Grand Junction, turn north at Lama and continue to Rangely. Photo was made in 1958 before the road was rebuilt eliminating the sharp switchbacks and steep grade.



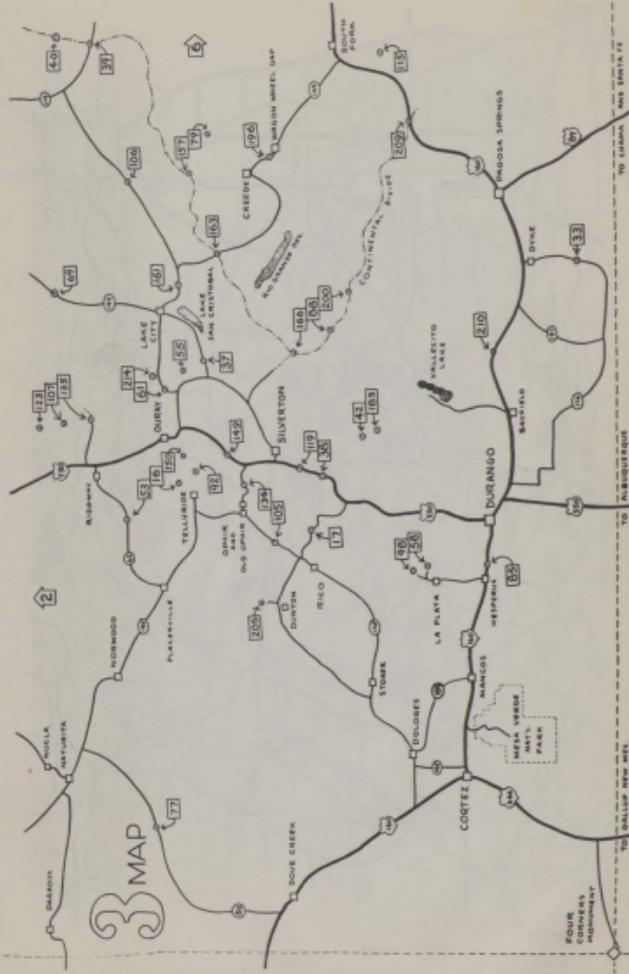
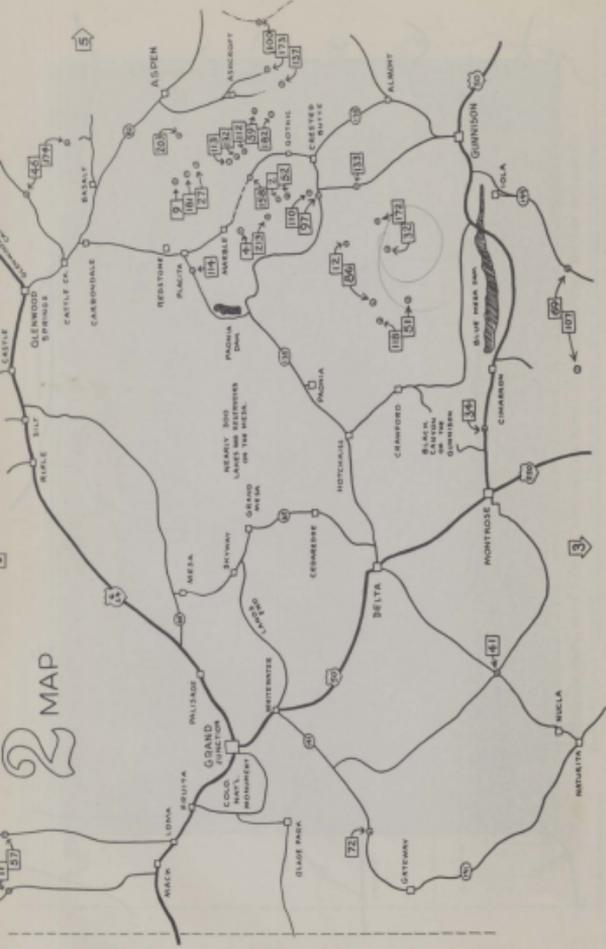
Baxter Pass. Leave U.S. 6 and 50 west of Grand Junction at Mack and follow the old railroad grade over the pass to Utah. Photo shows the shelf road and the east side (1960).



Mosquito Pass. From Fairplay, turn west at Alma. Road reminds over the top to Leadville. Photo shows Leadville and Continental Divide to the west. One of Colorado's highest passes.



2 MAP



FOUR CORNERS MONUMENT

TO GALLUP NEW MEX.

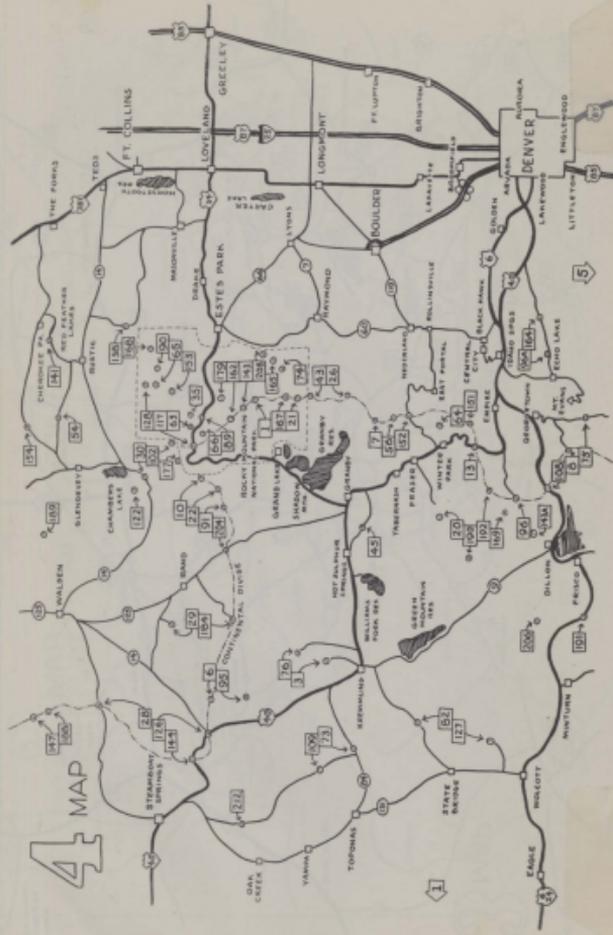
TO ALBUQUERQUE

TO GAYLOR

TO GAYLOR

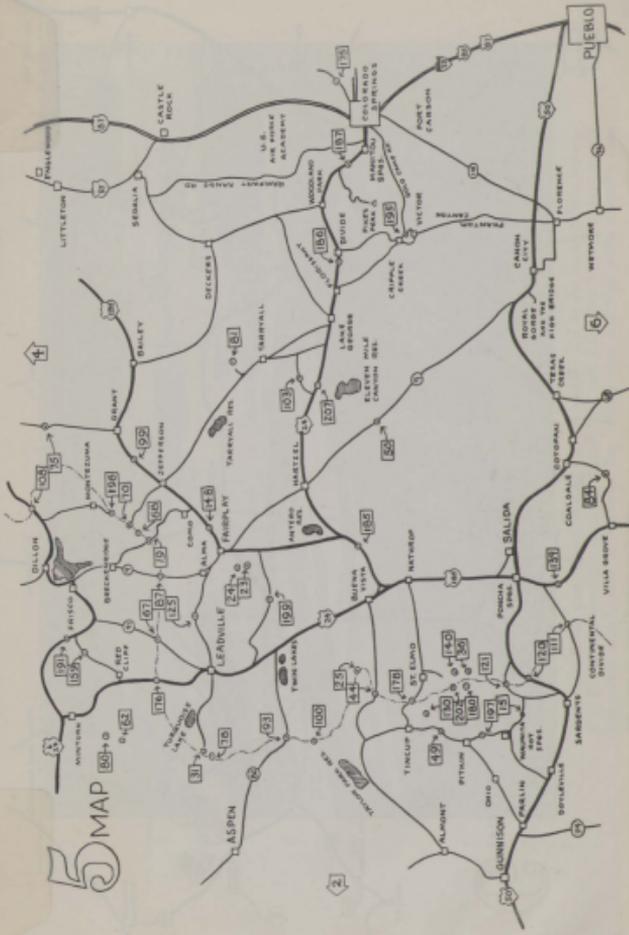
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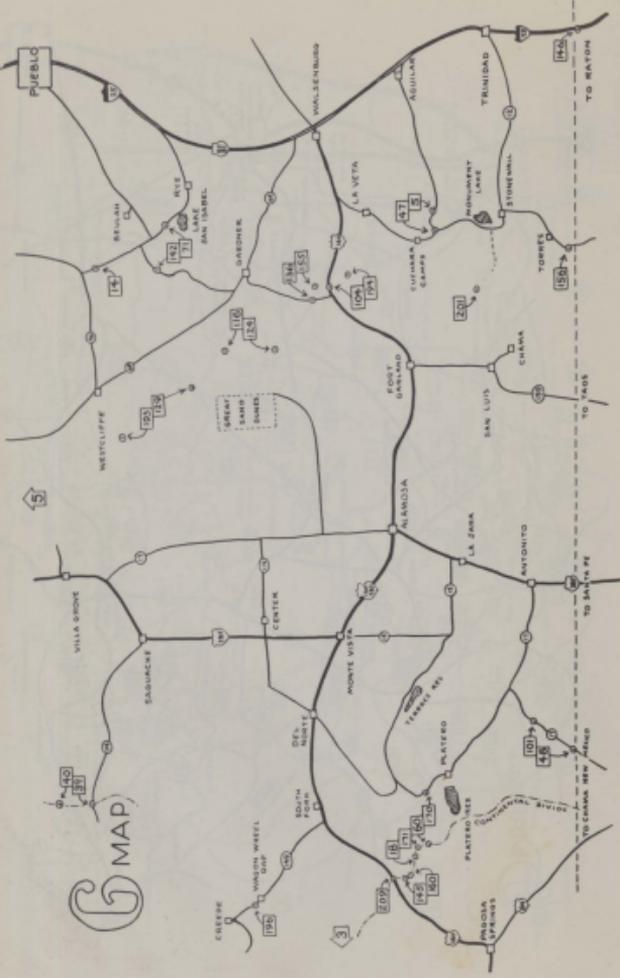
MAP



5

MAP





Trail Ridge Road. Cars stopped on both sides of the Rock Cut on the transmountain highway U.S. 24 for the opening ceremonies. Grand Lake and Estes Park both take part in this observance, usually close to Memorial Day. Heavy snow and high winds normally close the road for mid-October each year.



Jones Pass. Leave U.S. 40 on the east side of Berthoud Pass and continue west past the Big Bend Campground. Snow blocked the road on July 23, 1961.



Ophir Pass. Jeep road from Silverton to Telluride. Photo shows the talus slope at the top and the mountains to the west. We averaged four miles per hour going up the east side and six miles per hour descending to the west.



Troublesome Pass. Between Granby and Walden off of No. 125 south of Rand. Photo shows scrap timber to be burned after a snowfall.



San Francisco Pass. West of Trinidad turn south at Stonewall. Photo shows steep south side and the New Mexico mountains.



From Winter Park east, or from Rollinsville west you can follow the old Moffat Railroad grade over **Rollins**, or **Corona Pass**. Remains of the original trestles are still standing.



Tincup Pass. South of Buena Vista turn west up Chalk Creek Canyon to ghost town of St. Elmo. Jeep road from here over the top to Tincup and Taylor Reservoir. Photo taken on east side July 22, 1962.



South of Lake City and close to Slumgullion Pass you will have this view of **Lake San Cristobal**. Continue over Spring Creek Pass through Creede to U.S. 160.



