

COLORADO CULTURAL RESOURCE SURVEY
Management Data Form

OAHP1400

Rev. 11/10

G-KLA-SAB

A *Management Data Form* should be completed for each cultural resource recorded during an archaeological survey. Isolated finds and revisits are the exception and they do not require a *Management Data Form*. Please attach the appropriate component forms and use continuation pages if necessary. Fields can be expanded or compressed as necessary.

1. Resource Number: 5FN1501.4				2. Temporary Resource Number:				
3. Attachments (check as many as apply)				4. Official determination (OAHP use only)				
<input type="checkbox"/> Prehistoric Archaeological Component				<input type="checkbox"/> Determined Eligible NR\SR				
<input type="checkbox"/> Historic Archaeological Component				<input type="checkbox"/> Determined Not Eligible NR\SR				
<input type="checkbox"/> Historic Architectural Component				<input type="checkbox"/> Nominated				
<input type="checkbox"/> Linear Component				<input type="checkbox"/> Need Data NR\SR				
<input type="checkbox"/> Sketch/Instrument Map (required)				<input type="checkbox"/> Contributing to NR Dist.\SR Dist.				
<input type="checkbox"/> U.S.G.S. Map Photocopy (required)				<input type="checkbox"/> Not Contributing to NR Dist.\SR Dist.				
<input type="checkbox"/> Photograph(s) (required)				<input checked="" type="checkbox"/>	<input type="checkbox"/> Supports overall linear eligibility NR\SR		MAT 12/13/12	
<input type="checkbox"/> Other, specify:				<input type="checkbox"/> Does not support overall linear eligibility NR\SR				
I. IDENTIFICATION								
5. Resource Name: Denver and Rio Grande Rail Road Texas Creek to Westcliffe Spur								
6. Project Name/Number: CR-RG-13-015 Fremont County Mineral Materials Quarry FN.LM.R175								
7. Government Involvement:		<input type="checkbox"/> Local		<input type="checkbox"/> State		<input checked="" type="checkbox"/> Federal		
Agency: Bureau of Land Management								
8. Site Categories: Check as many as apply								
<input type="checkbox"/> Prehistoric:		<input type="checkbox"/> archaeological site		<input type="checkbox"/> paleontological site		<input type="checkbox"/> In existing National Register District		
National Register District name:								
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Management Data Form

Resource Number: 5FN1501.4

Temporary Resource Number:

13. USGS Quad: <u>Hillside ECHO</u>				14. County: Fremont			
15. UTM Coordinates: Datum Used				NAD 27		NAD 83	X
A.	<u>449076</u>	mE		<u>4247945</u>	mN	<u>E. Zone 13</u>	
B.	<u>449253</u>	mE		<u>4248060</u>	mN	<u>448983 mE,</u>	
C.	<u>449280</u>	mE		<u>4248032</u>	mN	<u>4247729 mN</u>	
D.	<u>449017</u>	mE		<u>4247711</u>	mN		
16. UTM Source:		x	Corrected/GPS/rectified survey (<5m error)			Uncorrected GPS	Map Template
Other (explain): ArcGIS							
17. Site Elevation (feet): 6200							
18. Address:			Lot:		Block:		Addition:
19. Location/Access: The site is located 5 miles south of Texas Creek on the east side of Hwy 69. An administrative gate is located where the railroad grade intersects Hwy 69.							
III. NATURAL ENVIRONMENT/SITE CONDITION							
20. General Description (should include both on site as well as geographical setting): Landforms, vegetation, soils, depositional environment, water, ground visibility): The Railroad grade traverses the base of several toeslopes and crosses several ephemeral drainages. The area is populated with pinyon juniper , oak brush and various grasses and cactus. There is nearly 100 % gsv across the railroad grade. The railroad grade at the this section crosses through a very active erosional area.							
21. Soil depth (cm) and description: Brown sandy loam							
22. Condition							
a. Architectural/Structural				b. Archaeological/Paleontological			
	Excellent				Undisturbed		
x	Good			x	Light disturbance		
x	Fair			x	Moderate disturbance		
	Deteriorated				Heavy disturbance		
	Ruins				Total disturbance		
23. Describe condition: The segment is approximately 415 m in length and includes a 178 m section that has integrity as well as a 237 m section that is not intact and has no integrity. The intact portion of the railroad bed is graded through a small hill and has an earthen-fill grade and ballast that cross over a large drainage. It appears that there once was a wooden culvert through the ballast, however has become filled over time. The intact portion has good integrity and has been only minimally impacted by erosion. The portion that is not intact has been severely effected by erosion, and has telephone poles placed in the railroad bed.							
24. Vandalism:			Yes	x	No		