Terrace Reservoir on the Alamosa River west of La Jara. Continue on this road over Stunner Pass to Platoro and down the Conejos River road to Antonito.



Argentine Pass. Turn west off the Georgetown to Grant road and follow the old Argentine Central Railroad grade to the ruins of the Waldorf Mine. A jeep road continues to the top of the pass.



Schofield Pass. From Gunnison, Crested Butte through Gothic to the top. Jeep road from here through Marble and Redstone to Carbondale. Photo of south side taken July 4, 1960.



A dozen miles west of Durango the picturesque **La Plata Canyon** turns north at Hesperus and dead ends at this sign.



Leave U.S. 285 south of Poncha Springs and follow the old Denver and Rio Grande Railroad grade over **Marshall Pass** to U.S. 50 at Sargents.

Alphabetical List of COLORADO MOUNTAIN PASSES

The passes, gaps and divides that have accessible roads are listed in capital letters. The other recognized passes are on trails and can be reached by hiking. The number preceding the pass corresponds with the sectional maps in the center section.

The six maps have been intentionally distorted to emphasize certain features in the text, and are not drawn to scale.

The eleven National Forests are referred to, but the word "Forest" is omitted.

The U.S. Department of the Interior Geological Survey Quadrangle maps are abbreviated to "Quad."

The Rocky Mountain National Park map mentioned is the 1961 issue with contour intervals of eighty feet.

The Colorado State Highway System County maps are listed by the name of the county but not the map number.

Information on altitude varies from different sources and the most nearly accurate figure is used on the list.

Location and description of 216 mountain passes, gaps and divides compiled by Clyde and Chloe Edmondson, Box 101, Longmont, Colorado.

1 — Andrews . . . 11,600 ft. (No. 4 and Rky. Mtn. Park maps) NE of Grand Lake, SW of Estes Park, W side of Andrews Glacier. On top of the Alva B. Adams tunnel and the Continental Divide.

2 — Angel . . . 12,200 ft. (No. 2 and Gunnison Co. maps) NW of Crested Butte, SW of Schofield Pass, N of Kebler Pass.

3 — ANTELOPE . . . 7,899 ft. (No. 4 and Arapaho maps) North of Kremmling, on Back Troublesome Road. Turn north just east of town. Rolling hills of grazing land on a private cattle ranch. Many gates to open and close. Ask permission first.

4 — Anthracite . . . 10,800 ft. (No. 2 and Gunnison maps) W of Yule Marble Quarry, about two air miles S of Marble. E of Ragged Mountain. Pass is also called "Gap."

5 — APISHIPA . . . 11,005 ft. (No. 6 and all maps) Also called CORDOVA. South of Walsenburg take No. 232 at Aguilar and go west on south side of the Spanish Peaks. Just past the top you will be at Cucharas Pass. From here you can go north to La Veta and Walsenburg or go south to Trinidad past Monument Lake.

6 — Arapaho . . . 8,954 ft. (No. 4 and Arapaho maps) E of Muddy Pass, W SW of Rand. Pass is on the Rabbit Ears Range of the Continental Divide.

7 — Arapaho . . . 11,906 ft. (No. 4 and Arapaho maps) E of Tabernash, SE of Granby Reservoir, SW of Arapaho Glacier on the Continental Divide.

8 — ARGENTINE . . . 13,132 ft. (No. 4 and Pike maps) Turn west just south of the Georgetown Reservoir on the Guanella Pass road. Old Waldorf Mine at 11,594 ft. Jeep road on to top. Argentine Central Railroad was the highest narrow gauge steam road in the state. Built by John Wilcox in 1905-06. Reached the summit of Mt. McClellan and the top of the Continental Divide. Present road uses part of the R.R. grade.

9 — Avalanche . . . 11,000 ft. (No. 2 and Gunnison maps) NE of Marble, W of Snowmass Peak and Aspen, SE of Redstone.

10 — Baker . . . 11,253 ft. (No. 4 and Rky. Mtn. Park maps) W SW of Milner Pass and Trail Ridge Road. On the Continental Divide by Mt. Nimbus in the Never Summer Range.

11 — BAXTER . . . 8,430 ft. (No. 1, No. 2 and Goshute maps) About 20 miles west of Grand Junction turn north at Mack to the Book Cliff Range. Top of pass about 60 miles from Grand Junction. Road uses old Uintah Railroad grade, steepest non-cog railroad in the U.S.; abandoned in 1939. Ruins of old buildings and trestles are still standing. Two or three miles of shelf road. Desolate and unused road but in good shape on east side. Seventy mile pipeline from Bonanza, Utah, to Mack transports Gilsonite over the pass.

12 — Beckwith . . . 10,100 ft. (No. 2 and Gunnison maps) W of Crested Butte, NW of Gunnison, S of Marble and W of Ohio Pass.

13 — BERTHOUD . . . 11,314 ft. (No. 4 and all maps) On U.S. No. 40 from Idaho Springs through Winter Park to Granby. Ski runs at top, including double chair lift, open all year. Cafe, bar and lounge. West side passes the west portal of the Moffat Tunnel. Captain E. L. Berthoud, an engineer ran the first survey in 1861. Jim Bridger, William Cushman and W. A. Hamill were all connected with the road. First Concord Stage crossed the pass November 18, 1874. Later the state bought the road and made it the first free crossing of the Divide.

14 — BIGELO DIVIDE . . . 9,350 ft. (No. 6 and San Isabel maps) Gravel road south from Canon City and Florence to Lake San Isabel. Top of Divide about a mile south of Hardscrabble Junction. Oil road from Lake south through Rye to Highway U.S. No. 85-U.S. No. 87.

15 — BLACK SAGE . . . 9,745 ft. (No. 5 and Gunnison Co. maps) On west side of Monarch Pass turn north before Sargents then west to Waunita Hot Springs and Pitkin. Tincup and Taylor Reservoir are north on this road.

16 — Blue Lake . . . 12,600 ft. (No. 3 and Uncompahgre maps) SW of Ouray, N of Telluride, S of Ridgeway and S of Mt. Sneffels.

17 — BOLAM . . . 12,474 ft. (No. 3 and Dolores Co. maps) May be called Hermosa Pass. Jeep road. Twenty-seven miles north of Durango you will pass Electra and Columbine lakes. Near here, at the Columbine Guest Ranch, turn west up the Hermosa Park road past the old Tollgate six miles to the Sig Creek campground. From here to the top is a winding road that follows Hermosa Creek. This is definitely not a road for passenger cars. From the pass crest the descent route on the west side will take you past some timbering activity on a purely truck road. You will follow Barlow Creek down and cross a bridge at the bottom. You will now be at the junction of Colorado No. 145, the Lizzard Head Pass to Dolores road. Also from this junction is the Dunton road that follows the West Dolores River to Stoner.

18 — Bonito . . . 12,000 ft. (No. 6 and Rio Grande maps) SE of Wolf Creek Pass and NE of Pagosa Springs on the Continental Divide.

19 — BOREAS . . . 11,482 ft. (No. 5 and Arapaho maps) Ten miles north-east of Fairplay turn off U.S. No. 285 and go to Como. From here Summit and Park counties have remade the old railroad grade into a good side road to Breckenridge. In remaking this grade into an auto road soldiers from Fort Carson were used to build bridges and other training exercises. Spec. 3c Grover G. Davis lost his life helping build this road. A large sign commemorates his sacrifice and an overlook is named for him. After crossing the Continental Divide the road descends around winding curves with a wonderful view of the Breckenridge Valley. The narrow gauge Denver, South Park and Pacific R.R. first used this pass to go from Como to Leadville, a distance of 63.83 miles. Later the Denver, Leadville and Gunnison and the Colorado and Southern Railroads used this route. The present road does not follow all of the roadbed as there were 435 curves with the longest straight stretch being only 1.6 miles long. The railroad used a steep 4½% grade and was in use from 1880 to 1937. You will pass the remains of almost a dozen snow sheds as well as old buildings and a restored water tank.

20 — Bottle . . . 11,200 ft. (No. 4 and Roosevelt maps) Between Berthoud Pass and Granby turn SW of Fraser, follow the West St. Louis Creek. Forest Service road does not go to the top. Road is in Fraser Experimental Forest.

21 — Boulder-Grand . . . 12,000 ft. (No. 4 and Rky. Mtn. Park maps) Between Allenspark and Grand Lake on the Continental Divide. W of Tanima Peak.

22 — Bowen . . . 12,000 ft. (No. 4 and Roosevelt maps) S SW of Cameron Pass, E of Willow Creek Pass and W of Trail Ridge Road on the Never Summer Range and the Continental Divide.

23 — Breakneck . . . 10,900 ft. (No. 5 and San Isabel maps) Also called Warm Springs Pass. S of Fairplay past the Hartsel cut-off but before the Weston Pass road. The road did turn W but was abandoned several years ago. It did not go over the range, but came back to U.S. No. 285.

24 — Brown . . . 11,000 ft. (No. 5 and San Isabel maps) Same area as Breakneck (Warm Springs) and the road was abandoned several years ago.

25 — Brown . . . 12,000 ft. (No. 5 and Mt. Harvard Quad. maps) E of Taylor Reservoir, NW of Buena Vista, SW of Fairplay. On the Continental Divide NE of Cottonwood Pass.

26 — Buchanan . . . 11,500 ft. (No. 4 and Arapaho maps) W of Peaceful Valley, E of Granby Reservoir. Originally surveyed for railroad. More recently mentioned for all-weather east-west highway tunnel through the Continental Divide.

27 — Buckskin . . . 12,000 ft. (No. 2 and Gunnison maps) SW of Aspen between Maroon Bells and Snowmass Peak, S of Basalt, N of Crested Butte.

28 — **BUFFALO** . . . 10,180 ft. (No. 1, No. 4 and Arapaho maps) Southwest from Walden on No. 14 to Hebron. Don't cross the railroad tracks, but turn west on gravel road. Little better than a jeep road but any car can make it. Many lakes and a very good view both east and west. Crosses the Continental Divide and goes to Steamboat Springs.

29 — **BUFFALO** . . . 8,768 ft. (No. 4 and Arapaho maps) Four miles north of Rand on Colo. No. 125 a road goes west to Colo. No. 14 (the Walden-Muddy Pass road). Take this road west one mile then turn south five miles to Buffalo ranch. You will cross what is locally called only a divide or gap. Ranch road with cattle guards, no gates to open, — and no scenery either.

30 — **CAMERON** . . . 10,285 ft. (No. 4 and all maps) Fort Collins to Walden on No. 14. Follows the Poudre Canyon, part oil, part gravel. Crosses the Medicine Bow Range to North Park. Passes Chambers Lake. 75 miles from Fort Collins to top. General Robert Cameron, pioneer railroad builder, was the discoverer in 1870.

31 — **CARLTON TUNNEL** . . . 10,700 ft. (No. 5 and White River maps) West of Leadville on the south side of Turquoise Lake. Shelf road to east

portal of the closed tunnel. West side from Basalt on Colo. No. 104. This tunnel replaced the Hagerman Tunnel. Discontinued by Rio Grande Railroad in 1918. Originally called the Busk-Ivanhoe Tunnel. When the railroad abandoned the road, Mr. Carlton made it a toll road, with a telephone at each portal. Later the state paved the tunnel. See Hagerman Tunnel, used by the Colorado Midland Railroad. In 1953 the well preserved buildings were impressive and one of the old houses gave us our first unexpected view of a covered walkway between the house and outhouse.

32 — Castle . . . 11,000 ft. (No. 2 and Gunnison maps) NW of Gunnison, SW of Ohio Pass and SE of Paonia.

33 — **CAT CREEK GAP** . . . 7,200 ft. (No. 3 and San Juan maps) Twelve miles west of Pagosa Springs on U.S. No. 160 turn south at Dyke. A dirt-gravel road takes you through the Southern Ute Indian Reservation and over the "gap" to Pagosa Junction. A new highway and the new Rio Grande narrow gauge tracks follow the Piedra River from Gato on west. At Arboles you can take Colo. No. 172 or No. 151, both oil roads to Durango.

Celeste — See Stunner Pass (No. 170)

34 — **CERRO SUMMIT** . . . 8,000 ft. (No. 2 and Uncompahgre maps) East of Montrose on U.S. No. 50 past the intersection going to the Black Canyon of the Gunnison but west of Cimarron. The main line of the Rio Grande Railroad used this location, and the roadbed can still be seen.

35 — Chapin . . . 11,550 ft. (No. 4 and Rky. Mtn. Park maps) E SE of Fall River Pass on old one-way road. Chapin Creek and Poudre River to the N and Fall River to the S and E.

36 — Chalk Creek . . . 12,000 ft. (No. 5 and Garfield Quad. maps) Between Monarch Pass and St. Elmo. S of Hancock Lake and NW of Garfield.

37 — **CINNAMON** . . . 13,009 ft. (No. 3 and San Juan maps) Southwest of Lake City, go past Lake San Cristobal. Does not cross the Continental Divide, but is one of the highest passes. Continue west to Animas Forks, then south past Eureka to Silverton. Pasted with signs that say "Jeep-truck road, travel at own risk." and you had better believe them!

38 — **COAL BANK HILL** . . . 10,647 ft. (No. 3 and San Juan maps) Red Mountain, Molas Lake and Coal Bank Hill are all on the Million Dollar Highway U.S. No. 550 between Ouray and Durango. One of the most scenic roads in Colorado. Mountainous, but wide enough to be safe.

39 — **COCHETOPA** . . . 10,032 ft. (No. 3, No. 6 and all maps) Pass is on No. 114 from Saguache joining U.S. No. 50, eight miles east of Gunnison. After crossing Cochetopa (Ute for crossing of the Buffalo) 46 miles from Saguache you can turn west and go over Los Pinos Pass to Lake City. Cochetopa crosses the Divide, Los Pinos does not.

40 — Cochetopa North . . . 10,000 ft. (No. 6 and Gunnison maps) SW of Sargents, W of Saguache and N of Cochetopa Pass. Also called North Pass.

41 — **COLUMBINE** . . . 9,000 ft. (No. 2 and all maps) Naturita and Nucla to top of Pass. From here you can go on the Delta-Nucla road to Delta or go southeast until you intersect the Nucla-Montrose road.

42 — **Columbine** . . . 12,600 ft. (No. 3 and Needle Mt. Quad. maps) NE of Durango and E of the railroad town of Needleton.

43 — **Cony** . . . 12,400 ft. (No. 4 and Rky. Mtn. Park maps) E of Granby Reservoir, W SW of Allenspark and N of Ogalalla Peak on the Continental Divide.

Corona — See Rollins Pass (No. 152)

Cordova — See Apishipa Pass (No. 5)

44 — **COTTONWOOD** . . . 12,126 ft. (No. 5 and San Isabel maps) West from the center of Buena Vista. Old road remade, using reformatory labor. Take right fork past Rainbow Lake, the left fork goes to Cottonwood Lake. Follow Middle Cottonwood Creek to one of the highest passes on the Continental Divide. Wonderful view. 21 miles up and 16 down on the west side. Continue on to Taylor Reservoir, Almont and Gunnison or south to Tincup and Cumberland Pass. Closed in winter.

45 — **COTTONWOOD** . . . 8,950 ft. (No. 4 and Arapaho maps) Few miles south of Granby turn west. Ranch road over rolling hills to Hot Sulphur Springs. Top of pass is not marked. It's just a dirt back road.

46 — **COTTONWOOD** . . . 8,300 ft. (No. 2 and White River maps) Dirt road from Gypsum to Carbondale through farms and ranches with many roads branching off. One branch comes out at Cattle Creek on the Glenwood Springs-Aspen road. We turned off on the wrong branch road on our first trip.

47 — **CUCHARAS** . . . 9,994 ft. (No. 6 and all maps) Take No. 12 west from Trinidad to Monument Lake. Continue on gravel road to the top. From here you can go east over Apishipa Pass to Aguilar or north past Cuchara Camps to La Veta or Walsenburg. You will have a wide view of the Sangre de Cristo Range to the west and of the Spanish Peaks to the east.

48 — **CUMBRES** . . . 10,022 ft. (No. 6 and all maps) Go west from Antonito about 25 miles on No. 17, turn south over La Manga Pass. Follow narrow gauge railroad to the top of Cumbres Pass. Rio Grande Railroad has depot, several buildings and a long covered snowshed. San Juan Range. Spanish explorers used this pass in the 16th and 17th centuries. Continue southwest to Chama, New Mexico. From here you can go northwest to Pagosa Springs on U.S. No. 84. Closed in winter.

49 — **CUMBERLAND** . . . 12,015 ft. (No. 5 and Gunnison maps) South from Taylor Reservoir through Tincup to Pitkin, Waunita Hot Springs and Monarch Pass or Gunnison on U.S. No. 50. This is one of the higher passes.

50 — **CURRANT CREEK** . . . 9,654 ft. (No. 5 and Rand McNally maps) On highway No. 9 from Hartsel to Canon City. Part oil road. Goes through a corner of Pike National Forest. The pass is not named on the Pike map, but is on Rand McNally maps. Comes out on U.S. No. 50 close to the road leading to the High Bridge west of Canon City.

51 — **Curecanti** . . . 10,000 ft. (No. 2 and Gunnison maps) W NW of Gunnison, E of Crawford and NE of Cimarron.

52 — **Daisy** . . . 11,200 ft. (No. 2 and Gunnison maps) NW of Crested Butte, W of Gothic and N of Kebler Pass.

53 — **DALLAS DIVIDE** . . . 8,910 ft. (No. 3 and Uncompahgre maps) Ridge-way to Placerville on No. 62. This is the only ciled road going west between Montrose and Durango. The Uncompahgre River flows east and the San Miguel flows west.

54 — **DEAD MAN HILL** . . . 10,272 ft. (No. 4 and Roosevelt maps) West on No. 14 (Poudre Canyon) to Rustic. Take steep road north to junction with Red Feather lakes road. West on this road. You will intersect road from Chambers Lake to Woods Landing, Wyo. (See Sand Creek Pass.) Listed as Dead Man Park on map.

55 — **Denver** . . . 12,536 ft. (No. 3 and Silverton Quad. maps) S of Engineer Mountain, NW of Cinnamon Pass and SE of Ouray.

56 — **Devils Thumb** . . . 11,700 ft. (No. 4 and Roosevelt maps) E of Tabernash, W of Nederland and N of Rollins Pass. On Continental Divide.

Divide — See Twin Creek Pass (No. 186)

57 — **DOUGLAS** . . . 8,268 ft. (No. 1, No. 2 and all maps) West of Grand Junction on U.S. No. 6 and No. 50, turn north at Loma. 78 miles of gravel road to Rangely. Pass was remade in 1960. The old road had a 29% grade and 2½ miles of switchbacks so sharp the big trucks could not make the turns. Divides the Colorado and White Rivers. Gas and oil pipe lines also cross the pass.

58 — **EAGLE** . . . 10,000 ft. (No. 3 and San Juan maps) West of Durango on U.S. No. 160 turn north at Hesperus. The all-weather gravel road up La Plata Canyon is a back-country adventure. After ten miles you will come to a branch road to the right. A sign at this point (9,300 ft.) discourages travel by ordinary car beyond the "Y." The mining road to the right follows Lewis Creek up Lewis Mountain to Eagle Pass.

59 — **Electric** . . . 13,000 ft. (No. 2 and Gunnison maps) S of Aspen, W of Ashcroft, NE of Gothic and N of Pearl Pass.

60 — **Elwood** . . . 11,800 ft. (No. 6 and Rio Grande maps) NE of Pagosa Springs, SW of Del Norte on the Continental Divide.

61—**ENGINEER** . . . 13,190 ft. (No. 3 and San Juan maps) South of Ouray at Bear Creek Falls a jeep road leaves U.S. No. 550 to the east. This road branches at the foot of Engineer Mountain. Animas Forks, Eureka and Silverton are south and Engineer Pass is to the north. The jeep tours go over the top of the Mountain and on the east side past Rose's Cabin, Capitol City and on to Lake City. The tour usually returns by way of Cinnamon Pass. All of these roads are posted "Travel at our own risk," and the jeep tour could be less expensive than driving your own car.

62—Fall Creek . . . 12,500 ft. (No. 5 and Holy Cross Quad. maps) SW of Minturn, W of Camp Hole and N of Holy Cross City, a ghost town.

63—Fall River . . . 11,797 ft. (No. 4 and Roosevelt maps) This road was constructed (1912-18) before Trail Ridge and later used as a "One way up only" road, that terminated at the shelter house and gift shop. It is now closed past Chasm Falls.

64—Fawn Creek . . . 10,200 ft. (No. 4 and Central City Quad. maps) E of Winter Park, SW of Rollins Pass. On top of Moffat Tunnel, close to where the railroad loop was.

65—Flint . . . 11,600 ft. (No. 4 and Rky. Mtn. Park maps) Less than a mile S of Mummy Pass. About 7½ air miles N of Rainbow Curve on Trail Ridge Road.

66—Forest Canyon . . . 11,436 ft. (No. 4 and Rky. Mtn. Park maps) About a mile NE of Poudre Lakes and Milner Pass. Close to Trail Ridge Road, but on the old Ute Trail.

67—**FREMONT** . . . 11,318 ft. (No. 5 and all maps) Dillon, Frisco and on No. 91 to Climax and Leadville. Crosses the Continental Divide and is the shortest oil road between U.S. No. 6 and Leadville. In early days, this was an important railroad pass.

68—French . . . 12,057 ft. (No. 5 and Arapaho maps) SE of Breckenridge, N of Boreas Pass and S of Georgia Pass. On the Continental Divide. Old road, now a trail from Jefferson.

Gap, The — See Anthracite (No. 4)

69—**GATE, THE** . . . 7,900 ft. (No. 2, No. 3 and Gunnison maps) West of Gunnison leave U.S. No. 50 at Iola and go south to Lake City on No. 149 (28 miles). This route was explored by Lt. John C. Fremont in 1848, but continued to be in Ute Territory until 1872. There was a branch line of the Rio Grande Railroad from Gunnison to Lake City in 1889. Oil road should be finished in 1962.

70—**GEORGIA** . . . 11,598 ft. (No. 5 and Arapaho maps) On west side of Kenosha Pass (U.S. No. 285) turn north at Jefferson. An alternate road leaves the highway about three miles west of Jefferson. These two roads meet and you continue up a Forest Service road. Don't turn off for the campground

but continue west for about ten miles. You will go up, then down, then up again over a rough and rocky back country road where there is some timbering activity. The top of the pass is large and almost flat at timberline on Continental Divide. Do not attempt to descend to Breckenridge without the proper all-wheel-drive equipment.

71—**GREEN HILL DIVIDE** . . . 9,500 ft. (No. 6 and San Isabel maps) Lake San Isabel to Florence and Canon City. Three or four miles north of the lake and about one mile north of road to Beulah.

72—**GILL CREEK DIVIDE** . . . 7,000 ft. (No. 2 and Uncompahgre maps) South of Grand Junction to Whitewater then west on No. 141 to north edge of Uncompahgre National Forest. Few miles northeast of Gateway.

73—**GORE** . . . 9,524 ft. (No. 4 and all maps) Six miles north of Kremmling take No. 84 to Steamboat Springs. This oil road was named for Sir Thomas Gore. Before it was oiled we saw many deer. It bypasses Rabbit Ears Pass.