Management Data Form

Resource Number: 5FN1501.4

Temporary Resource Number:

IV. NATIONAL/STATE REGISTER ELIGIBILITY ASSESSMENT						
25. Context or Theme: ..\..\Research Notes\NRBulletins\Themes_AREAS OF SIGNIFICANCE.doc						
Mountains historic. Transportation in the high country						
26. Applicable National Register Criteria:						
x	A. Associated with events that have made a significant contribution to the broad pattern of our history (segment)					
	B. Associated with the lives of persons significant in our past					
	C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction					
	D. Has yielded, or may be likely to yield, information important in history or prehistory					
	Does not meet any of the National Register criteria					
	Qualifies under exceptions A through G. List exception:					
27. Applicable State Register Criteria:						
x	A. Property is associated with events that have made a significant contribution to history (segment)					
	B. Property is connected with persons significant in history					
	C. Property has distinctive characteristics of a type, period, method of construction or artisan					
	D. Property is of geographic importance					
	E. Property contains the possibility of important discoveries related to prehistory or history					
	Does not meet any of the State Register criteria					
28. Area(s) of significance: Transportation , particularly mining related goods.						
29. Period(s) of significance: 1900-1938 railroad access to Westcliffe from mainline DRG railroad.						
30. Level of significance:			National		State	Local
31. Statement of significance: Site5FN1501.4 is associated with historic methods of transportation. This site represents the use of railroad technology characteristic of the late nineteenth-early twentieth century.						
32. Statement of historic integrity related to significance. (Seven aspects of integrity are Location, Design, Setting, Materials, Workmanship, Feeling, Association): Segment 5FN1501.4 maintains excellent integrity of location, in its northern portion, when compared with setting, feeling and association. However the southern portion is not intact and has been severely effected by erosion and telephone pole construction.						

Management Data Form

Resource Number: 5FN1501.4

Temporary Resource Number:

33. National Register Eligibility Field Assessment:	<input checked="" type="checkbox"/>	Eligible	<input type="checkbox"/>	Not eligible	<input type="checkbox"/>	Need data
Linear Segment Evaluation (if applicable):	<input checked="" type="checkbox"/>	Supporting	<input type="checkbox"/>	Non-Supporting		
34. Status in an Existing National Register District:	<input checked="" type="checkbox"/>	Contributing	<input type="checkbox"/>	Non-Contributing		
35. State Register Eligibility Field Assessment:	<input checked="" type="checkbox"/>	Eligible	<input type="checkbox"/>	Not eligible	<input type="checkbox"/>	Need data
36. Status in an Existing State Register District:	<input type="checkbox"/>	Contributing	<input type="checkbox"/>	Non-Contributing		
37. National/State Register District Potential:	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Describe:	
38. Cultural Landscape Potential	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No		
Describe:						
39. If Yes to either 37 or 38, is this site:	<input type="checkbox"/>	Contributing	<input type="checkbox"/>	Non-Contributing		
Explain:						
V. MANAGEMENT AND ADMINISTRATIVE DATA						
40. Threats to Resource:	<input checked="" type="checkbox"/>	Water erosion	<input type="checkbox"/>	Wind erosion	<input type="checkbox"/>	Grazing
	<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Construction	<input type="checkbox"/>	Other (specify):
41. Existing Protection:	<input type="checkbox"/>	None	<input type="checkbox"/>	Marked	<input type="checkbox"/>	Fenced
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	Patrolled
	<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>	Access controlled
Other (specify):						
Comments:						
42. Local landmark designation:	<input type="checkbox"/>		43. Easement:	<input type="checkbox"/>		
44. Recorder's Management Recommendations: The segment of the road that is contributing to the Eligibility of 5FN1501 is in good condition and retains much of its physical integrity. Because the project will avoid any disturbance to the railroad through placement of boulders along the ballast , the proposed undertaking will not alter the aspects of the road as a whole that contribute to its significance.						
VI. DOCUMENTATION						
45. Previous Actions Accomplished at the site:	<input type="checkbox"/>	Tested	<input type="checkbox"/>	Partial excavation	<input type="checkbox"/>	Complete excavation
Date(s):						
a. Excavations:						
b. Stabilization: Date(s):						
c. HABS/HAER Documentation: Date(s) & Numbers:						
d. Other:						
46. Known collections/reports/interviews and other references (list):						

Management Data Form

Resource Number: 5FN1501.4

Temporary Resource Number:

VI.DOCUMENTATION (CONTINUED)

47. Primary Location of Additional Data:

48. State or Federal Permit Number:

49. Collection: Artifact collection authorized? ☒ Yes ☐ No Were artifacts collected? ☐ Yes ☒ No

Artifact Repository:

Collection Method: ☐ Diagnostics ☐ Grab Sample ☐ Random Sample

Other (specify):

50. Photograph Numbers:

Digital files at:

51. Report Title: CR-RG-13-015 Intensive Cultural Resources Fremont County Mineral Materials Quarry area of Potential Effect -FN.LM.R175

52. Recorder(s): Erin Watkins

Date: 11/29/2012

53. Recorder Affiliation: BLM-Royal Gorge Field Office

Phone Number/Email: (719) 269-8527 / ewatkins@blm.gov

NOTE: Please attach a site map, a photocopy of the USGS 1:24000 map indicating resource location, and photographs.

Colorado Historical Society - Office of Archaeology & Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395

COLORADO CULTURAL RESOURCE SURVEY
Linear Component Form

OAHP1418

This form should be completed for each linear resource or linear segment. Use this form in conjunction with the *Management Data Form*. Call OAHP staff (303-866-5216) prior to assigning a resource number.

I. RESOURCE IDENTIFICATION									
1.	Resource Number: (include point number, if applicable): 5FN1501.4								
2.	Temporary Resource Number:								
3.	Site Name: Denver and Rio Grande Rail Road Texas Creek to Westcliffe Spur								
4.	Record of:		Entire resource		x		Segment		
II. RESOURCE DESCRIPTION									
5.	Resource Type:		Road		x	Railroad		Trail	
	Other (specify):								
6.	<p>Component Description: Denver and Rio Grande Rail Road Texas Creek to Westcliffe Spur, segment 5FN1501.4 is a contributing segment of the railroad. The segment is located on the east side of Hwy 69 approximately 5 miles south of Hwy 50. The segment is approximately 415 m in length and includes a 178 m section that has integrity as well as a 237 m section that is not intact and has no integrity. The intact portion of the railroad bed is graded through a small hill and has an earthen-fill grade and ballast that cross over a large drainage. It appears that there once was a wooden culvert through the ballast, however has become filled over time. The intact portion has good integrity and has been only minimally impacted by erosion. The portion that is not intact has been severely effected by erosion, and has telephone poles placed in the railroad bed.</p>								
7.	Original use: Rail road ballast and grade								
8.	Current use: Ranch road/ administrative access.								
9.	Modifications (describe and include dates): None.								
10.	Extent of Entire Resource:								
11.	Associated Artifacts: None								
12.	Associated Features or Resources:								
III. Research Information									
13.	Architect/Engineer: See Historical/ Archival Data								
	Source of information:								
14.	Builder: See Historical/ Archival Data								
	Source of Information:								
15.	Date of Construction/ Date Range: 1900								

Linear Component Form

Resource Number: 5FN1501.4

Temporary Resource Number:

Source of Information: Historic Trail Maps of the Pueblo 1 x 2 Quadrangle, Colorado. USGS Miscellaneous Investigation Series, 1975.

16. Historical/Archival Data:

The Denver and Rio Grande, one of Colorado's major railroads, and the largest, was the only one in the state, during the late 1800s, that was not controlled by railroad magnate Jay Gould (of Union Pacific fame). Under the leadership of General William J. Palmer, the DRG was incorporated in 1870, and construction of the narrow gauge from Denver southward commenced in 1871. Prevented from crossing Raton Pass in 1878, Palmer instead built west, concentrating on service to the many mining towns in the mountains. Narrow gauge construction was particularly suitable for mountain construction because of its ability to negotiate steeper grades and tighter curves than standard gauge. In 1882, the DRG became the first railroad to cross Colorado. By 1886, Palmer had left the railroad, which was reorganized, and in 1890, the DRG's route extended as far west as Salt Lake City. In 1901, George Gould, son of Jay Gould, took over the corporation, relinquishing it again in 1914. The Moffat Tunnel, providing a relatively low altitude route across the Continental Divide, was opened in 1928, and in 1934, the Dotsero Cutoff which shortened the route to Salt Lake City by 175 miles, opened to train traffic. During the 1940s, and into the 1950s, the narrow gauge system was in decline, and by the end of the 1950s, the DRG had been absorbed into another major railroad corporation (LeMassena 1974; Noel et al 1994).