74—Granite . . . 11,900 ft. (No. 4 and Roosevelt maps) SW of Estes Park and W of Twin Sisters Fire Lookout.

75—**GUANELLA** . . . 11,669 ft. (No. 4, No. 5, Clear Creek Co. and Pike maps) Park and Clear Creek counties remade this dirt road from Georgetown to Grant, a distance of 24 miles. It passes by several beautiful lakes. Was once called "The Geneva Park Trail." Mt. Evans is just to the east. New ski run and road work in 1962. We were told that a fisherman drove an old car down to a lake off this road and did not have enough power to get back up. The old car was not worth the tow-truck charges and we understand it is still there. How's that for a litterbug?

76—**GUNSIGHT** . . . 8,332 ft. (No. 4 and Arapaho maps) Northeast of Kremmling on Front Troublesome road. Ask permission first. Many gates to open and close. Range land of rolling hills.

77—**GYPSUM GAP** . . . 6,000 ft. (No. 3 and Uncompahgre maps) Leave state highway No. 145 four miles east of Naturita and go south on No. 80 over rolling hills of scrub bushes. Oil road soon ends, but is oiled on south side of Gap to U.S. No. 160, which you will join two miles west of Dove Creek.

78—Hogerman . . . 11,528 ft. (No. 5 and Leadville Quad. maps) West of Leadville to the Carlton Tunnel, then a walking trail to the Hagerman Tunnel, 500 feet higher. The Colorado Midland Railroad made two loops to reach the high tunnel in the 1890's. Interesting history connected with this area. Hagerman Tunnel was 2064 feet long, the Busk-Ivanhoe or Carlton was two miles long.

79—Halfmoon . . . 12,712 ft. (No. 3 and Gunnison maps) NE of Creede, N of Wheeler National Monument and SE of Los Pinos Pass.

80—Half Moon . . . 11,750 ft. (No. 5 and Holy Cross Quad. maps) W of Redcliff, SW of Minturn and N NE of Mt. of the Holy Cross.

81 — **Hankins** . . . 10,200 ft. (No. 5 and Pike maps) On the Lake George to Jefferson road turn E approximately two miles N of the town of Tarryall (not Tarryall Reservoir). Pass is on the N side of 11,300 foot South Tarryall Peak.

82 — **HARTMAN DIVIDE** . . . 8,000 ft. (No. 4 and Arapaho maps) Dirt road from Kremmling through State Bridge to Walcott. Leave No. 9 two miles south of Kremmling, but not when road is wet.

83 — **HARVEY GAP** . . . 6,400 ft. (No. 1 and White River maps) On U.S. No. 6 and No. 24, between Glenwood Springs and Rifle, turn north at Silt. The gap can be seen from some distance and is on the south side of Horvey Gap Reservoir. You can continue north around the east side of the Reservoir then southeast to New Castle on the highway.

84 — **HAYDEN** . . . 10,780 ft. (No. 5 and San Isabel maps) 37 miles west of Canon City and 20 miles southeast of Salida on U.S. No. 50. Turn at Coadale to campground. Forest Service road over pass is for jeeps and trucks only. West side is very steep with humps diagonally across the road to control drainage. Long or low cars could high center. The road, called Hayden Trail, is intentionally kept obscure to keep passenger cars off. Comes out at Villa Grove, half way between Poncha Springs and Saguache. Light aircraft use this low place to cross the Sangre de Cristo range.

85 — **HESPERUS** . . . 7,700 ft. (No. 3 and San Juan maps) From Durango to Cortez on U.S. No. 160. The La Plata Canyon road turns north at the town of Hesperus.

86 — **Hoodoo Gap** . . . 10,500 ft. (No. 2 and Mt. Harvard Quad. maps) E of Hotchkiss and Crawford, N of Cimarron and Sapinero and SW of Mt. Gunnison.

87 — **HOOSIER** . . . 11,541 ft. (No. 5 and all maps) Road No. 9 from Frisco through Breckenridge, Alma, Fairplay and South Park. Crosses the Park Range, the Continental Divide, Arapaho and Pike Forests and separates the South Platte and Blue Rivers. New road work in 1962 but top of pass is still gravel.

88 — **Hunchback** . . . 12,487 ft. (No. 3 and San Juan maps) SE of Silverton and SW of Rio Grande Reservoir on the Continental Divide.

89 — **ICEBERG** . . . 11,827 ft. (No. 4 and Rky. Mtn. Park maps) On U.S. No. 34 from Estes Park to Grand Lake. The pass is located between the Rock Cut and Tundra Curves on Trail Ridge Road. Fall River is to the north and Big Thompson River to the south. On most passes the road uses the lowest place to cross a range of mountains but in this case the road dips down to the pass then back up again.

90 — **Icefield** . . . 12,000 ft. (No. 4 and Rky. Mtn. Park maps) NW of Estes Park, SE of Mummy Pass, E of Flint Pass, at the headwaters of the Poudre and N Fork Thompson Rivers.

91 — **Illinois** . . . 10,000 ft. (No. 4 and Arapaho maps) E of Willow Creek Pass and N NW of Granby Reservoir on the Continental Divide.

92 — **Imogene** . . . 13,365 ft. (No. 3 and Uncompahgre maps) NW of Red Mountain Pass, SW of Ouray, E of Telluride. Trail from Upper Camp Bird Mine.

93 — **INDEPENDENCE** . . . 12,095 ft. (No. 5 and all maps) South of Leadville 14 miles, turn west past Twin Lakes. Road goes between Mt. Elbert and La Plata Peak. Once called Hunter Pass. Drainage of Arkansas River to the east and Roaring Fork to the west. Ghost town of Independence close to the top of the Continental Divide. Road continues on to the fabulous town of Aspen. Pass is closed in winter, but road to Aspen from Glenwood Springs is open all year as Aspen has skiing and winter sports.

94 — **Indian Camp** . . . 9,715 ft. (No. 1 and Leadville Quad. maps) E of Glenwood Springs, turn N at Datsera, take first winding road W, then NW to Deep Lake. From here N Creek is not good, but a trail goes over the Pass to the headwaters of Doe Creek.

95 — **Indian** . . . 7,800 ft. (No. 4 and Routt maps) Half way from Kremmling to Muddy Pass, turn E between Badger Creek and Slaughter Gulch, by Carter Mountain.

96 — **JONES** . . . 12,453 ft. (No. 4 and Pike maps) At the first sharp switch-back half way up the east side of Berthoud Pass go west six miles to the top of Jones Pass on the Continental Divide. Graded road with sharp turns and best if dry. Some years there will be a snow bank at the top till August. One of the best panorama views, including the flatlands.

96A — **JUNIPER** . . . 11,000 ft. (No. 4 and Georgetown Quad. maps) Less than two miles east of Echo Lake on Highway No. 103, the Squaw Pass Road.

97 — **KEBLER** . . . 10,007 ft. (No. 2 and all maps) West from Crested Butte on No. 135. Markers for the Old Irwin Cemetery close to the top. Pass was named for John Kebler, at one time President of Colorado Fuel and Iron Corp. which still owns large tracts of land around here. Marcellina Pass is also marked in this area, but it has been out of use for years. At the foot of Kebler Pass, on the east side, a good road branches off to the south over Ohio Pass and back to Gunnison. The road over Kebler to the west will take you to the new Poonia Dam. From the Dam you can go to Poonia and Hotchkiss, or turn north and go over McClure Pass.

98 — **KENNEBEC** . . . 11,500 ft. (No. 3 and San Juan maps) On U.S. No. 160 turn north at Hesperus, eleven miles west of Durango. A good gravel road will take you ten miles up the colorful La Plata Canyon. At 9,300 feet the road branches into dead-end minings roads and a sign discourages travel by ordinary car. The mining road to the right leads to Eagle Pass. The left branch continues to Cumberland Basin and Kennebec Pass.

99 — **KENOSHA** . . . 10,001 ft. (No. 5 and all maps) Eight miles west of Grant past the east portal of the Harold Roberts Tunnel on U.S. No. 285 from Denver to Fairplay. Z. M. Pike visited the area in 1806 and it was crossed by J. C. Fremont in 1844. Pass was used by the Leadville Stage Line

and later by the Denver South Park and Pacific and the Colorado and Southern Railroads. Excellent view of South Park. This area was once called "Bayou Salado" meaning "Salt Marshes."

100 — Lake . . . 12,226 ft. (No. 2, No. 5 and Gunnison maps) N of Taylor Reservoir, S of Independence Pass, SW of Twin Lakes and SE of Ashcroft. Old road and trail to the Continental Divide.

101 — **LA MANGA** . . . 10,230 ft. (No. 6 and all maps) South of Alamosa 27 miles turn west at Antonito on No. 17. You can continue over Cumbres Pass to Chama, New Mexico.

102 — La Poudre . . . 10,192 ft. (No. 4 and Arapaho maps) SE of Cameron Pass and N of Milner Pass. On the Continental Divide.

103 — **LA SALLE** . . . 9,800 ft. (No. 5 and Pike maps) On U.S. No. 24 between Colorado Springs and Hartsel turn north at the first road on the west side of Wilkerson Pass. This back country road branches to the northeast. You will find three gates to open and close and a lane with grass in the center. From the summit another road leads south four miles to the Badger Mountain Lookout. Descending the east side you will have a better road with cattle guards instead of gates. No spectacular mountain scenery on this road. East side connects with a road just south of the old town of Tarryall. Berylum mines in this area.

104 — **LA VETA** . . . 9,382 ft. (No. 6 and all maps) Walsenberg to Fort Garland, Alamosa and the San Luis Valley on U.S. No. 160. New road work in 1961-62. Mr. James Purcell, first white man to use this pass in 1803. The original Sangre de Cristo Pass and Pass Creek Pass are both close to the top on the north. Good view of Sierra Blanca Peak to the west. This pass was very important in early times.

105 — **LIZZARD HEAD** . . . 10,222 ft. (No. 3 and all maps) From Telluride to Cortez on No. 145. Part gravel, part oil. New road eliminates old shelf road close to Ophir. You go by picturesque Trout Lake. The Rio Grande Southern Railroad (narrow gauge) and the Galloping Goose used this pass. At that time there were long snow sheds at the top, which have since been removed.

106 — **LOS PINOS** . . . 10,500 ft. (No. 3 and Gunnison maps) Eight miles east of Gunnison change from U.S. No. 50 to Colo. No. 114 and go south for twenty-two miles. From here you go west on a gravel road over the pass. You can continue over Slumgullion Pass to Lake City or an alternate route will take you north through Powderhorn and Iola to U.S. No. 50.

107 — Lou Creek . . . 11,260 ft. (No. 2, No. 3 and Uncompahgre maps) NW of Lake City, NE of Ridgeway, SW of Cimarron and SE of Montrose.

108 — **LOVELAND** . . . 11,992 ft. (No. 4, No. 5 and all maps) On U.S. No. 6 from Georgetown to Dillon. Main road, open all year. Ski runs and lifts on both sides with restaurants. The new tunnel will start at about 11,000

feet and come out north of the old town of Dillon. The Denver water system will have a lake where Dillon was. Pass used as a highway since 1931. Named for W. A. H. Loveland, pioneer road builder. Crosses the Continental Divide, with several compounds on the east side.

Lulu — See Thunder (No. 177)

109 — **LYNX** . . . 8,960 ft. (No. 4 and Arapaho maps) On the west side of Gore Pass (No. 84) just west of Shoe and Stocking Campground turn north on a gravel road. If you follow this ranch road you will also go over Yellow-jacket Pass and back to No. 84 about seven miles south of Steamboat Springs.