The Texas Creek - Westcliffe spur was built in 1900 to provide access to the Wet Mountain Valley and its mining areas. The 25-mile standard gauge spur was constructed to replace the Grape Creek Canyon route, which was constructed in 1881 and washed out by flooding in 1889. Railroad service to the valley's mining areas was symbiotic with the history of production, and, indeed, the history of the valley. In 1882, the DRG founded the town of Westcliffe at the terminus of the railroad, in order to benefit from selling lots in the townsite. The frustrated citizens of Silver Cliff, just a mile to the east, eventually lost their county offices to the larger and more successful town of Westcliffe.

The DRG entered the region when mine output in the Wet Mountain Valley had already been significant for two years. Mine production began to decline following the demise of the Grape Creek line, but picked up again in 1901 following the completion of the Texas Creek spur, and continued through the World War I years. The Texas Creek spur was finally abandoned in 1938 (Ormes 1963).

LeMassena, Robert A.

1974 Rio Grande ... to the Pacific! Sundance Publishers, Denver.

Noel, Thomas J. Paul F. Mahoney, and Richard E. Stevens.

1994 Historical Atlas of Colorado. University of Oklahoma Press, Norman.

Ormes, Robert M.

1963 Railroads and the Rockies: A Record of Lines In and Near Colorado. Sage Books, Denver.

17. Cultural Affiliation and Justification: There is no evidence that suggests that this is an aboriginal trail. See Historical/ Archival Data

IV. Management Recommendations**18. Eligibility of entire resource**

<input checked="" type="checkbox"/>	Eligible	<input type="checkbox"/>	Not eligible	<input type="checkbox"/>	Need data	Is this an official determination?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No
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Remarks/justification: The DRG Texas Creek Spur connects the historic mining town of Westcliff with Texas Creek, and was undoubtedly highly important in the transport of goods and/ ore. See original form.

19. Evaluation of integrity of the segment of the entire linear resource being recorded (Only complete if "Segment" under item 4 is checked and marked as Eligible under item 18)

<input checked="" type="checkbox"/>	Supporting	<input type="checkbox"/>	Non-supporting	<input type="checkbox"/>	Not applicable
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Linear Component Form