110 — Marcellina . . . 10,325 ft. (No. 2 and Rand McNally maps) From Gunnison N to Crested Butte, then W on No. 135. The pass is still listed on some maps as being close to Kebler Pass. It was on an early route from the North Fork country to the Crested Butte area. It is shown on the 1888 Anthracite Quadrangle and on the 1916 Forest Service maps. It was at a higher altitude than the present Kebler Pass and adjacent to the site of Irwin, now a ghost town.

111 — **MARSHALL** . . . 10,846 ft. (No. 5 and Rio Grande maps) A few miles south of Poncha Springs, at the Mears Junction, turn west over the old Rio Grande Railroad grade. Crosses the Continental Divide. Better ask about the condition of the west side. Comes out at Sargents on U.S. No. 50. Originally built in 1878 as a Toll Road by Otto Mears. After eighteen months it was sold to the railroad for \$40,000.00. In 1880 it was the highest transcontinental railroad in North America.

112 — Maroon, East . . . 12,200 ft. (No. 2 and Gunnison maps) SW of Aspen, SE of Marble and N of Crested Butte.

113 — Maroon, West . . . 12,400 ft. (No. 2 and Gunnison maps) NW of Maroon East Pass and E SE of Marble.

114 — **McCLURE** . . . 9,500 ft. (No. 2 and all maps) South from Glenwood Springs through Carbonade and Redstone to Placita. Turn west from here, but first see Marble, only a few miles more. Come back to Placita and go over the Pass to Paonia or to Crested Butte. The beginning of this road ascends steeply with switchbacks, keeping you close for a good view of the valley. Many aspens and ferns. The road had grass in the center on our first crossing but is improved now.

115 — Meadow . . . 10,200 ft. (No. 3 and Creede Quad. maps) S of South Fork, NE of Wolf Creek Pass and SE of Creede.

116 — Medano . . . 10,150 ft. (No. 6 and San Isabel maps) NE of the Sand Dunes, NW of Gardner. Old road, now a trail from Bradford.

117 — **MILNER** . . . 10,759 ft. (No. 4 and all maps) U.S. No. 34 from Estes Park to Grand Lake. This is where Trail Ridge crosses the Continental Divide but the highest place is 12,183 ft. This road was built in 1932 but the Ute and Arapaho Indians crossed here centuries ago.

118 — Minnesota . . . 10,000 ft. (No. 2 and Gunnison maps) NW of Gunnison, E of Hotchkiss and SW of Paonia Dam.

119 — **MOLAS LAKE DIVIDE** . . . 10,910 ft. (No. 3 and all maps) On the Million Dollar Highway from Silverton to Durango. Open all year. Durango to Silverton Railroad (narrow gauge) uses the Animas Canyon route that parallels this road.

120 — **MONARCH** . . . 11,312 ft. (No. 5 and all maps) Poncha Springs west to Gunnison on U.S. No. 50. Main all year crossing of the Continental Divide and separates the Arkansas and Gunnison Rivers. Limestone mining and railroad on the east side. Cafe, gift shop and sightseeing bus at the top. Old Monarch Agate Pass was south east on the Divide.

121 — **MONARCH, OLD** . . . 11,375 ft. (No. 5 and San Isabel maps) Going west, turn right before the top of Monarch Pass. Crosses the Continental Divide and comes back to U.S. No. 50 at Sargents. View from this pass includes a dozen peaks that exceed 14,000 feet and many more that rise above 13,000 feet.

122 — Montgomery . . . 12,000 ft. (No. 4 and Roosevelt maps) NW of Cameron Pass and SW of Chambers Lake on the Medicine Bow Range.

123 — Monument . . . 11,006 ft. (No. 3 and Uncompahgre maps) NE of Ridgeway, W of The Gate and SW of Cimarron.

124 — Mosca . . . 9,713 ft. (No. 6 and San Isabel maps) W of Gardner to the Sand Dunes over the Sangre de Cristo Range. Sign with red letters "Road Closed." We were told some have gone over on motorcycles.

125 — **MOSQUITO** . . . 13,180 ft. (No. 5 and Pike maps) Before 1961 passenger cars could not use this road but it has been improved by the counties and you can drive from Fairplay to Leadville (not vice versa). From Alma Junction go past Park City. At the "Y" keep to the right, climbing past the New London Mine. From here to the summit it is rocky but passable. The spectacular view is worth the trip. There is a monument at the top in recognition of Rev. John L. Dyer, the itinerant Methodist minister who carried mail over the pass and preached in all of the towns in this area. This is Colorado's highest automobile pass and the descent route to Leadville is steep and winding. Mosquito Pass was an old Indian trail and the first crossing by white man was in 1839. A toll road was incorporated in 1878 with the stage station on the east side. A railroad went as far as the mines, but not over the top. If you do not wish to drive your car, there are special buses that make a circle tour from Fairplay. The Championship burro races are held the last Sunday in July every year. Avoid this day for your trip, but Mosquito is a "must" for adventure.

126 — **MUDDY** . . . 8,710 ft. (No. 4 and all maps) Northwest of Kremmling on U.S. No. 40 four miles east of Rabbit Ears Pass. On the Continental Divide. No. 14 from here goes northeast to Walden on a good oil road. U.S. No. 40 continues on to Steamboat Springs.

127 — **MUDDY CREEK** . . . 9,200 ft. (No. 4 and White maps) About 2½ miles north of Walcott on No. 131, take the second road on your right (Celo, No. 6). The road follows Muddy Creek through rolling hills of sheep country where there are very few trees. After you have reached the crest an unimproved road winds to the left, coming out south of State Bridge.

128 — Mummy . . . 11,200 ft. (No. 4 and Arapahoe maps) E of Cameron Pass, NW of Estes Park, NE of Fall River Pass, N of Horseshoe Park.

129 — Music . . . 11,800 ft. (No. 6 and San Isabel maps) NE of Sand Dunes and NW of Gardner. Old road from Bradford discontinued.

130 — Napoleon . . . 12,150 ft. (No. 5 and Garfield Quad. maps) Between Tincup and Cumberland Passes on Timberline Trail.

131 — **NINEMILE GAP** . . . 7,494 ft. (No. 1 and Meeker Quad. maps) Northeast of Meeker on No. 13 and No. 789, directly west of Yellow Jacket Pass. Road continues on to Craig.

132 — North . . . 12,000 ft. (No. 2 and Gunnison maps) Between East and West Maroon Passes, SW of Aspen and N of Crested Butte.

North — See Cochetopa North (No. 40)

133 — **OHIO** . . . 10,033 ft. (No. 2 and Gunnison maps) Approximately four miles north of Gunnison No. 135 turns east, however, you continue north on the part oil, part gravel ranch road. Only the last five miles are mountainous where the road cuts through slide rock and climbs over the pass. Stop to see the colorful waterfall to the west. This road rejoins No. 135 at the foot of Kebler Pass a few miles west of Crested Butte.

134 — **OPHIR** . . . 11,789 ft. (No. 3 and San Juan maps) Six miles north of Silverton on U.S. No. 550 a jeep-truck road turns west and climbs four miles to the top of the pass. The road here is entirely cut through slide rock. There is a registration box at the side of the road. The west side descends steeply for six miles and passes Old Ophir and Ophir. The famous Ophir Loop was on the Rio Grande Southern Railroad between Lizard Head Pass and Telluride. The original wagon road was built as a toll road in 1881 by Otto Mears but it is now a jeep-truck road.

135 — **OWL CREEK** . . . 10,120 ft. (No. 3 and Uncompahgre maps) Leave U.S. No. 50 just east of Cimarron. Take the Big Cimarron road south 13 miles to campground (8,600 ft.) and one mile more to Beaver Lake campground, 200 feet higher. A jeep road continues to Owl Creek Pass, then west 14 miles to U.S. No. 550 north of Ridgeway.

136 — **PASS CREEK** . . . 9,200 ft. (No. 6 and San Isabel maps) From the top of La Veta Pass take dirt road north to Gardner. From here you can go either to Walsenburg or Westcliffe. The road is on the east side of the Sangre de Cristo Range.

137 — Pearl . . . 12,715 ft. (No. 2 and Gunnison maps) S of Aspen and Ashcroft and E SE of Marble, NE of Crested Butte.

138 — **PENNOCK** . . . 9,200 ft. (No. 4 and Roosevelt maps) Go west up the Poudre Canyon (No. 14) past the Fort Collins Mountain Parks, turn south at Eggers. At the crossroad go east. Pingree Park is west. Continue east to Masonville, Horsetooth Reservoir and Fort Collins.

139 — **PONCHA** . . . 9,011 ft. (No. 5 and all maps) South from Poncha Springs to Saguache and the San Luis valley on U.S. No. 285. This was Otto Mears first toll road built in 1865. Leadville to Tacs, New Mexico, freight traffic used this pass. Sangre de Cristo Range to the east. Old Rio Grande Railroad grade can still be seen in this area. Gunbarrel Road is farther south.

140 — Pomeroy . . . 11,701 ft. (No. 5 and Gorfield Quad. maps) S of St. Elmo, NE of Chalk Creek Pass, close to Billings Lake at the headwaters of North Fork of South Arkansas River.

141 — **PRAIRIE DIVIDE** . . . 7,905 ft. (No. 4 and Roosevelt maps) Going north on U.S. No. 285 out of Fort Collins continue past Ted's Place and turn west at the first gravel road north of the Forks Corner. Change roads by making a sharp left turn when you are within a mile of Cherokee Park. This road crosses Prairie Divide and will take you to the Red Feather Lakes. From here you can go west over Dead Man Hill, south to the Poudre Canyon at Rustic or back east to the Fort Collins-Laramie road at the Forks Corner.

142 — **PROMONTORY DIVIDE** . . . 10,000 ft. (No. 6 and San Isabel maps) The oil road No. 76 from Pueblo will take you to Beulah. From here the colorful Disabled Veterans Highway climbs from 6,100 feet to 9,700 feet crossing over to Highway No. 165. Just a short distance north of here the Ophir Creek road starts its 32 mile trek west and south. On the first part of this gravel road you will find some timbering operation. At the "Y" where the timber road is marked for one-way travel, you cross a cattle guard to the right and continue on to No. 69 at Gardner. The descent is long with a panoramic view of the entire valley most of the way.

143 — Ptarmigan . . . 12,280 ft. (No. 4 and Rky. Mtn. Park maps) On the Continental Divide between Estes Park and Grand Lake. Three air miles W of Bear Lake and NW of Flattop Mountain.

143A — Ptarmigan . . . 11,750 ft. (No. 4 and Pike maps) N NE of Dillon, NW of Loveland Pass. On Grand-Summit county line.

144 — **RABBIT EARS** . . . 9,680 ft. (No. 1, No. 4 and all maps) After several years of being closed, with a detour over Gore Pass, this road is now remade and open from Steamboat Springs to Kremmling on U.S. No. 40. Pass was named for a formation of rocks at the top. Crosses the Continental Divide and the Park Range. Very good view of the Yampa River and valley.

145 — Railroad . . . 12,000 ft. (No. 6 and Mineral Co. maps) SE of Wolf Creek Pass on the Continental Divide, NE of Pogosa Springs.

146 — **RATON** . . . 7,834 ft. (No. 6 and all maps) From Trinidad to Raton, New Mexico, on Interstate No. 25. Pass used by white men since 1718. Top of the pass is in New Mexico. Santa Fe Railroad parallels this route. Richers L. (Uncle Dick) Wootton built a twenty-seven mile long toll road in 1865. His toll house and other buildings were on the Colorado side of the pass. His charges were \$1.50 for wagons, 5 cents for cattle or sheep. Until 1960, when the road was remade, there was a run-away incline on the south side to stop out-of-control trucks. Culebra Range is to the west.

147 — Red Dirt . . . 11,400 ft. (No. 4 and Jackson Co. maps) NW of Walden, N of Steamboat Springs, and E of Hahns Peak on the Continental Divide.

148 — **RED HILL** . . . 9,993 ft. (No. 5 and Como Quad. maps) Between Fairplay and Como on U.S. No. 285. Because of the altitude at Fairplay and South Park neither Red Hill or Kenosha Passes seem very high. The abandoned Colorado and Southern Railroad grade can be seen all along this road.

149 — **RED MOUNTAIN** . . . 11,018 ft. (No. 3 and all maps) On U.S. No. 150 through "the Switzerland of America" from Montrose and Ouray over the Million Dollar Highway to Silverton and Durango. Divides the drainage of the San Juan and Uncompahgre Rivers. Built in 1882 by Otto Mears as a toll road. The use of gold bearing gravel or the extreme cost in making the road gave it the name. Get out of your car to see Bear Creek Falls just south of Ouray. Many old mines on this crooked road. Iron oxide gives color to Red Mountain.

150 — Richmond . . . 12,640 ft. (No. 3 and Silverton Quad. maps) SW of Ouray, E SE of Upper Camp Bird mine and NW of Imogene Pass.

151 — Rogers . . . 11,860 ft. (No. 4 and Arapaho maps) S of Rollins Pass and Moffat Tunnel on the Continental Divide.

152 — **ROLLINS** . . . 11,680 ft. (No. 4 and Arapaho maps) Also called CORONA. From Rollinsville and East Portal to Winter Park. Follows the old railroad grade with tunnel and some old trestles still standing. The two miles of snow sheds at Corona on top of the Continental Divide are now a heap of rubble. The Moffat Road (Denver and Salt Lake) had a 2% grade from Denver but a 4% grade over the pass. Mr. Moffat died in 1911 and the Moffat Tunnel was built (1922-27) replacing the high pass road. Denver and Rio Grande now uses the tunnel.

153 — Saddle, The . . . 12,500 ft. (No. 4 and Rky. Mtn. Park maps) NW of Estes Park, N of Trail Ridge Road and S of Flint and Mummy Passes in the Mummy Range.

154 — **SAND CREEK** . . . 9,000 ft. (No. 4 and Roosevelt maps) Northwest of Fort Collins, up the Poudre Canyon (No. 14) to Chambers Lake, turn north past Glendevy then take first road east. At the "Y" take the north branch. You can continue on east after crossing pass to U.S. Highway No. 287. The south branch at the "Y" goes over Dead Man Pass and to Red Feather Lakes.

155 — Sangre de Cristo . . . 9,459 ft. (No. 6 and San Isabel maps) N of La Veta Pass, S of Gardner. Used as a pass before 1821.

156 — **SAN FRANCISCO** . . . 9,000 ft. (No. 6 and San Isabel maps) Thirty-one miles west of Trinidad on No. 12, turn south at Stonewall. Continue south and west past the old town of Torres. Follow Bonito Canyon on an improved dirt road, except for the last three or four miles to the top. A "Danger" sign on a gate warned us of Bear Traps set by the State Game and Fish Department. The south side descends a steep grade with more gates to open. On our way from Trinidad, we noticed a cabin built on an old abandoned cement bridge that we first thought was a covered bridge.

157 — San Luis . . . 12,000 ft. (No. 3 and Creede Quad. maps) N NW of Creede on Saguache and Mineral county line and the Continental Divide.

158 — **SCHOFIELD** . . . 10,700 ft. (No. 2 and Gunnison maps) You can get to the top from Crested Butte going through Gothic, where the government has a Biological Laboratory. We were stopped by a snow bank near the top on July 4. North side to Marble is steep and rough and is best for jeeps and trucks.

159 — **SHRINE** . . . 11,308 ft. (No. 5 and all maps) Turn left before you get to the top on the east side of Vail Pass. Mount of the Holy Cross can be seen from this road. West side of Redcliff. Many columbine in season.

160 — Silver . . . 12,000 ft. (No. 6 and Mineral Co. maps) SW of Del Norte, SE of Wolf Creek Pass on Continental Divide.

161 — **SLUMGULLION** . . . 11,361 ft. (No. 3 and all maps) On No. 149 from Lake City through Creede to U.S. No. 160, 16 miles west of Del Norte. Gravel road for summer only. Good view of Lake San Cristobal. Got its name from the early prospectors (1879) who stopped to rest and cook their stew.

162 — Sprague . . . 11,600 ft. (No. 4 and Rky. Mtn. Park maps) S of the Rock Cut on Trail Ridge Road on Continental Divide. S of Sprague Glacier and Rainbow Lake, NE of Grand Lake.

163 — **SPRING CREEK** . . . 10,901 ft. (No. 3 and all maps) On No. 149 from Lake City to Creede. Slumgullion and this pass are both on the same road, but only Spring Creek crosses the Continental Divide.

164 — **SQUAW** . . . 9,807 ft. (No. 4 and Arapaho maps) From Denver west through Bergen Park to Echo Lake. From here you can go to Mt. Evans or to Idaho Springs.

165 — Storm . . . 10,300 ft. (No. 4 and Rky. Mtn. Park maps) SW of Estes Park and NE of Longs Peak, N NW of Meeker Park.

166 — **STONY** . . . 12,594 ft. (No. 3 and Uncompahgre maps) Half way between Silverton and Eureka turn east up Cunningham Gulch. This is a jeep or truck road with new work done in 1960-61. Road originally crossed

the Continental Divide to Creede. The first white child in this area was born in a snow storm on this road. Cunningham Gulch is very scenic up to Highland Mary Mill ruins and can be driven in any car. Notice the high tension wires suspended on cables.

167 — Stone Man . . . 12,000 ft. (No. 4 and Rky. Mtn. Park maps) S of Bear Lake on Continental Divide on Boulder and Larimer County line.

168 — Stormy Peaks . . . 11,600 ft. (No. 4 and Rky. Mtn. Park maps) N of Fall River entrance to Trail Ridge Road and E of Mummy Pass.

169 — St. Louis . . . 11,500 ft. (No. 4 and Roosevelt maps) W of Berthoud Pass, SW of Fraser and NW of Jones Pass.

170 — **STUNNER** . . . 10,541 ft. (No. 6 and Rio Grande maps) Called CELESTE on Conejos County map. From La Jara go west up the Alamosa River past Terrace Reservoir to a "Y" in the road. North branch goes to Del Norte. South branch over Telluride Mountain to Stunner Pass and Platara Reservoir. Continue southeast past the settlement of Platara and follow the Conejos River. Half way down, at the intersection you can take No. 17 to Antonito or Chama, New Mexico.

171 — Summit . . . 12,000 ft. (No. 6 and Rio Grande maps) Between Stunner and Wolf Creek Passes on the Continental Divide.

172 — Swampy . . . 10,365 ft. (No. 2 and Gunnison maps) NW of Gunnison and SW of Crested Butte, NE of Castle Pass.

173 — **TAYLOR** . . . 12,400 ft. (No. 2 and Gunnison maps) South from Aspen to Ashcroft where the Mace Family have their Husky Kennels and dog sled trips. Jeep road continues up Express Creek to the pass. During the wet season, the road is blocked by a waterfall. South side is part trail and part road to Taylor Reservoir.

174 — Taylor Creek . . . 10,200 ft. (No. 2 and White River maps) NW of Aspen, NE of Basalt and S of Gypsum.

175 — **TEMPLETON GAP** . . . 6,800 ft. (No. 5 and Colo. Springs Quad. maps) North and east of Colorado Springs on the Templeton Gap road, past the Country Club. The road continues on to the Black Forest. The Indians and early settlers passed through the Gap on their way to the mountains via Ute Pass.

176 — **TENNESSEE** . . . 10,424 ft. (No. 5 and all maps) U.S. No. 24 climbs Battle Mountain just south of Minturn, drops down to the three decker bridge at Redcliff, passes the mining town of Pando and goes over the pass to Leadville, on oil road. Rio Grande Railroad with pusher engines also uses this pass to cross the Continental Divide. Originally an Indian trail separating the Arkansas and Eagle Rivers. Was first crossed by Lt. John C. Fremont in 1845.

177 — Thunder . . . 11,400 ft. (No. 4 and Rky. Mtn. Park maps) Also called LULU Pass. S of Cameron Pass, N of Trail Ridge Road. Trail skirts Lulu City, ghost mining town. Close to the Continental Divide.

178 — **TINCUP** . . . 12,154 ft. (No. 5 and San Isabel maps) South of Leadville to Nathrop. Turn west on No. 162 and go up Chalk Creek Canyon on either the high or low route. Spend some time at the well preserved ghost town of St. Elmo. From here the road is definitely not for passenger cars. From St. Elmo it is six miles to the top of the Continental Divide where you will find a metal box for notes. The very steep and rough west side is seven miles to the ghost town of Tincup. From here you can go north to Taylor Reservoir or south over Cumberland Pass to the highway (U.S. No. 50). The last of July we followed a Jeep Caravan in a Volkswagen and all were stopped close to the top by a pickup truck stuck in the snow. The Jeeps continued on after shoveling out the snowbank and we returned to St. Elmo after walking the few yards to the top. See Williams Pass, No. 202.

179 — **TIMBERLINE** . . . 11,484 ft. (No. 4 and Rky. Mtn. Park maps) Just S of Trail Ridge Road, two air miles S of Rainbow Curve and 7½ air miles W of Estes Park.

180 — **TOMICHI** . . . 11,979 ft. (No. 5 and San Isabel maps) N NW of Monarch Pass, E of Pitkin and SW of St. Elmo.

181 — **TRAIL RIDER** . . . 12,000 ft. (No. 2 and White River maps) SW of Aspen, E NE of Marble and N of Schofield Pass.

182 — **TRIANGLE** . . . 12,500 ft. (No. 2 and White River maps) SW of Ashcroft, SE of East Maroon Pass, SW of Electric Pass and S of Conundrum Hot Springs.

183 — **TRIMBLE** . . . 13,076 ft. (No. 3 and Needle Mtn. Quad. maps) NE of Durango and SE of railroad town of Needleton.

184 — **TROUBLESOME** . . . 11,495 ft. (No. 4 and Arapaho maps) About four miles south of Rand on No. 125 cross the cattle guard then turn right (west). A timber road follows Willow Creek where there is good fishing for Brook Trout. Extensive lumbering with many branch roads, called "bug roads." At 9,800 feet roads go in three directions and you should take the right branch to the top of the Continental Divide. Markers are 2038-2041-2042. Avoid entire area when logging trucks are using the road.

185 — **TROUT CREEK** . . . 9,346 ft. (No. 5 and all maps) West from Antero Reservoir Junction to Buena Vista Junction on U.S. No. 24. South Platte River on the east and Arkansas River on the west. Very good view of Collegiate Range from this road.

186 — **TWIN CREEK** . . . 9,280 ft. (No. 5 and Rand McNally maps) Also called DIVIDE Pass. West of Colorado Springs and Woodland Park to Florissant on U.S. No. 24. The Colorado Midland Railroad branched south to Cripple Creek from Divide.

187 — **UTE** . . . 6,800 ft. (No. 5 and all maps) First pass west of Colorado Springs on U.S. No. 24 to Woodland Park. This historical old Ute Trail is not a true pass but has always been considered one. Originally the main freight

wagon route to South Park. The Colorado Midland Railroad used this Pass to get to Cripple Creek. Mr. H. A. W. Tabor worked as a laborer for a short time on his way to Leadville. There was much violence and many robberies at the pass in the 1860's.

188 — **UTE** . . . 11,000 ft. (No. 4 and Jackson Co. maps) N NW of Walden and N of Steamboat Springs on the Continental Divide.