Resource Number: 5FN1501.4

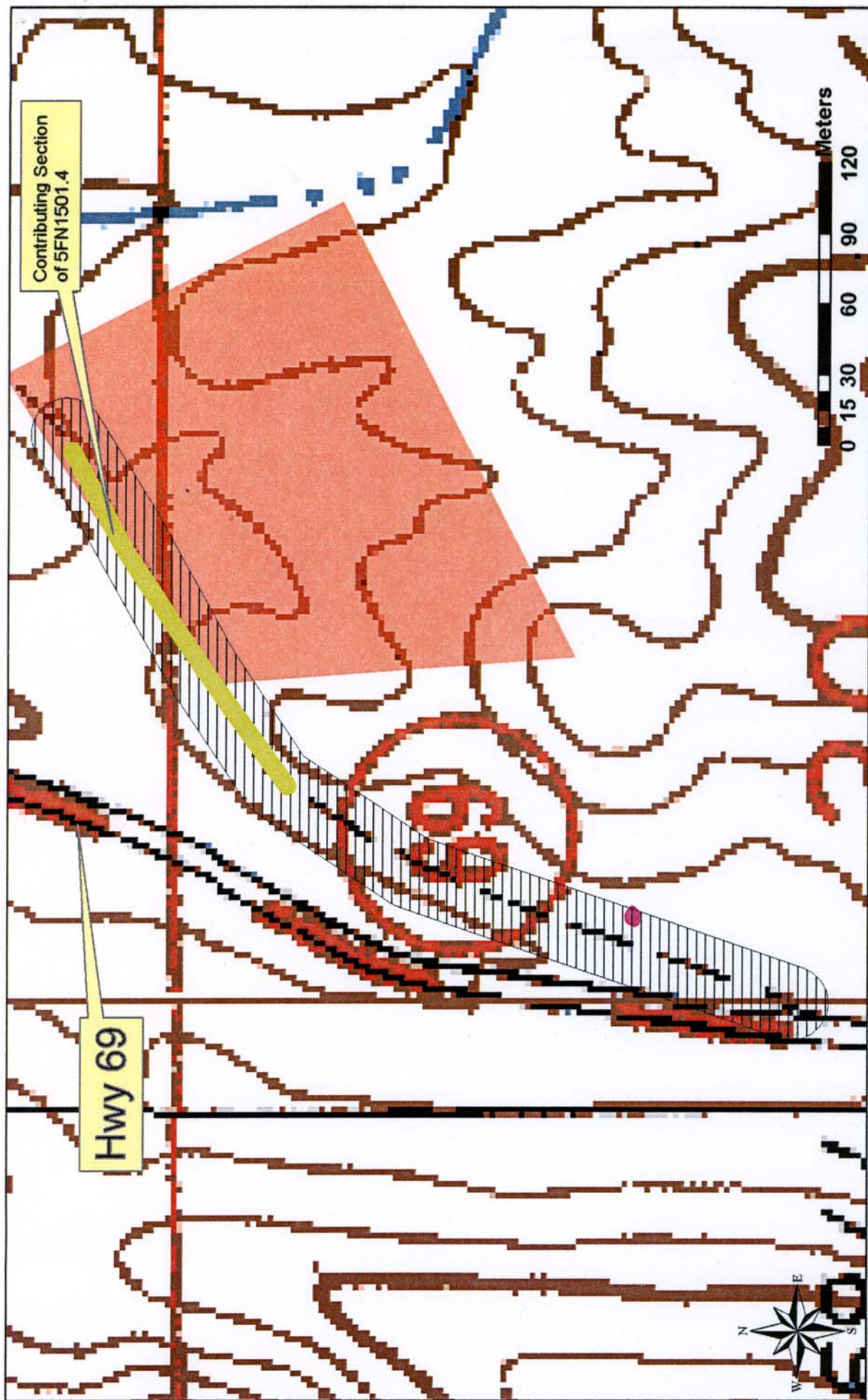
Temporary Resource Number:

Remarks/justification: This segment has integrity within the area of potential effect. It remains an intact railroad grade and ballast in a 178 meter segment, as it trends north to south before crossing Hwy 69.

20. Recorder(s): Erin Watkins

21. Date: 11/30/2012

Colorado Historical Society - Office of Archaeology & Historic Preservation
1560 Broadway, Suite 400 Denver, CO 80202
303-866-3395



CR-RG-13-015
Fremont County Mineral Materials Quarry
 T19S, R73W, Section 30
 Hillshade 7.5' USGS Topo

Legend

- 5FN1501.4_D&RG Railroad
- 5FN2750_IF
- crrg13_015_Survey_Area

NOTE TO MAP USERS
 No warrantee is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of the data layers shown on this map. The official land records of the data providers should be checked or current status on any specific tract of land.





1. 5FN1501.4 Non contributing portion of segment of railroad grade. Facing North.



2. 5FN1501.4 Contributing and eligible portion of railroad grade segment. Facing Northeast.



3. 5FN1501.4 Contributing and eligible portion of railroad ballast segment. Looking down ballast at wooden culvert. Facing North.



4. 5FN1501.4 Contributing and eligible portion of railroad ballast segment. Boulders will be placed along edge (middle of photo) to protect ballast. Facing East.

COLORADO CULTURAL RESOURCE SURVEY

TIFF ON FILE

OAHP1400

Management Data Form

Rev. 11/10

G-KCA-SAB

A Management Data Form should be completed for each cultural resource recorded during an archaeological survey. Isolated finds and revisits are the exception and they do not require a Management Data Form. Please attach the appropriate component forms and use continuation pages if necessary. Fields can be expanded or compressed as necessary.