189 — **UTE** . . . 9,869 ft. (No. 4 and Roosevelt maps) NE of Walden and W of Glendevey on the Medicine Bow Range.

190 — **UTE** . . . 9,524 ft. (No. 4 and White River maps) SE of Green Mountain Reservoir and N of Dillon. Trail from Slate Creek guard station.

191 — **VAIL** . . . 10,603 ft. (No. 4, No. 5 and all maps) From Frisco to Glenwood Springs on year-around U.S. No. 6. Eagle River on the west, Blue River on the east. New Vail Pass ski run in 1963. Close to the top on the east side a dirt road branches left over Shrine Pass to Redcliff.

192 — **VOSQUEZ** . . . 11,700 ft. (No. 4 and Arapaho maps) W SW of Berthoud Pass and NE of Jones Pass. On the Continental Divide.

193 — **VENABLE** . . . 12,200 ft. (No. 6 and Rio Grande maps) SW of Westcliffe, N of Sand Dunes and E of Sapucho.

194 — **VETA** . . . 9,100 ft. (No. 6 and Castilla Co. maps) Rio Grande Railroad pass, eight air miles S of La Veta Pass and E NE of Fort Garland.

195 — **VICTOR** . . . 10,202 ft. (No. 5, Teller Co. and State Folder maps) Northeast of Victor, southeast of Cripple Creek on one of the many mine roads, close to the abandoned town of Independence and Bull Hill Depot. Excellent view of the mountain range from a 10,500 ft. vantage point with markers erected by a Service Club. "A trip that bankrupts the English language" was the comment of President Teddy Roosevelt after coming up the Gold Camp Road from Colorado Springs to this area.

196 — **WAGON WHEEL GAP** . . . 8,424 ft. (No. 3, No. 6 and Creede Quad. maps) Leave U.S. No. 160 at South Fork and go northwest on No. 149. Gap is about a mile west of town by the same name. Road continues on to Creede and Lake City. Rio Grande tracks parallel the highway.

Warm Springs — See Breakneck Pass (No. 23)

197 — **WAUNITA** . . . 10,303 ft. (No. 5 and Gunnison Co. maps) East of Gunnison leave U.S. No. 50 at Parlin. Go northeast to Pitkin, turn south here and go over the pass to Waunita Hot Springs. East from Waunita will take you over Black Sage Pass and you can continue over Old Monarch Pass. If you turn south after crossing Black Sage you will return to U.S. No. 50 two miles east of Sargents. Leaving Waunita Hot Springs to the west will bring you back to the highway a mile west of Doyleville.

198 — **WEBSTER** . . . 12,108 ft. (No. 5 and Arapaho maps) On the west side of Loveland Pass turn south to Montezuma. Continue to a "Y" and take the left branch. You will ford a stream on your way to the top of the Continental Divide where the road ends dramatically. Spectacular view. Even if the road continued it would be closed by a snow bank most of the year. Forging the stream on the way down, we drove too fast and water got into the motor. We spluttered back to the garage at the base of Loveland Pass.

199 — **WESTON** . . . 11,900 ft. (No. 5 and San Isabel maps) Dirt road, summer only. Turn west about ten miles south of Fairplay, Cross the Mosquito Range. West side joins U.S. No. 24 by the Fish Hatchery a few miles south of Leadville. Originally an important toll road.

200 — **Weminuche** . . . 10,622 ft. (No. 3 and Rio Grande maps) SW of Creede, SE of Silverton and S of Lake City on the Continental Divide.

201 — **Whiskey** . . . 12,802 ft. (No. 6 and San Isabel maps) West of Trinidad No. 12 bends north at an impressive gap through the hogback at Stone-wall. A few miles more will bring you to Whiskey Creek, just south of Monument Lake. The road to the pass leaves the highway here, but the gate has a heavy chain and three padlocks. This is in the Maxwell Land Grant and a trespassing trial is still in court. The original road was constructed in 1937 as a Works Progress Administration project but a tunnel at the top was never completed. The road would have terminated at Chama and San Luis had it been finished.

202 — **WILLIAMS** . . . 11,762 ft. (No. 5 and San Isabel maps) About seven miles south of Buena Vista, turn west at Nathrop. Over the years three different railroads, including the Colorado and Southern used this route to St. Elmo, Hancock and through the Alpine Tunnel under the Continental Divide and down the west side to Gunnison. At the east edge of St. Elmo a road goes south. You may not be able to go far in an ordinary car, but this is interesting back country and you will long remember your exploring. See Tincup Pass, No. 178.

203 — **Willow** . . . 12,000 ft. (No. 2 and White River maps) SW of Aspen, E of Snowmass Peak and N of Maroon Bells.

204 — **WILLOW CREEK** . . . 9,683 ft. (No. 4 and Arapaho maps) From Granby through North Park on No. 125 to Walden on all year road. Densely forested. Crosses the Continental Divide at the boundary of Routt and Arapaho Forests.

205 — **WILLOW DIVIDE** . . . 10,000 ft. (No. 3 and San Juan maps) On No. 145 six miles southwest of Lizard Head Pass, turn to the right on the Dunton road. A half mile before you reach Rancho Dolores a jeep-truck road branches north. Willow Divide is three miles from the junction. Good fishing and hunting in this area. If you continue on the colorful Dunton road and follow the west fork of the Dolores River you will join No. 145 again. The two roads come together a mile west of Stoner at the Forks campground. Continue on to Dolores and Cortez.

206 — **Wilkerson** . . . 12,000 ft. (No. 4 and Summit Co. maps) W of Dillon and N of Vail Pass, on SE border of Gore Range-Eagles Nest Wild Area.

207 — **WILKERSON** . . . 9,525 ft. (No. 5 and all maps) West on U.S. No. 24 from Colorado Springs, Woodland Park, Lake George to Hartsel. Pass is in the Pike National Forest. For a mountain road over a pass this road could be called almost straight and level.

208 — **Wind River** . . . 9,200 ft. (No. 4 and Rky. Mtn. Park maps) Less than a mile W of No. 7, S of Estes Park. W NW of Twin Sisters Lookout and E of Estes Cone.

209 — **WOLF CREEK** . . . 10,850 ft. (No. 3, No. 6 and all maps) Southern-most crossing of the Continental Divide on a main all-year highway. U.S. No. 160 from Del Norte and the San Luis Valley through Pagosa Springs to Durango. Separates the Rio Grande and San Juan Rivers. The annual snowfall in this area totals several hundred inches, but the road is seldom closed. This route was used for years by Indians and for pack trains but the highway was not constructed until 1916. Treasure Falls is on the west slope.

210 — **YELLOW JACKET** . . . 7,700 ft. (No. 3 and San Juan maps) On the main highway east from Durango on U.S. No. 160, between Bayfield and Pagosa Springs. Southeast of Vallecito Reservoir.

211 — **YELLOW JACKET** . . . 7,300 ft. (No. 1 and White River maps) First road branching off No. 13 east of Meeker goes to Trappers Lake and White River National Forest. The next road goes over Yellow Jacket Pass. Ranch road over rolling hills that rejoins No. 13 about 16 miles south of Craig.

212 — **YELLOW JACKET** . . . 7,500 ft. (No. 4 and White River maps) About seven miles south of Steamboat Springs on No. 131 take gravel road south. Ranch road over rolling hills that rejoins No. 131 just south of Oak Creek, or you can stay on this ranch road and go over Lynx Pass. This will bring you out to the main road on the west side of Gore Pass.

213 — **Yule** . . . 12,000 ft. (No. 2 and Gunnison maps) Between Marble and Crested Butte, W of Schofield Pass and N of Kebler Pass.

214 — **Yvonne** . . . 12,250 ft. (No. 3 and Hinsdale maps) South of Ouray on U.S. No. 550 turn east at Bear Creek Falls. This jeep-truck-travel-at-own-risk road will take you to the base of Engineer Mountain. The jeep tours go over the top and on the east side past Rose's Cabin and Capitol City to Lake City. On the east side of 13,190 foot Engineer Mountain and southeast of Dolly Varden Mountain the old road made a loop around and over Yvonne Pass. This road is not in use now.

The following list of COLORADO PASSES was compiled because information is lacking on this very interesting subject. Crossing Passes is either our Hobby -- or our excuse to see the scenery. Of the 130 Passes we have driven over more than 70 are in Colorado. The following list does not include Jeep roads or Trails. Altitudes vary with different authorities, but they are all close. Hope to see YOU on the other side.

Clyde & Chloe Edmondson, Longmont, Colorado

- APISHIPA..... 11,005 feet. Also called Cordova. So. of Walsenburg take #232 at Aguilar and go west to the Spanish Peaks.
- BAXTER..... 8,430 About 20 mi. west of Grand Jct. turn north. Top of Pass about 60 mi. from Grand Jct. Old R.R. grade to Utah. About 2 or 3 mi. of shelf road. Desolate & unused road.
- BERTHOUD..... 11,313 On # 40, Idaho Springs through Winter Park to Granby.
- BLACK SAGE..... 9,745 From Taylor Reservoir to Monarch Pass.
- BOREAS..... 11,482 Dirt road, Como to Breckenridge. Old road remade by the countys and Soldiers from Fort Carson.
- BUFFALO..... 10,180 South-west from Walden to Steamboat Springs. Little better than Jeep road. Many lakes, good view east & west.
- CAMERON..... 10,285 Fort Collins to Walden #14. Every year they oil more of this road. Some day it may be good.
- CHAPIN..... 11,550 Close to the top of Fall River road. Listed on Geological Survey Maps as separating the north and south water sheds. Fall River separates the east and west.
- COAL BANK HILL... 10,640 Red Mountain, Molas Lake and Coal Bank Hill are all on the Million Dollar Highway #550. Ouray to Durango.
- X COCHETOPA..... 10,032 On #114 Saguache to Gunnison. Open all year.
- COLUMBINE..... 9,100 Naturita, Nucla to top. Choice of Montrose or Delta.
- X COTTONWOOD..... 12,126 West from Buena Vista. Old road remade, using some prison labor. 21 miles up, 16 down to Taylor Reservoir. Very good view. Road west to Almont and Gunnison.
- COTTONWOOD..... 8,950 S. of Granby go west. Ranch road to Hot Sulphur Springs.
- COTTONWOOD..... 8,300 Ranch rd. Gypsum to Carbondale. Watch out for branch roads. We had to make two trips because we got lost.
- CUCHARAS..... 9,994 #111 west of Trinidad to the top, here you can go east over Apishipa Pass to Aguilar or north past Cuchara Camps. End up at La Veta and on to Walsenburg.
- X CUMBERLAND..... 12,015 South of Taylor Reservoir through Tincup to Pitkin, Waunita Hot Springs to #50 on west side of Monarch Pass.
- CUMBERS..... 10,022 Antonito to Chama New Mex. on #17 over La Manga Pass. Narrow guage railroad with snow sheds, etc.
- CURRANT CREEK... 9,654 Hartsel to Canon City on #9.
- DEAD MAN HILL... 10,272 West of Red Feather Lakes. N.W. of Fort Collins.
- DOUGLAS..... 8,268 West of Grand Jct. North at Loma, 78 miles gravel to Rangley. Pass remade 1960. Old road had 29% grade & 2½ mi. of switchbacks. Trucks couldn't make the turns.
- FALL RIVER..... 11,797 One way road, up only. Turn off at Horseshoe Park, past Horseshoe Falls. This is the old road and ends at the Shelter House and Gift Shop on Trail Ridge.
- FREMONT..... 11,318 Dillon, Frisco and #91 to Climax and Leadville.
- GORE..... 9,524 #84 Kremmling to Steamboat Spgs. By-pass Rabbit Ears.
- GUANELIA..... 11,300 County road (dirt) from Georgetown to Grant.
- HESPERUS..... 7,700 Durango to Cortez on #160.

- HOOSIER..... 11,541 Part gravel from Dillon to Fairplay on #9.
- INDEPENDENCE..... 12,095 14 mi. south of Leadville turn west past Twin Lakes. Not open in winter. Famous town of Aspen on west side.
- X KEBLER..... 10,000 West from Crested Butte #135 to Paonia, or you can turn north after Marcellina Pass and go to McClures Pass. Don't miss Marble and Redstone on your way to Carbondale.
- KENOSHA..... 10,001 On #285, Grant to Fairplay through South Park.
- La MANGA..... 10,230 South of Alamosa 27 mi. turn west at Antonito. You will go over Cumbers Pass too. End at Chama, New Mexico.
- La VETA..... 9,382 Walsenburg to Fort Garland and Alamosa on #160.
- LIZARD HEAD..... 10,222 Telluride-Cortez #145 being remade now, shelf road is gone. Trout Lake, Snow Sheds for narrow guage R.R. etc.
- LOS PINOS..... 10,500 S. on #114 8 mi. east of Gunnison, west to Lake City.
- LOVELAND..... 11,992 On #6 Georgetown to Dillon. Open all year.
- LYNX..... 8,960 West side Gore Pass, turn north at Shoe & Stocking Camp Ground. Gravel road. To #40 south of Steamboat Springs.
- MARCELLINA..... 10,325 Crested Butte to Paonia #135, Rand McNally maps only.
- MARSHALL..... 10,846 Few miles south of Poncha Springs turn west. Old railroad grade, may not be open. Ask. Sargents on west.
- MILNER..... 10,759 On #34, Trail Ridge Road. Estes Park to Granby.
- MOLAS LAKE..... 10,910 On Million Dollar Highway, Silverton to Durango.
- X MONARCH..... 11,312 Poncha Springs to Gunnison #50 Restaurant at the top.
- MONARCH, Old..... 11,375 Going west turn to the right before the top Monarch Pass. Back to #50 between Sargents and Parlan.
- MUDDY..... 8,710 Kremmling to Steamboat Spgs. #40 Also Rabbit Ears.
- X Mc CLURES..... 9,500 Glenwood Springs, Carbondale, Redstone and Marble. West side at Delta or east to Crested Butte & Gunnison.
- PASS CREEK..... 9,200 #305 Westcliff - La Veta Pass and Fort Garland. The road is on the east side of Sangre De Cristo Range.
- PENNOCK..... 9,200 Masonville to Poudre Canyon & east to Fort Collins.
- PONCHA..... 9,011 South of Poncha Springs to Saguache on #285.
- RABBIT EARS..... 9,680 After 2 or 3 years of being closed the road is now open from Kremmling to Steamboat Springs on #40.
- RATON..... 7,834 Trinidad to New Mexico #25 Interstate Highway.
- RED HILL..... 9,993 Fairplay to Como and Kenosha Pass.
- RED MOUNTAIN..... 11,018 On #550 south from Montrose through Ouray and over the Million Dollar Highway to Durango. Open all year.
- ROLLINS..... 11,680 Also called Corona. Old Railroad grade with tunnel & some old trestles. East Portal (west of Rollinsville) to Winter Park on #40. This has a view, lakes and variety.
- SAND CREEK..... 8,900 Poudre Canyon go north at Chambers Lake, east to #287.
- X SCHOFIELD..... 10,700 Jeep road. You can get to the top from Crested Butte. We were stopped by snow bank at 10,400 ft. The top is 10,700 and this was on 4th of July. Columbine were thick at Gothic.
- SHRINE..... 11,308 Turn left before you get to the top of Vail Pass. Mount of the Holy Cross can be seen from this road.

X SLUMGULLION.....	11,361	From Lake City through Creed on #149. Join #160 16 miles west of Del Norte. Gravel road for summer only.
SPRING CREEK.....	10,901	#149 Lake City, over Slumgullion Pass to Creed.
SQUAW.....	9,807	From Denver west through Bergen Park to Echo Lake.
TENNESSEE.....	10,427	On #24 past Minturn and Pando to Leadville.
TROUT CREEK.....	9,346	On #24 from Colorado Springs to Buena Vista.
TWIN CREEK.....	8,200	West of Colorado Springs, Woodland Pk. to Florissant.
UTE.....	6,800	Colorado Springs to Woodland Park on #24.
VAIL.....	10,603	On #6, Dillon to Glenwood Springs. Open all year.
VICTOR.....	10,202	N.E. of Victor at Independence. E. of Cripple Creek.
X WAUNITA.....	10,303	Taylor Reservoir to Waunita Hot Springs. On the same road you will cross Cumberland and Black Sage Pass.
WESTON.....	11,900	Dirt road, summer only. Turn west about 10 miles south of Fairplay. West side by Fish Hatchery a few miles south of Leadville.
WILLOW CREEK.....	9,683	Granby through North Park on #125 to Walden.
WILKERSON.....	9,524	West on #24, Colorado Springs to Hartsel. All year.
WOLF CREEK.....	10,850	#160 Del Norte to Pagosa Springs. Open all year.
YELLOW JACKET.....	7,700	Pagosa Springs to Durango on #160.
YELLOW JACKET.....	7,500	Gore & Lynx Passes to Steamboat Springs, ranch road.
YELLOW JACKET.....	7,300	Ranch road from Meeker to Craig.

By the end of 1960 we had not crossed any of the following Passes. Some of them have roads, at least to the top on one side. Other passes with only trails over them have been listed separately.

ANTELOPE.....	7,899	North of Kremmling to #40 south of the Gore Pass junction.
BOLAM.....		$\frac{1}{2}$ way from Rico to Lizard Head Pass turn south to #550.
BOTTLE.....		S.W. from Fraser, on West St. Louis Creek in Grand County.
CELESTE.....	11,400	S.W. Del Norte to Platona Reservoir. Exit on #285.
CINNAMON.....		S.W. Lake City, west side at Silverton. Jeep road.
GUNSIGHT.....	8,332	N.E. of Kremmling to #40. Close to Antelope Pass.
HAYDEN.....	10,780	$\frac{1}{2}$ way Poncha Pass to Saguache turn east at Villa Grove.
X MOSCA.....	9,713	W. of Gardner to Sand Dunes over Sangre De Cristo Range.
X MOSQUITO.....	13,188	Jeep road from Leadville to Fairplay. Burrow Races here.
OPHIR.....	11,350	West of Silverton. West side Jeep road to Ophir.
OHIO.....	10,033	W. Crested Butte turn S. before Kebler Pass. To Gunnison.
STONY.....	12,594	$\frac{1}{2}$ way between Silverton & Eureka turn S.E. Jeep road.
X TINCUP.....	12,154	W. St. Elmo. West side Jeep road. Chaffee & Gunnison Countys.
X TAYLOR.....	12,400	S. of Aspen past Ashcroft to Taylor Reservoir.
WEBSTER.....	12,108	S. Loveland Pass, past Montezuma. Jeep road on east.
YVONNE.....	12,250	W. Lake City past Engineer Mtn. Jeep road to Silverton.

Most of the following Passes have trails but not roads to the top. For more information there are several good maps published by the following:

GEOLOGICAL SURVEY MAPS, by the U. S. Department of the Interior. 468 New Custom House, Denver 2, Colorado. They also have maps prepared by U. S. ARMY MAP SERVICE, CORPS of ENGINEERS. (Photogrammetric Method)

COLORADO DEPARTMENT OF HIGHWAYS. Planning & Research Division. Room 212, 4201 E. Arkansas Ave. Denver 22, Colorado. (County and Sectional Maps)

ARAPAHO 8,954 East of Muddy Pass	LAKE 12,226 North Taylor Reservoir
ARAPAHO 11,906 S.W. Arapaho Glacier	LOU CREEK 11,260 N.E. of Ridgway
✓ ARGENTINE 13,132 East of Montezuma.	MUDDY CREEK 8,772 N.E. of Wolcott
ANGEL 12,200 N.W. of Crested Butte	MEDANO 10,150 N.E. of Sand Dunes
BROWNS 12,000 South-west of Fairplay.	MUSIC 11,800 N.E. of Sand Dunes
BREAKNECK 10,900 S.W. of Fairplay	MAROON, EAST 12,200 S.W. Aspen
BAKERS 11,253 South of Cameron Pass.	MAROON, WEST 12,400 S.W. Aspen
BUCHANAN 11,500 West Peaceful Valley	MONUMENT 11,006 N.E. Ridgway
BONITA 12,000 S.E. Wolf Creek Pass	MINNESOTA 10,000 N.E. of Gunnison
BLUE LAKE 11,000 West of Ouray	OWL CREEK 10,120 E. of Ridgway
BECKWITH 9,890 West of Crested Butte	PTARMIGAN 12,280 N.E. of Dillon
BUFFALO 8,768 South of Walden	✓ PEARL 12,715 S. of Aspen
CHALK CREEK 12,070 South of St. Elmo	RED DIRT 11,400 N.W. of Walden
COCHETOPA N. 10,000 W. of Saguache	ROGERS 11,900 S. of Rollins Pass
CAT CREEK GAP 6,600 S.W. Pagosa Spgs.	RAILROAD 12,000 S.E. Wolf Creek Pass
CURECANTI 10,000 N.W. Gunnison	SANGRE De CHRISTO 9,459 N. LaVeta Pass
CASTLE 11,000 N.W. Gunnison	SAN FRANCISCO 8,560 S.E. of San Louis
COLUMBINE 12,600 N.E. Durango	SUMMIT 12,000 S.W. of Del Norte
DEVILS THUMB 11,700 E. of Tabernash	SILVER 12,000 S.E. Wolf Creek Pass
DAISY 11,200 N.W. Crested Butte	ST LOUIS 11,500 W. of Berthoud Pass
ELLWOOD 12,000 S.W. Del Norte	SWAMPY 10,365 N.W. of Gunnison
FAWN CREEK 10,200 W. of Rollins Pass	TROUBLESOME 11,495 W. Willow Creek Pass
FRENCH 12,057 S.W. Breckenridge	THUNDRE 11,400 S. of Cameron Pass
FALL CREEK 12,500 N.W. Camp Hale	UTE 11,000 N.W. of Walden
GEORGIA 11,598 S.W. Breckenridge	UTE 9,869 N.E. of Walden
✓ HALFMOON 12,712 N.E. Creede	UTE 9,524 S.W. of Fraser
HUNCHBACK 12,487 S.E. Silverton	VASQUEZ 11,850 W. of Berthoud Pass
ILLINOIS 10,000 North of Granby	WHISKEY CREEK 12,802 E. of San Luis
INDIAN CAMP 9,715 N. Glenwood Springs	WILLIAMS 11,762 S.W. of St. ELMO
JONES 12,453 West of Berthoud Pass	WEMINUCHE 10,622 S. of Lake City
LaPOUDRE 10,192 S. of Cameron Pass	WILKERSON N. of Vail Pass
	YVONNE 12,250 W. of Lake City

We know very little about the Passes on this sheet. Would appreciate any information you have about the ones with roads. Let us hear from you.

Clyde & Chloe Edmondson, 719 Main Street, Longmont, Colorado.

In the above list of passes, gaps and divides, we have always included the names of official maps to show where they are located. All are recognized by present day cartographers.

A range of mountains may be crossed from one slope to another in many places and in a variety of ways, by vehicle, horse or hiking. Some of these may be passes that are not named on maps. If they were, we could add the following: Roubideaux, Union, Grassy Gap, Dowe, Blowout, Intercacon, Bighorn, Dix Saddle, Keberg, Summit, Bear, Pawnee, Bridges and Culbertson or Gold Hill.