1. Resource Number: 5FN1501.4				2. Temporary Resource Number:			
3. Attachments (check as many as apply)				4. Official determination (OAHP use only)			
<input type="checkbox"/> Prehistoric Archaeological Component				<input type="checkbox"/> Determined Eligible NR\SR			
<input type="checkbox"/> Historic Archaeological Component				<input type="checkbox"/> Determined Not Eligible NR\SR			
<input type="checkbox"/> Historic Architectural Component				<input type="checkbox"/> Nominated			
<input type="checkbox"/> Linear Component				<input type="checkbox"/> Need Data NR\SR			
<input type="checkbox"/> Sketch/Instrument Map (required)				<input type="checkbox"/> Contributing to NR Dist.\SR Dist.			
<input type="checkbox"/> U.S.G.S. Map Photocopy (required)				<input type="checkbox"/> Not Contributing to NR Dist.\SR Dist.			
<input type="checkbox"/> Photograph(s) (required)				<input checked="" type="checkbox"/> Supports overall linear eligibility NR\SR			
<input type="checkbox"/> Other, specify:				<input type="checkbox"/> Does not support overall linear eligibility NR\SR			
I. IDENTIFICATION							
5. Resource Name: Denver and Rio Grande Rail Road Texas Creek to Westcliffe Spur							
6. Project Name/Number: CR-RG-13-015 Fremont County Mineral Materials Quarry FN.LM.R175							
7. Government Involvement:				<input type="checkbox"/> Local		<input type="checkbox"/> State	
				<input checked="" type="checkbox"/> X		<input type="checkbox"/> Federal	
Agency: Bureau of Land Management							
8. Site Categories: Check as many as apply							
<input type="checkbox"/> Prehistoric:		<input type="checkbox"/> archaeological site		<input type="checkbox"/> paleontological site		<input type="checkbox"/> In existing National Register District	
National Register District name:							
<input type="checkbox"/> Historic:		<input checked="" type="checkbox"/> x archaeology site		<input type="checkbox"/> building(s)		<input type="checkbox"/> structure(s)	
				<input type="checkbox"/> object(s)		<input type="checkbox"/> In existing National Register District	
National Register District name:							
9. Owner(s)'s Name and Address: Bureau of Land Management, Royal Gorge Field Office							
10. Boundary Description and Justification: The site is bounded by the extent of the railroad grade. The segment recorded is located on the east side of Hwy 69.							
11. Site/Property Dimensions:		415 m		30 m		Area: 13 km ²	
						Acres (m ² /4047): 3.4	
Area was calculated as:		Length x Width (Rectangle/square)		Length x Width x .785 (Ellipse)		<input checked="" type="checkbox"/> x By GIS	
II. LOCATION							
12. Legal Location							
6 PM	19S	Township	73W	Range	19	Section SW SE	1/4
6 PM	19S	Township	73W	Range	13 30	Section NE NW	1/4
if section is irregular, explain alignment method:							

12/13/12



STATE OF
COLORADO

Cazier - DNR, Tim <tim.cazier@state.co.us>

Re: M-2018-010 SHPO Letter for Project No. 73925

1 message

McMahon, Todd <todd.mcmahon@state.co.us>
Reply-To: todd.mcmahon@state.co.us
To: "Cazier - DNR, Tim" <tim.cazier@state.co.us>

Wed, Apr 4, 2018 at 12:24 PM

Sorry Tim

Here you go

On Wed, Apr 4, 2018 at 10:56 AM, Cazier - DNR, Tim <tim.cazier@state.co.us> wrote:

Hi Todd,

We received the attached letter from your office on Tuesday. The letter references an attachment that we did not receive. Can you send me the attachment?

Tim Cazier, P.E.
Environmental Protection Specialist

P [303.866.3567](tel:303.866.3567) x8169 | F [303.832.8106](tel:303.832.8106) | C [303.328.5229](tel:303.328.5229)
1313 Sherman St., Room 215, Denver, CO 80203
tim.cazier@state.co.us | www.mining.state.co.us



Todd McMahon
Staff Archaeologist/State Curation Coordinator
History Colorado | Office of the State Archaeologist
303-866-4607 (w) | 303-817-6932(m) | todd.mcmahon@state.co.us
History Colorado Center, 1200 Broadway, Denver, CO 80203 | HistoryColorado.org
[Approved Museum and Curatorial Repository Program](#)

Inspiring generations to find wonder and meaning in our past and to engage in creating a better Colorado

5FN1501_4.pdf
7297K